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Agenda

METROPOLITAN SERVICE DISTRICT 2000 SW First, Portland, OR 97201-5398
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: April 10, 1986

Day: Thursday

Time: 7:30 a.m.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Place: Metro, Conference Room 330

- *1. MEETING REPORT OF MARCH 13, 1986 - APPROVAL REQUESTED.
- *2. APPROVING THE FY 1987 UNIFIED WORK PROGRAM AND FIVE-YEAR PROSPECTUS - APPROVAL REQUESTED - Andy Cotugno.
- *3. AUTHORIZING FEDERAL FUNDS FOR EIGHT 16(b)(2) SPECIAL TRANSPORTATION PROJECTS AND AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM - APPROVAL REQUESTED - Richard Brandman.
- *4. ALLOCATING FUNDS FROM THE FEDERAL-AID-URBAN REGIONAL RESERVE - APPROVAL REQUESTED - Andy Cotugno.
- *5. AMENDING THE TIP TO INCLUDE AN UPDATED PROGRAM OF PROJECTS USING SECTION 3 LETTER-OF-INTENT FUNDS - APPROVAL REQUESTED - Andy Cotugno.
6. PROPOSED TRI-MET INCOME TAX ORDINANCE (Handout at meeting).

*Material Enclosed.

NEXT JPACT MEETING: May 8, 1986 - 7:30 a.m.

MEETING REPORT

DATE OF MEETING: March 13, 1986

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

PERSONS ATTENDING: Members: Richard Waker, Bob Schumacher, Wes Mylllenbeck, Fred Miller, Larry Cooper, George Van Bergen, Larry Cole, Ed Ferguson and Ron Thom

Guests: Steve Dotterer, City of Portland; Peter Fry, Central Eastside Industrial Council; Bob Post, Tri-Met; Easton Cross, Kasch's; Keith Ahola, WSDOT; Ed Hardt, Ted Spence and Bob Bothman, ODOT; Gil Mallery, IRC of Clark County; and Hugh Brown, City of Milwaukie

Staff: Rick Gustafson, Executive Officer; Andrew Cotugno, Peg Henwood, Karen Thackston and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

MEETING REPORT OF FEBRUARY 13, 1986

The Meeting Report of the February 13 JPACT meeting was approved as written.

ADOPTING A MCLOUGHLIN BOULEVARD IMPROVEMENT PROGRAM AND ALLOCATING INTERSTATE TRANSFER FUNDS ACCORDINGLY

A draft McLoughlin Corridor study and resolution were released to the jurisdictions several months ago. The affected jurisdictions, City of Milwaukie, Clackamas County, and the City of Portland, have adopted a resolution supporting similar development of the McLoughlin Corridor. The proposed Metro resolution includes improvements suggested by the cities of Milwaukie and Portland.

The change in the resolution calls for the technical analysis for the east-west traffic study to be completed before Phase 2 of the McLoughlin Boulevard construction can proceed.

Easton Cross of Kasch's submitted a memo (copy attached) outlining his concerns over the proposed development of the McLoughlin Corridor. He took issue with the underlying assumption that transit would be available by the year 2000. The memo dealt with the issues of transit, limited funding, and his feeling that not all the alternatives, including TSM, had been examined in the draft Environmental Impact Statement.

Andy Cotugno explained the process by which the Surface Transportation Act establishes what the funding authorization will be for all federally-funded transportation projects.

It was noted that all interested jurisdictions have passed resolutions endorsing this project. It was also pointed out that there is litigation pending on this development.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 86-632 for the purpose of adopting a McLoughlin Boulevard improvement program and allocating Interstate Transfer funds accordingly. Motion CARRIED unanimously.

APPROVING THE FY 1986 HIGHWAY ALLOCATION PLAN FOR THE INTERSTATE TRANSFER PROGRAM AND AMENDING THE TIP ACCORDINGLY

Andy Cotugno explained that the annual funding programs are appropriated through adoption of the annual Transportation Improvement Program. He noted that, this year, there needs to be further monitoring of appropriations and project schedules.

During discussion, the question was raised as to whether any difficulty was foreseen in getting the \$22 million obligated. In response, Mr. Cotugno indicated that we were on track and did not foresee any problems. The effect of the obligation ceiling requires communication on the status of the rest of the statewide highway program and the trade-offs involved.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 86-633 for the purpose of approving the FY 1986 Highway Allocation Plan for the Interstate Transfer Program and amending the Transportation Improvement Program accordingly. Motion CARRIED unanimously.

OVERVIEW OF SURFACE TRANSPORTATION ACT OF 1987

Andy Cotugno stated that he had asked Dale Wilken to provide an overview of the proposed Surface Transportation Act of 1987 but was unable to attend this month's JPACT meeting. The committee agreed it would be good to schedule him for another meeting.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson
Don Carlson
JPACT Members

ATTACHMENT

MEMORANDUM

TO: Transportation Policy Alternative Committee

FROM: Easton Cross, Kasch's Garden Centers

DATE: February 26, 1986

There are three points I would like to make for the record before this action is taken.

I. Transit

One of the very basic assumptions underlining the McLoughlin improvement program is that transit ridership will increase between 1980 and the year 2000 by 137%. Without approaching this the proposed transportation system will be at gridlock whenever it is that we achieve those population figures. The fact is that transit ridership declined between 1980 and 1984 by 21% and bus service faces a further curtailment in the near future.

II. Funding

a. The transfer funds are over allocated already. Not by a small amount, but by more than \$50 million. Almost equivalent to the United States annual military aid to the Philippines.

b. Aside from \$2 1/2 million, there are not funds appropriated by congress for this project now and there will be no funds until fiscal year 1988-1989 when there may be approximately \$10 million appropriated. Considering Gramm-Rudman, which could push the funds off the 1990 deadline ledge, that could very likely mean never, or at least never in our lifetime, for available funds.

Given the choices that the region must make concerning projects and the realities of Gramm Rudman, doesn't it appear foolish for ODOT to spend \$500,000.00 for detailed engineering and Metro to spend \$150-200,000 on a study that assumes a project that will probably not be built? Would it not be less speculative to spend that 3/4 million in the corridor on transit improvements that could improve bus service, now?

III. Alternatives

We still contend that the draft EIS does not look at all of the logical alternatives for McLoughlin.

a. By not examining TMS solutions, potential high yield investments have been ignored.

b. By not examining the basic assumption that 17th South of

Memorandum
February 26, 1986
Page 2.

Tacoma should be a collector street instead of Tacoma East of 17th, a \$10 million potential savings and the tremendous advantage this might have in implimenting a future LTR system was ignored.

c. The flyover option has not been adequately studied, the EIS not withstanding, in spite of the fact that it would be substantially advantageous in cost, transit use and impact.

d. Additional lanes through the McLoughlin intersection as a north-south solution have not been adequately examined. Ten lanes would be less expensive than the overpass solution.

e. The impact on Ardenwald has not been properly addressed in the draft EIS and was not even raised in the preliminary EIS.

f. The overpass has been a 'secret' agenda of the program since the beginning of the study. Since I personally over heard Jim McClure making a deal with Paul Bay at the 1st JPAC I attended, I would be impossible to convince that this was not the case. In short, every ancillary study that has been done has been skewered to justify the overpass, thus polluting the EIS.

Conclusion: There are those who think that a concensus has finally been formed and the process is too far down the line to change; therefore it is time to go ahead with the project. But the realities of politics, money and litigation are just that - realities. This problem is a long way from being solved and it won't be solved until the notion that the retail areas of 17th south of Tacoma, McLoughlin between Tacoma and Milwaukie and the Ardenwald neighborhood are expendable for the sake of this project is put to rest.

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 86-638 FOR THE
PURPOSE OF APPROVING THE FY 1987 UNIFIED WORK
PROGRAM (UWP) AND FIVE-YEAR "PROSPECTUS"

Date: March 20, 1986

Presented by: Andy Cotugno

PROPOSED ACTION

This resolution would 1) establish a five-year "Prospectus" for the transportation planning program; 2) allocate Interstate Transfer and UMTA Section 9 funds toward the Transportation Planning Program, 3) approve the UWP containing the transportation planning work program for FY 1987, and 4) authorize the submittal of grant applications to the appropriate funding agencies.

TPAC has reviewed the Unified Work Program and Five-Year "Prospectus" and recommends approval of Resolution No. 86-638. In addition, TPAC noted the importance of the five-year transit plan and requested special emphasis be communicated to JPACT. See Attachment A.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1987 UWP describes the transportation planning activities to be carried out in the Portland/Vancouver metropolitan region during the fiscal year beginning July 1, 1986. Included in the document are federally funded studies to be conducted by Metro, Intergovernmental Resource Center of Clark County (IRC), Tri-Met, the Oregon Department of Transportation (ODOT) and local jurisdictions. Adoption of this resolution establishes the overall direction and funding for the next five years and the specific work program for the next year.

Metro's Resolution No. 79-103 provided a commitment of Interstate Transfer funds in the amount of \$300,000 per year for approximately six years. These funds had been fully utilized in last year's work program. The Resolution establishes the replacement for these funds. In September 1985 the annual Transportation Improvement Program was approved which identified UMTA Section 9 funds as a possible replacement funding source. Upon adoption JPACT directed staff to pursue other funding alternatives as well. In December, JPACT reviewed and generally concurred with staff's proposal including planning issues to be addressed and equal funding contributions of \$100,000 from ODOT, UMTA Section 9 and Interstate Transfer Regional Reserve.

ODOT provided a letter indicating their support in principle to \$100,000 per year for four years. This resolution authorizes like amounts of Interstate Transfer funding from the Regional Reserve and UMTA Section 9 funding from each future year appropriation. Each source of funds will be established in the Transportation Improvement Program as a "reserve" account for the next four-year period. Annual approval of the use of the funds and the specific program for use of the funds is subject to adoption of the Unified Work Program for each year. The overall guidelines for the future direction of the program is established through adoption of the Five-Year Prospectus contained in the FY 1987 UWP.

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, 1986, in accordance with established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 86-638.

KT/srs
5348C/453-4
04/01/86



Memo

METROPOLITAN SERVICE DISTRICT 2000 SW First Avenue, Portland, OR 97201-5398
 Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: April 1, 1986

To: JPACT

From: TPAC *Hotugno*

Re: Five-Year Transit Development Program Update

Upon review of the FY 87 Unified Work Program, TPAC has identified an element that is of utmost importance to the region and should be a priority for JPACT and the Tri-Met Board: the five-year Transit Development Program update.

Historically, the region has established high expectations for transit and has adopted local comprehensive plans and designed highway improvements accordingly. However, for the past five years, we have instead seen declining resources, service cuts, deferred capital improvements, an aging fleet and lost patronage. In short, the various jurisdictions that are relying on transit face considerable uncertainty about the future of transit. Associated with this change in conditions, UMTA has emphasized the importance of adopting a new five-year plan to provide a more solid basis for approving federal transit grants.

In view of this situation, TPAC recommends that a plan be developed to establish financial, service and capital programs for the next five years. Such a plan should be developed through a process that considers input from interested and affected agencies and that results in a commitment to implementation of the plan by the Tri-Met Board and JPACT. Further, because of uncertainties in future funding, TPAC suggests that JPACT is an appropriate forum for evaluation and definition of regional priorities.

In July, 1985, Tri-Met indicated their intent to develop a TDP within four to eight months following adoption of a new set of goals and mission statement by the Tri-Met Board (see attached). This appears to be a reasonable approach and, if anything, may require more time to work through the options with the new Tri-Met Board to ensure full commitment to the final product.

TPAC recommends adoption of the FY 87 Unified Work Program with the recognition that the Transit Development Program Update element is a key priority.

ACC:lmk
 Attachment



TRI-MET

4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202

July 9, 1985

Mr. Andrew Cotugno
Transportation Director
Metropolitan Service District
B.127

RE: TRANSIT DEVELOPMENT PLAN

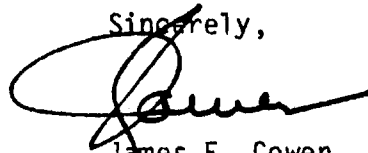
Dear Mr. Cotugno:

I understand that at the June 28 meeting of TPAC the committee, in considering an amendment to the FY1985 Transportation Improvement Program, added language encouraging Tri-Met to complete an update of the Transit Development Plan (TDP). Tri-Met is prepared to commit to completion of the TDP.

First, I would like to provide some background related to development of a new TDP document by this agency. The first step in developing a revised TDP is a review of the mission statement and goals of the agency. The Board of Directors began such a review early in 1984 and continued the review through June 1984, at which time a decision was made to solicit additional outside review. The result of this decision was the creation of the Special Task Force on Transit Policy. As you are aware, the task force is actively working towards a September completion date for a review and recommendations concerning the appropriate role and financing of transit in the region. Upon completion of their work, the task force will present their conclusions to the Tri-Met Board of Directors.

After receipt of the task force's work, the Tri-Met Board of Directors will resume the process of working towards adoption of a new set of goals and a mission statement for the agency. Once a new set of goals are adopted, a new TDP would be developed within four to eight months. A more refined estimate of the time required to produce a TDP is not possible until it is known whether or not new transit networks must be developed and run through the Metro modeling process. We will attempt to provide a more refined schedule by mid-October.

Sincerely,



James E. Cowen
General Manager

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING THE	)	RESOLUTION NO. 86-638
FY 1987 UNIFIED WORK PROGRAM (UWP))	
AND FIVE-YEAR "PROSPECTUS"	)	Introduced by the Joint
	)	Policy Advisory Committee on
	)	Transportation

WHEREAS, The Unified Work Program (UWP) describes all federally-funded transportation planning activities for the Portland/Vancouver metropolitan area to be conducted in FY 1987; and

WHEREAS, The FY 1987 UWP indicates federal funding sources for transportation planning activities carried out by the Metropolitan Service District (Metro), Intergovernmental Resource Center of Clark County (IRC), the Oregon Department of Transportation (ODOT), Tri-Met and the local jurisdictions; and

WHEREAS, Interstate Transfer funding in the amount of \$300,000 per year provided by Resolution No. 79-103 is no longer available; and

WHEREAS, The Oregon Department of Transportation (ODOT) has provided commitment in principle to support the Metro Transportation Planning program in the amount of \$100,000 per year for four years; and

WHEREAS, Approval of the FY 1987 UWP is required to receive federal transportation planning funds; and

WHEREAS, The FY 1987 UWP is consistent with the proposed Metro budget submitted to the Tax Supervisory and Conservation Commission; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District hereby:

a. Allocates \$100,000 per year for four years of UMTA Section 9 funds to a reserve account to support the Metro Transportation Planning Program and authorizes \$62,800 for FY 1987; and

b. Commits \$100,000 per year for four years of Interstate Transfer funds from the Regional Reserve to a reserve account to support the Metro Transportation Planning Program and authorizes \$100,000 for FY 1987; and

c. Allocates \$100,000 of Interstate Transfer funds from the McLoughlin Corridor Reserve toward the Southeast Corridor Study; and

d. Accepts the five-year "Prospectus" contained in the FY 1987 Unified Work Program as a guide for Metro's Transportation Planning Program.

2. That the FY 1987 UWP is hereby approved.

3. That the FY 1987 UWP is consistent with the continuing, cooperative and comprehensive planning process and is hereby given positive Intergovernmental Project 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 _____, 1986.

Richard Waker, Presiding Officer

KT/srs
5348C/453-4
04/01/86

*Transportation Planning in the
Portland-Vancouver Metropolitan Area*

FY 87
***UNIFIED WORK
PROGRAM***

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

April 1986

REGIONAL TRANSPORTATION PLANNING
IN THE PORTLAND-VANCOUVER METROPOLITAN AREA

FISCAL YEAR 1987 UNIFIED WORK PROGRAM
AND
METRO FIVE-YEAR PROSPECTUS

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

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OREGON PORTION

I. A. REGIONAL TRANSPORTATION PLAN: UPDATE AND REFINEMENT

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

Program Objectives:

1. Prepare and adopt the Phase II RTP Update to reflect the following:
 - a. A reassessment of highway and transit service policies.
 - b. Revised highway and transit improvement programs, as needed.
 - c. Evaluation of alternative highway improvement requirements assuming no growth in transit ridership.
 - d. Update of financial aspects of the RTP consistent with the Oregon Roads and Transit Finance studies.
 - e. Development of print materials to document the "Case for Transportation" to include information on alternative levels of service, cost-efficiency of different system elements, interrelationship of transit and highway improvement programs and relation to land use plans.
 - f. Presentation of highway and transit improvement targets for a 10- to 15-year interval.
2. Maintain and refine the RTP as needed to include:
 - a. Process requests for amendments to the RTP as needed based upon results of local comprehensive plan updates and other transportation studies underway.
 - b. Review local comprehensive plans for consistency with the RTP with a particular emphasis during periodic plan review and update; review significant transportation issues with TPAC and JPACT; implement a program to obtain consistency during the local jurisdiction's or RTP's next review or update process.

- c. Define the Minor Arterial and Collector system consistent with local comprehensive plans. Identify inconsistencies, perform technical analysis (as required), and coordinate resolution of inter-jurisdictional disagreements; amend the FAU system accordingly.
- d. Provide review and technical analysis as required to evaluate the Tri-Met Five-Year Transportation Development Plan (TDP) for consistency with the adopted RTP.
- e. Assist Tri-Met as needed in elderly and handicapped service planning; adopt appropriate amendments to the RTP.
- f. Assist Tri-Met in defining a new direction for the Rideshare program and establishing an appropriate funding source.

Expenses:

Metro: Personnel	\$114,846
M & S	<u>10,500</u>
TOTAL	\$125,346

Revenues:

87 PL/ODOT	\$ 42,030
87 Sec. 8	38,653
87 Sec. 9	28,000
Metro Match	9,885
Tri-Met Match	<u>6,778</u>
TOTAL	\$125,346

I. B. REGIONAL TRANSPORTATION PLAN: FINANCING

Program Objective:

The major open issue in the RTP is financing. The Metropolitan Service District (Metro) staff will work with the Joint Policy Advisory Committee on Transportation (JPACT), the Transportation Policy Alternatives Committee (TPAC) and the TPAC Finance Committee to identify priority financing issues and build a regional consensus on solutions.

1. Provide input to and develop a regional consensus in conjunction with state interests on the Oregon Roads and Transit Finance studies. Assist local jurisdictions in responding to the requests of the Consultant; assure consistency with materials prepared for the RTP Update. Provide data on regional travel movements and attend all Steering Committee meetings.
2. In cooperation with the TPAC-Finance Committee and Finance Policy Committee (JPACT), evaluate alternative local, state and federal funding proposals to determine impacts or benefits to the Portland region.
3. Assist, as needed, on other transportation financial studies of state or regional interests.

Expenses:

Personnel	\$29,750
M & S	250
TOTAL	<u>\$30,000</u>

Revenues

FY 87 PL/ODOT	\$ 2,500
FY 83 (e) (4)	14,500
FY 87 Sec. 8	8,353
Metro Match	<u>4,647</u>
TOTAL	<u>\$30,000</u>

I. C. REGIONAL TRANSPORTATION PLAN: PRIVATIZATION

Program Objectives:

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

Proposed Program

1. Form a Task Force, with private sector representation, to address private enterprise transit issues. (Metro/Tri-Met)
2. Determine who private sector transportation providers are and their capabilities. Examine both local and national providers. Determine appropriate process for involvement in planning and decision-making. (Tri-Met/Metro)
3. Identify transit markets which may be appropriate for implementation by the private sector (peak, owl, feeder, new service, etc.). (Tri-Met/Metro)
4. Identify operating characteristics of and potential cost savings resulting from contractual service. (Tri-Met/Metro)
5. Examine issues such as UMTA regulations and union contracts to determine how and to what extent contractual service could be implemented. (Metro)
6. Develop and adopt a private enterprise transit policy and a process to resolve disputes. Ensure policy addresses January 24, 1986, Federal Register guidance on private enterprise participation in Urban Mass Transportation programs. (Metro/Tri-Met)

Expenses:

Metro: Personnel	\$35,000
Tri-Met: Personnel	<u>18,000</u>
	<u>\$53,000</u>

Revenues

FY 87 Sec. 8	\$28,000
FY 87 Sec. 9	14,400
Tri-Met Match	<u>10,600</u>
TOTAL	<u>\$53,000</u>

I. D. SOUTHWEST CORRIDOR STUDY

The adopted RTP recognized several outstanding transportation issues in the Southwest Corridor. Begun in 1984, this study will identify, evaluate and define the effects of different transportation investments and policies in the Corridor, and, upon adoption by the Policy Committee of officials after public hearings, recommend an improvement strategy for the Corridor for inclusion in affected state, regional (RTP) and local plans.

Program Objectives:

1. Complete and distribute report documenting the evaluation, conclusions and Technical Advisory Committee recommendation on the preferred alternative and staging plan.
2. Staff Policy Committee public hearings on the study documentation and TAC recommendations.
3. Staff Policy Committee deliberations on a preferred alternative and staging plan; develop additional technical data as required for final decision-making.
4. Develop final report and transmit Policy Committee recommendations to affected state and local jurisdictions for inclusion in their plans.
5. Amend adopted RTP to include final recommendations of the study.

Products:

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

Expenses:

Personnel	\$23,699
M & S	<u>2,000</u>
TOTAL	\$25,699

*Revenues:

FY 87 PL/ODOT	\$ 7,500
FY 87 Sec. 8	7,500
FY 87 (e) (4)	7,500
ODOT Match	1,000
Metro Match	<u>2,199</u>
TOTAL	\$25,699

*Considerable FHWA-HPR and ODOT funds in support of ODOT staff will also be used on this project.

I. E. SOUTHEAST CORRIDOR STUDY

Program Objectives:

1. Define a transportation program to minimize excessive traffic impacts on Johnson Creek Boulevard between S.E. McLoughlin Boulevard and S.E. 45th in accordance with the following principles:
 - To identify methods to address the transportation needs of the area, particularly the east-west traffic pattern across the Willamette River and between I-205 and McLoughlin Boulevard;
 - To meet the needs of both existing and planned land use patterns;
 - To protect existing residential and environmentally sensitive areas;
 - To ensure problems existing in parts of the area are not simply transferred to other areas; and
 - To identify an acceptable truck routing pattern.

The study will address at a minimum the area bounded by Holgate, I-205, Highway 224 and the Willamette River.

2. Provide input to and coordinate development of an improvement strategy for the McLoughlin/224/212 Corridor from downtown Portland to U.S. 26. Ensure consistency between proposed improvements to serve regional traffic and plans for serving subregional traffic problems in the Johnson Creek Corridor (ODOT will be principally responsible for providing project design and cost information).
3. Evaluate the adequacy of Willamette River crossings, in particular the Sellwood and Ross Island bridges, and define the approach for providing needed capacity consistent with the capacity of the surrounding highway system and taking into consideration recommendations for serving Highway 224/212 and Johnson Creek Corridor traffic. Consider the adequacy of existing bridges, options for upgrading or replacing existing bridges and new bridge location alternatives (ODOT and Multnomah County will be principally responsible for providing bridge project design and cost information).
4. Refine the transit service design, particularly as it relates to relief of traffic problems in the McLoughlin/224/212 corridor, along Johnson Creek Boulevard and across the Sellwood and Ross Island Bridges. Provide support to the Phase I Alternatives Analysis as it relates to transit investments between Milwaukie, Oregon City and Clackamas Town Center.

Expenses:

Personnel	\$148,331
M & S	<u>40,000</u>
TOTAL	\$188,331

Revenues:

FY 87 (e) (4)	\$107,000
ODOT	62,449
Tri-Met Match	<u>2,000</u>
Metro Match	<u>16,882</u>
TOTAL	\$188,331

I. F. PHASE I ALTERNATIVES ANALYSIS

Program Objectives:

1. Adopt the conclusion for Phase I Alternatives Analysis in the Bi-State Corridor.
2. Complete the analysis and adopt the conclusion for a Phase I Alternatives Analysis for the I-205 Corridor between the Portland International Airport and the Clackamas Town Center, defining the cost and feasibility of light rail in this corridor.
3. Initiate a "sketch" assessment of the remaining transitway corridors identified in the RTP, for which a Phase I analysis has not yet been completed. Final corridor to be assessed will result from agreements with Tri-Met and jurisdictions. These may include the following: a) I-5 South/Barbur Blvd.; b) Sunset LRT extension from Beaverton to Tigard; c) S.W. 185th Avenue to Hillsboro; d) Tigard to Tualatin; e) Macadam Avenue; and f) Milwaukie LRT extension from Milwaukie to Lake Oswego. On the Eastside, the feasibility of the following LRT extensions may be evaluated: a) from Milwaukie to Oregon City via McLoughlin; b) Milwaukie to Clackamas Town Center; and c) I-205 from Clackamas Town Center to Oregon City.
4. From the sketch assessment, define each corridor as either: a) part of the "Priority LRT Program" for which a Phase II Alternatives Analysis/DEIS should be considered; or b) a secondary corridor, which may have long-range potential for light rail, but for which no further alignment studies should be initiated at this time; or c) a corridor which should be dropped from further consideration for LRT.
5. Define the staging strategy for the "Priority LRT Program" to include in the RTP based upon, but not limited to, the following factors: timing of the need for expanded transit capacity, timing of growth, cost-effectiveness of the facility and degree to which transit-supportive land uses can be expected.
6. More detailed work will follow as required and defined by the "sketch" assessment, including:
 - a. Completion of full "Phase I" work program for corridors recommended to be included in "Priority LRT System" to provide data comparable to Milwaukie, Bi-State and I-205 corridors;
 - b. Identification of alignments to be protected for corridors not included in "Priority LRT System" but

desired to be retained for further consideration;
and

- c. Completion of downtown alignment and operations plan.
7. Evaluate the performance, costs, and impacts of an all-bus system, as compared to the "Priority LRT System." In particular, analyze operation problems resulting from an all-bus system in downtown Portland and capital improvements required in the trunk route corridors to support such a system.
8. Evaluate the performance, costs and impacts of an alternative which assumes no growth in transit and requires expansion of the highway system.

Relation to Previous Work:

The Regional LRT System Plan Scope of Work (approved in FY 1983) has served as an overall guide for the Regional LRT studies, under which studies in the Milwaukie and Bi-State corridors have been undertaken. A similar study for the I-205 corridor between the Portland International Airport and Gateway was accelerated and will be conducted primarily in FY 1986. Prior to initiating further full Phase I studies for remaining transitway corridors identified in the RTP, a "sketch" assessment will be performed to limit the full "Phase I" work program assessment to those corridors found to be most promising.

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

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

Products:

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

Note: This work element and a portion of the budget will carry over into FY 1988.

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.

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

Portland, Clackamas County and the Port of Portland will provide input on impact analyses, provide technical supervision of traffic impact analyses, and assist with public involvement.

Expenses:

Metro: Personnel	\$195,602
M & S	28,500
	<u>224,102</u>
Tri-Met: Personnel	9,762
M & S	43,817
	<u>53,579</u>
*Portland: Personnel	5,882
TOTAL	<u>\$283,563</u>

Revenues:

FY 86 (e) (4) - 9011 -	\$156,981
FY 87 (e) (4)	22,006
FY 85 (e) (4) - 9010 -	36,500
FY 84 (e) (4) - 9008 -	23,817
Tri-Met Match	19,762
Portland Match	882
Metro Match	23,615
TOTAL	<u>\$283,563</u>

*Subject to execution of agreement on scope of work.

II. A. DATA, GROWTH MONITORING AND FORECASTS

Regional Data Base Maintenance

Objectives:

1. Historical and current year data: to update housing, demographic and economic data on an annual basis.
2. Short- and long-term forecasts: to carry out an annual update to five-year forecast and to evaluate (and, if necessary, modify) the 20-year forecast.
3. Provide socio-economic data and forecasts to local jurisdictions within the following budgets:

Portland	\$11,874
Washington County	7,520
Clackamas County	5,443
Multnomah County	5,563
Port of Portland	5,600
Tri-Met	2,000
	<u>\$38,000</u>

Relation to Previous Work:

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

Products:

Computer files and hardcopy of the following sets of information:

1. 1986 Updates by Traffic Zones

Persons - by age and sex
Households - by size and income
Dwelling Units - by type
Employees - by place of work by SIC
Land In Use - by zoning
Vacant Land - by plan designation

2. 1991, 1997 and 2005 Forecasts by Traffic Zones

Persons - by age and sex
Households - by size
Dwelling Units - by type
Employees - by place of work by retail/non-retail
Land In Use
Vacant Land

Expenses:

Personnel	\$157,199
M & S	<u>10,000</u>
TOTAL	\$167,199

Revenues:

FY 87 PL/ODOT	\$ 27,681
FY 87 Sec. 8	29,534
Metro	109,584
Tri-Met Match	<u>400</u>
TOTAL	\$167,199

II. B. TRAVEL MODEL REFINEMENT

Objectives:

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

Relation to Previous Work:

This is a continuing process to improve travel modeling and forecasting for this region.

Products:

1. A re-estimated travel demand model based on data derived from the 1985 household survey. Includes an update to the model algorithms, cost base (1985 dollars), and time-of-day factors. Improvements will be made to the distribution model by incorporating transit (particularly LRT) accessibility. The mode split model, particularly park-and-ride, will also be improved.
2. A calibrated model to 1986 counts.
3. A literature search and improved method of calculating "external" trips.
4. A literature search and improved method of forecasting "commercial" traffic.
5. A literature search and determination of methods to assess "Build-Out" impacts of local plans.
6. 1997 forecasts for staging analysis.
7. An upgraded Southeast area network and assignment model for the Southeast Corridor Study. The origin-destination data for Johnson Creek Boulevard and U.S. 26 at Highway 212 will be incorporated in the simulation trip tables.

Expenses:

Personnel	\$135,200
M & S	<u>14,500</u>
TOTAL	\$149,700

Revenues:

FY 87 PL/ODOT	\$ 34,545
FY 87 Sec. 8	51,324
FY 86 Sec. 9	6,000*
FY 87 Sec. 9	34,800
Metro Match	<u>23,031</u>
TOTAL	\$149,700

*Funded as model re-estimation portion of Banfield Before and After Assessment.

II. C. TECHNICAL ASSISTANCE

Program Objective:

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

Relation to Previous Work:

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

Products:

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

Portland	\$22,842
Multnomah County	10,701
Washington County	14,467
Clackamas County	10,470
Port	5,510
Tri-Met	9,110
ODOT	10,500
	<u>\$83,600</u>

Requests for services must be made by the appropriate TPAC members; suburban jurisdictions should channel their request through the TPAC representative in the cities of that county.

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

Expenses:

Metro: Personnel	\$90,100
M & S	9,500
TOTAL	<u>\$99,600</u>

Revenues:

FY 87 PL/ODOT	\$77,480
FY 87 Sec. 8	7,288
Tri-Met Match	1,822
Metro	5,510
ODOT	7,500
TOTAL	<u>\$99,600</u>

II. D. BANFIELD ASSESSMENT PROGRAM

Program Objectives:

Complete the base case for an assessment of the travel behavior impacts of the Banfield LRT, and provision for the improvement of current travel models using the results of Tri-Met's 1985 Regional Transportation Survey.

Relation to Previous Work:

Tri-Met sponsored a major Regional Transportation Survey in the spring of 1985. This survey provided a much larger sample of households than was possible with Metro's 1977 Survey, with which past travel models were estimated. The re-estimation made possible by the survey is building upon ongoing Metro model improvement efforts undertaken since 1977.

Banfield corridor data collection will build upon the results of the Banfield FEIS, and the project which followed. Station area impact assessment will build upon the results of the station area planning program conducted by Tri-Met, Metro, and local jurisdictions. Traffic counts and transit ridership and operating data are ongoing efforts to be specially coordinated for this program.

The results of the 1985 Regional Transportation Survey for use in describing pre-Banfield travel behavior, and for use in re-estimating Metro's travel-forecasting model are being processed in 1986. Metro's travel models are being re-estimated with the survey results and calibrated to actual on-board transit census and traffic counts during 1986.

The Banfield Assessment Program involves the following major activity to establish a pre-Banfield project inventory:

Complete calibration of re-estimated models (1986 task completion).

The collection of traffic and transit data for the pre-Banfield condition will be completed in FY 1986.

The land use inventory in Banfield station areas is being carried out in FY 1986 as is the establishment of pre-Banfield land and lease value trends.

Products:

1. Banfield Corridor Before Trends Report: Document 1985 travel conditions, travel behavior, and other base data to be eventually used to assess the impacts of the LRT project.

A series of post-Banfield impact assessment reports are envisioned for FY 1988.

2. Revised travel-forecasting models for general application in transportation planning.

Responsibilities:

Metro will provide overall project coordination, calibrate the models to 1986 conditions, and compile and produce a Banfield "Before" trends report in the beginning of FY 1987.

Note: The portion of the budget associated with model re-estimation activities is included in the Model Refinement Task.

Expenses:

Personnel	\$10,500
M & S	<u>7,000</u>
TOTAL	\$17,500

Revenues:

FY 86 Sec. 9	\$14,000
Metro Match	<u>3,500</u>
TOTAL	\$17,500

III. A. TRANSPORTATION IMPROVEMENT PROGRAM

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

Program Objectives:

1. Allocate available federal funding for the program year by establishing project priorities and individual jurisdiction budgets. This will fulfill the process developed in early 1986 to allocate all remaining Interstate Transfer funds to projects by the September 30, 1986 federal deadline. Included will be the incorporation of ODOT's Six-Year Highway Improvement Program and development of a firm FAU funding program.
2. Monitor funding status of applicable federal funds including project authorizations and obligations. Major emphasis will be placed on Interstate Transfer funds (highway and transit), Urban Mass Transportation Administration (UMTA) grants and Federal-Aid Urban funds. Maintain overall status of the above by clear distinction of: UMTA (e)(4) grants broken into Banfield and all other; highway and transit by jurisdiction; and UMTA grants set forth under the UMTA Act.
3. Adopt the FY 1987 TIP annual update including the assessment of air quality conformity (October 1985).
4. Publish monthly and quarterly TIP updates.
5. Provide generalized support to state and local jurisdictions by conducting specialized cost studies.
6. Update the Federal-Aid Urban boundary as required.

Relation to Previous Work:

TIP updates and ongoing project priority setting.

Products:

1. FY 1987 TIP and periodic updates.
2. FY 1987 funding priorities.

Expenses:

Metro: Personnel	\$110,800
M & S	<u>1,000</u>
TOTAL	\$111,800

Revenues:

FY 87 PL/ODOT	\$ 24,601
FY 87 Sec. 8	10,000
FY 87 (e) (4)	63,494
Tri-Met Match	5,000
ODOT Match	5,000
Metro Match	<u>3,705</u>
TOTAL	\$111,800

III. B. COORDINATION AND MANAGEMENT

Program Objectives:

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

Relation to Previous Work:

This work element is ongoing and carries over each year.

Products:

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

Expenses:

Metro: Personnel	\$88,910
M & S	8,000
TOTAL	\$96,910

Revenues:

FY 87 PL/ODOT	\$40,675
FY 87 Sec. 8	44,988
Metro Match	11,247
TOTAL	\$96,910

IV. ODOT PLANNING ASSISTANCE

Program Objectives:

Major accomplishments for FY 1987 by the Metro/Region Branch include supporting Metro and other agencies in the RTP update. Major assistance emphasis will also be given to the local plan updates and Southwest Corridor Study. Work activities will include:

FY 1987 HPR PROGRAM

1. Continued support of the Southwest Subarea analysis.
2. Access Management Study support (Beaverton).
3. Eastside Plan Update.
4. Traffic count updates.
5. Local land use development and traffic impact reviews.
6. RTP update including other subarea analyses (Tigard Triangle, Clackamas Corridor, Sunnyside area).
7. Transit station and park-and-ride developmental reviews.
8. Small city transportation analysis. City of Portland central city planning support.
9. State/City of Portland highway jurisdictional study.
10. Policy and technical coordination with regional planning, local agencies, TPAC, the Joint Policy Advisory Committee on Transportation (JPACT), State of Washington regional planning (Regional Resource Center), Washington County Transportation Coordinating Committee (WCTCC), Clackamas County Transportation Committee, East Multnomah Transportation Committee and coordination of administration of programs with Metro.
11. Participate in the Regional Banfield Assessment Program.

Expenses:

ODOT: Personnel	\$158,818
M & S	10,000
	<u>\$168,818</u>

Revenues:

HPR/ODOT	\$168,818
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I. EFFICIENCY PLANNING

- A. Transit Performance Analysis
- B. Transit Service Efficiency Program
- C. Automated Customer Contact Report System

Expenditures

Tri-Met \$306,600

Revenues

OR-90-0007	\$ 36,400
FY'87 Sec. 9	208,880
Tri-Met Match	<u>61,320</u>
	\$306,600

I. EFFICIENCY PLANNING

A. TRANSIT PERFORMANCE ANALYSIS

1. Provide timely and accurate management information reports for the Banfield Light Rail System, compatible with the current reports produced for bus operations.
2. Improve management efficiency at a program budgeting and planning level, by providing program level performance reports.
3. Provide management with access to performance data, allowing management to conduct ad hoc analysis and make informed decisions at their work station.

RELATION TO PREVIOUS WORK:

The Monthly and Route Performance Reports have been moved to the in-house computer, providing better access to the data by managers. The next steps are 1) To provide the same information for the upcoming light rail system; 2) to make the data more readily available for ad hoc analysis by developing output files and inquiry screens in the SQL database.

The development of a program level performance report is a refinement of the information available from the Monthly and Route Performance Reports to meet the agency objective of program level budgeting. This report will help managers assess the program performance and costs for which they are responsible.

PRODUCTS:

1. Banfield Light Rail Monthly Performance Reports that compare current results with previous results.
2. A database of performance data available for analysis by management.
3. A "management loop" that ties the planning process and the actual - system performance into a solid management decision-making process.

Expenditures

Tri-Met \$111,000

Revenues

FY '87 Sec. 9 \$ 88,800
Tri-Met 22,200

\$111,000

I. EFFICIENCY PLANNING

B. TRANSIT SERVICE EFFICIENCY PROGRAM

PROGRAM OBJECTIVES:

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

RELATION TO PREVIOUS WORK:

This continues the work started previously, in the area of developing the Interactive Schedule Making tool (ISM). Much of the review of existing products and the preliminary design work on the ISM has been completed. Work to bring the ISM on line should be completed this year.

PRODUCTS

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

Expenditures

Tri-Met \$150,100

Revenues

FY'87 Sec. 9 \$120,080
Tri-Met Match 30,020

\$150,100

I. EFFICIENCY PLANNING

C. AUTOMATED CUSTOMER CONTACT REPORT SYSTEM

PROGRAM OBJECTIVES:

1. Increase transit service quality control and productivity.
2. Improve research data for service planning and scheduling.

RELATION TO PREVIOUS WORK:

Manual Customer Contact Report system has been in place for 4 years. Reports have proved effective for quality control for response to customer complaints, commendations, and suggestions. A by-product of the system is an invaluable data base which if automated would be a cost effective resource for service and personnel problem solving and planning. Progress on this project was delayed due to staff involvement in strike mitigation measures. Work is currently underway to be completed next fiscal year.

PRODUCTS:

1. Commuter reports by problem category including but not limited to problems by route number, time of day and location.
2. Commuter reports equating service or customer problems as they relate to specific transit employee performance by route, time of day and nature of problem.
3. Increased productivity in transit service and personnel through automation of the system.
4. Improved quality of service to the user of the system as well as improved response time to customers and management staff seeking information from the system.

Expenditures

Tri-Met \$45,500

Revenues

OR-90-0007	\$36,400
Tri-Met Match	<u>\$ 9,100</u>
	\$45,500

II. INFORMATION SYSTEM PLANNING

- A. Management Information and Control Planning
- B. Financial/Economic Forecasting and Planning
- C. Maintenance Management Information Applications

Expenditure

Tri-Met \$285,000

Revenues

FY '87 Sec. 9 \$228,000

Tri-Met Match 57,000

\$285,000

II. INFORMATION SYSTEMS PLANNING

A. MANAGEMENT INFORMATION AND CONTROL PLANNING

PROGRAM OBJECTIVES:

1. Provide planning for a network of computer applications that capture information available to decision makers. This information is needed to support the strategic planning process, to analyze the performance of the agency, and to control operations.
2. Implement selected computer applications that give management the control necessary to adjust activities in specific areas to meet goals. Examples of areas that need analysis and control are: schedule adherence, service utilization, attendance, fleet availability, fleet replacement, warranty monitoring, cash flow, and cost control.

Priority emphasis is given to applications that support the following FY'87 goals: 1.) BLRT startup and operation; 2.) Improve agency's public image and credibility; and 3.) optimize financial and operational resources.

RELATION TO PREVIOUS WORK

These projects address planning needs identified as a result of previous work in the area of management information systems.

PRODUCTS:

1. Design and implementation plan for a database of timely operational and control data.
2. Functional specifications and programming specifications for selected applications within the database plan. Specific applications will be selected based upon identified needs.

Expenditures

Tri-Met \$130,000

Revenues

FY'87 Sec. 9 \$104,000
Tri-Met 26,000

\$130,000

II. INFORMATION SYSTEMS PLANNING

B. FINANCIAL/ECONOMIC FORECASTING AND PLANNING

PROGRAM OBJECTIVES:

1. Support policy analysis by providing management with financial projections based upon alternative policy decisions.
2. Continue refinement of financial and economic forecasting models.
3. Continued assessment of the agency's financing need and development of local funding techniques and cost containment strategies.

RELATION TO PREVIOUS WORK:

Existing financial and economic forecast models were developed with assistance from Grants OR-90-2003 and OR-90-2005. This work continues forecasting refinement, integrates forecasting into the policy decision process and coordinates forecasting with the budget and variance reporting process. It will also serve policy decisions in continuing efforts to develop adequate sources of local operating and capital funding and cost containment strategies in order to restore the agency's financial stability.

PRODUCTS:

1. Improvements to financial forecasting models and systems including refined light rail costing and ridership forecasting.
2. Financial and economic forecasting reports to be used in budget planning and policy analysis.

<u>Expenditure</u>		<u>Revenues</u>	
Tri-Met	\$85,000	FY'87 Sec. 9	\$68,000
		Tri-Met	<u>17,000</u>
			\$85,000

II. INFORMATION SYSTEMS PLANNING

C. MAINTENANCE MANAGEMENT INFORMATION APPLICATIONS

PROGRAM OBJECTIVES

1. Design and develop an MMIS to track, schedule and evaluate the light rail right-of-way inspections, preventive maintenance and maintenance of vehicles.
2. Design and develop an MMIS to track, schedule and evaluate the repair, inspection and maintenance of the District's facilities.

RELATION TO PREVIOUS WORK:

The design, development and implementation of the integrated MMIS is an on-going project. Although work has progressed as planned, the volume of work involved was somewhat underestimated and consequently the schedule for completion of the individual sub-systems has been delayed. The first of five major sub-systems is due to be completed by June, 1986. This system is the Fleet Maintenance Management Sub-System for Bus. It will be fully adapted for maintenance management of rail by September, 1986. As the project continues, the right-of-way and staff management sub-system will be addressed.

PRODUCTS:

1. Completion and fine tuning of the fleet management sub-system for bus and rail.
2. Begin the detailed design, including screen and report development, for the right-of-way sub-system. This sub-system allows us to track and schedule maintenance activities on all equipment associated with the right-of-way, including track, signals and power.
3. Design, develop and implement the staff reporting sub-system. This system provides us with the information to do loss-time and labor distribution analysis in addition to other labor cost analysis.

Expenditures

Tri-Met \$70,000

Revenues

FY'87 Sec. 9 \$56,000
Tri-Met 14,000

\$70,000

III. PROJECT PLANNING

- A. Capital Development Program Planning
- B. Westside Corridor Project
- C. Regional LRT
- D. Final Packaging Reports

Expenditures

Tri-Met \$1,908,198

Revenues

OR-90-0007	\$ 94,400
FY'87 Sec. 9	104,000
OR-29-9008	20,210
OR-90-X011	917,020
OR-23-9002	395,250
OR-90-0003	17,718
Tri-Met Match	349,600
City of Portland Match	<u>10,000</u>
	\$1,908,198

III. PROJECT PLANNING

A. CAPITAL DEVELOPMENT PROGRAM PLANNING

PROGRAM OBJECTIVES:

1. Coordinate the scheduling, funding, siting and conceptual design of Tri-Met's capital program with other jurisdictions and internally within the agency.
2. Prepare a short term and long term capital acquisition program for Tri-Met.
3. Prepare the capital program plan for the Transit Development Plan.
4. Work with local jurisdictions on proposed road improvements and transportation plan revisions.
5. Prepare the capital program components within the Strategic Planning Process.
6. Implement the Transit Preferential Street Program jointly with the City of Portland.
7. Analyze the potential catchment area for proposed park and ride lots.

RELATION TO PREVIOUS WORK:

The capital program is prepared annually and revised as necessary throughout the year to meet updated requests and needs. In addition to this regularly scheduled effort, the capital program component of the Transit Development Plan and the Strategic Planning Process will be a significant work element this year.

Staff will continue project development work on emerging capital project proposals, continue technical participation in on-going local and regional transportation plan revisions and maintain a transit presence in the road development/improvement review process.

Staff will analyze the technical market requirements of proposed park and ride lot facilities.

PRODUCTS:

1. Annual Tri-Met capital budget.
2. Input to state and federal capital grant applications.
3. Capital component of the TDP and Strategic Plan.
4. Refined transit component of the regional transportation improvement program.
5. Site and conceptual design work for newly proposed projects.
6. Transit revisions to local jurisdictional plan updates.
7. Signed intergovernmental agreement (approved by UMTA) and contract with the City of Portland to proceed with the Transit Preferential Streets Program, descriptions, justifications, conceptual designs, impact analysis and budgets will be completed for the initial projects.

Expenditures

Tri-Met \$105,000

Revenues

OR-90-0007	\$ 8,000
FY'87 Sec. 9	76,000
City of Portland	
Match	10,000
Tri-Met Match	<u>11,000</u>
	\$105,000

III. PROJECT PLANNING

B. WESTSIDE CORRIDOR PROJECT

PROGRAM OBJECTIVE:

1. Complete 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 (FEIS), according to current UMTA guidelines, detailing the reasons for choice of this alternative and answers to questions raised in the DEIS process.
4. Prepare Westside Corridor Project financing package for regional review.
5. Continue Westside Corridor Project consensus building process with key public interests.

RELATION TO PREVIOUS WORK:

By July 1, 1983, the Westside Corridor Project had completed the (a) alternatives analysis, (b) DEIS, (c) public hearings, (d) selection of preferred alternatives, and (e) the PE/FEIS grant application. The process over the next two to three years is intended to produce material for review by the participating agencies as adopted in August 1983 including:

- a. The final Environmental Impact Statement.
- b. A Sunset LRT Conceptual Design which addresses the environmental concerns and design suboptions raised during local jurisdiction public hearings.
- c. A detailed funding and phasing plan which includes commitments from appropriate federal and other agencies to provide new funds for the Sunset LRT.
- d. A one-year assessment of actual Banfield LRT operations.
- e. A cost-effectiveness analysis based upon the newly prepared data.

The following work has been accomplished this past year.

- a. An inventory and analysis of funding options for the capital and operating portions of the Westside has been completed.
- b. Preliminary recommendations on a Capital Funding Plan have been prepared including the development of a regional transportation infrastructure bank.
- c. Major assumptions used in the selection of Sunset LRT have been reviewed and updated.
- d. A Westside Corridor Task Force comprised of chief executive officers and government officials convened and recommended proceeding into Preliminary Engineering.
- e. Light Rail operating cost estimates were updated and new transit networks developed for patronage simulation.

PRODUCTS:

1. Analysis of Tri-Met's cash-flow position over the next 15 years as it relates to the feasibility of constructing and operating the Westside Corridor Project.
2. Engineering drawings at 1" - 50' of the Sunset LRT alignment and detailed site plans and designs of stations.
3. Cost estimates of right-of-way, track construction, overhead wires, signals, stations, vehicles, and maintenance facilities.
4. LRT operating plan including string charts and labor build-up staffing table.
5. FEIS for the chosen alternative.
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, turnkey operations, etc.
10. Analysis of land donation opportunities for Westside Corridor Project.

11. Analysis of special taxation district opportunities for Westside Corridor Project.
12. Analysis of LRT operating nonprofit (63-20) corporation opportunities for Westside Corridor Project.
13. Continued public involvement.
14. Translation of funding opportunities into specifications for PE.

Expenditures

Tri-Met \$1,633,422

Revenues

OR-90-X011	\$ 917,020
OR-23-9002	395,250
OR-90-0003	17,718
Tri-Met	<u>303,434</u>
	\$1,633,422

III. PROJECT PLANNING

C. REGIONAL LRT

PROGRAM OBJECTIVES:

1. Identify conceptual LRT alignments in the Southwest Corridor and in Downtown Portland and estimate associated capital and annual transit system operating costs.
2. Perform tasks related to final report/recommendation preparation.

RELATION TO PREVIOUS WORK:

Completion of conceptual design and cost analysis of LRT in the major regional travel corridors and of trackwork in Downtown Portland. The Regional LRT System study should be completed in FY'87.

PRODUCTS:

1. Alignment description reports for Southwest Corridor and Downtown Portland.
2. Capital and operating cost estimate reports for Southwest Corridor and Downtown Portland conceptual LRT alignments.

Expenditures

Tri-Met \$65,776

Revenues

FY'87 Sec. 9	\$12,000
OR-90-0007	19,200
OR-29-9008	20,210
Tri-Met Match	<u>14,366</u>
	\$65,776

III. PROJECT PLANNING

D. FINAL PACKAGING REPORTS

PROGRAM OBJECTIVES:

1. To encourage public/private partnerships consistent with local plans and UMTA policies with the private sector on the Banfield LRT and at major transfer stations such as Sunset by utilizing incidental surface and air rights. To increase transit ridership by implementing key private development and services in close proximity to the transit station. To leverage transit and other public improvements with private investment. To lessen operating costs to transit by maintenance agreements with the private sector as a part of an overall public/private partnership. To improve the quality of the transit environment with public and private amenities. To demonstrate value capture techniques and increase local revenue through development of benefit assessment districts with the private sector.

RELATION TO PREVIOUS WORK:

The original EIS for the Banfield LRT contained reference to joint development and value capture in the Land Use Technical Report, which discusses implementation mechanisms including special zoning districts, transit station development districts, joint development/value capture and others. The TSAPP Program previously received funding to do a station area analysis. The region obtained an UMTA grant (OR-90-0026) to establish joint development with the Banfield with the initial effort directed to the Gateway transit station area. Multnomah County has established a special planned area for Gateway including the Banfield LRT property. Technical studies in the 1982-83 Unified Work Program (UWP) included a program for "transit station joint development projects." The work scope included "to promote and negotiate transit related development involving developers and private entities... This project will provide the capability to Tri-Met to assist in implementing development projects with local approval which are consistent with local approval which are consistent with conceptual plans evolving from the Banfield transit station..." The conclusion of that program and other work resulted in the successful negotiation of a new \$7.5 million youth and family center at Gateway, which has been approved by Tri-Met, the YMCA Site Analysis Study at Gateway to determine ways to leverage the proposed YMCA facility with additional private investment. To date, this study shows possibilities of better utilization of the land resulting in more parking spaces and a better parcel configuration for future private development.

PRODUCTS:

The final packaging reports will determine the optimum footprint for the private development at stations on the LRT and at major transfer stations such as Sunset for incidental surface and air rights to be developed consistent with local plans and UMTA policies with the private sector. These packaging reports will consist of:

- Land utilization analysis
- Alternative schematic site plans of sufficient detail to make offering to developers
- Transit modal split analysis of various alternative configurations
- Cost analysis of public improvements and cost penalty, if any, of proposed development
- Pro forma
- Lease revenue stream/transit model split scenarios
- Prepared offering document
- Prepared implementation plan
- The value capture study which will be underway during the current year will demonstrate value-capture techniques in relationship to the Banfield LRT.

Final products will include:

- Report documenting benefit assessment negotiations and final arrangements
- Private task force recommendations and endorsement
- Implementation program to carry out task force recommendation.

Tri-Met will assist in negotiating joint development and shared use agreements at Gateway and at other stations on the Banfield LRT where market conditions are favorable and at key timed transfer stations and park & ride lots where market conditions are favorable.

<u>Expenditure</u>		<u>Revenues</u>	
Tri-Met	\$104,000	OR-90-2007	\$ 67,200
		FY'87 Sec. 9	16,000
		Tri-Met	<u>20,800</u>
			\$104,000

IV. SERVICE PLANNING

A. Service Development Planning, Analysis and Evaluation

Expenditures

Tri-Met \$227,250

Revenues

OR-90-0007	\$ 65,000
FY'87 Sec 9	\$116,800
Tri-Met	<u>\$ 45,450</u>
	\$227,250

IV. SERVICE PLANNING

A. SERVICE DEVELOPMENT PLANNING ANALYSIS AND EVALUATION

PROGRAM OBJECTIVES:

1. Implement the FY'87 Annual Service Plan. The FY'87 Plan includes the start-up of Banfield Light Rail service and many changes to the bus network. Implementation activities include development and review of schedules, location and installation of transit facilities necessary to support the new service, coordination with local jurisdictions and within Tri-Met, and the monitoring of initial operations.
2. Maintain On-going Planning Activities. This area of work includes the monitoring of the systems performance, responding to service and information requests, coordination with local jurisdictions, neighborhood groups, interest groups, developers and other Tri-Met staff. A series of quarterly route and schedule adjustments are developed to respond to requests and changes in the level of transit demand.
3. Develop the FY'88 Annual Service Plan. The FY'88 Plan will develop the basic level of transit service to be provided during the fiscal year. It will propose specific route changes to be implemented.
4. Service Area Market Research Studies. This research will be useful in developing service change proposals and in evaluating customer response to recent service changes. The studies will be used to identify marketing opportunities and to target specific markets that require attention. The information gathered in the studies will be used to track the effectiveness of Tri-Met's service and marketing.

RELATION TO PREVIOUS WORK:

Previous studies have evaluated alternative service concepts for Eastside bus and LRT operations. Implementation of the FY'87 Annual Plan is the culmination of these studies.

On-going planning activities are a continuation of the overall effort to improve the usefulness and effectiveness of Tri-Met's service. The FY'88 Annual Plan will serve as the annual update to the 5-year Transit Development Plan. It will be used to develop a more formal service planning process for regional transit service.

PRODUCTS:

1. Annual Service Plan FY'88
2. Quarterly service adjustment reports

Expenditures

Tri-Met \$228,000

Revenues

OR-90-0007	\$ 65,600
FY'87 Sec 9	\$116,800
Tri-Met	<u>\$ 45,600</u>
	\$228,000

V. SPECIAL AREA PLANNING

- A. Special Needs Transportation System Planning
- B. Civil Rights Planning
- C. Private Sector Participation Study (description included in MSD section)

Expenditures

Tri-Met \$81,500

Revenues

OR-90-0005	\$ 5,600
OR-90-0007	\$20,000
FY'87 Sec 9	\$39,600
Tri-Met	<u>\$16,300</u>
	\$81,500

Y. SPECIAL AREA PLANNING

A. SPECIAL NEEDS TRANSPORTATION SYSTEM PLANNING

PROGRAM OBJECTIVES:

1. Maintain steady level of citizen input and participation into the direction of service for elderly and disabled people.
2. Develop options for future programs for service to disabled.
3. Planning and design of computer networks at Tri-Met and subcontracted dispatch centers.
4. Planning and design of SNT client file and ride reporting system.

RELATION TO PREVIOUS WORK:

Continuation of previous work under same project title.

PRODUCTS:

1. Functioning citizen advisory committee and subcommittees.
2. Plans for future program direction.
3. Functioning computer networks.
4. Client file and ride reporting system.

Expenditures

Tri-Met \$53,500

Revenues

OR-90-0007	\$20,000
FY'87 Sec 9	\$22,800
Tri-Met Match	<u>\$10,700</u>
	\$53,500

V. SPECIAL AREA PLANNING

B. CIVIL RIGHTS PLANNING

PROGRAM OBJECTIVES:

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

RELATIONSHIP TO PREVIOUS WORK:

The updated Title VI report is a required submission. Revising and updating Tri-Met's MBE policy is a priority project. The policy will require periodic updating to reflect current regulations and changing local conditions.

PRODUCTS:

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

Expenses

Tri-Met \$10,000

Revenues

OR-90-0005	\$ 5,600
FY'87 Sec 9	\$ 2,400
Tri-Met	<u>\$ 2,000</u>
	\$10,000

VI. LONG RANGE PLANNING

A. Strategic Planning

B. Transit Development Plan

Expenditures

Tri-Met \$150,000

Revenues

OR-90-0005	\$ 6,000
OR-90-0007	\$ 8,000
FY'87 Sec 9	\$106,000
Tri-Met Match	<u>\$ 30,000</u>

\$150,000

VI. LONG RANGE PLANNING

A. STRATEGIC PLANNING

PROGRAM OBJECTIVES:

Based upon recommendations by the Citizens' Advisory Committee on Mass Transit Policy, Tri-Met intends to initiate a strategic planning process during 1986. For purposes of the District strategic planning is defined as the process of systematically identifying opportunities and threats that lie in the future, which in combination with other relevant internal and external data will provide a basis for making better short-term decisions.

RELATION TO PREVIOUS WORK:

The initial steps of a strategic planning process were begun in 1985 as recommended by the Committee on Mass Transit Policy. The committee undertook an assessment of the District's current situation, its financial status and its ability to respond to community expectations. The committee developed for consideration by the Tri-Met Board of Directors a mission statement and set of goals. The above products, in addition to the regional transportation planning work conducted by Metro provide a foundation for the strategic planning process.

PRODUCTS:

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

- (a) establishment of an annual planning cycle
- (b) review and adoption of an agency mission statement and goals
- (c) a situational audit (annual) which includes a look at internal strengths and weaknesses, a look at external trends and forces and a synthesis of the above factors
- (d) a strategic options analysis which results in the development of a strategy for Tri-Met which outlines the evolution of the agency over specific time periods
- (e) identification of annual priority program areas which will be emphasized during the annual budget-building process

The products of this process are the key inputs into the TDP development process.

Expenditures

Tri-Met \$75,000

Revenues

FY'87 Sec 9 \$60,000

Tri-Met Match \$15,000

\$75,000

VI. LONG RANGE PLANNING

B. TRANSIT DEVELOPMENT PLAN

PROGRAM OBJECTIVES:

1. Continue transit development planning effort in the context of the strategic planning process. Develop networks and conduct data analysis pertaining to existing and emerging transit markets.
2. Develop networks using EMME/2 Model to support TDP and utilize data to analyze existing and emerging transit networks.
3. Solicit and coordinate regional involvement in the development of the TDP.

RELATION TO PREVIOUS WORK:

The development of the TDP will rely heavily upon the output from the strategic planning process including the adoption of a new mission statement and goals by the District.

PRODUCTS:

1. Five-year operations and capital development plan based upon simulations of alternative 5-year TDP plans and analysis of strategic alternatives and financing constraints.
2. Five-year financing plan to accommodate regional transit service and capital needs.
3. Simulations of alternative five-year TDP plans and report of market share information by geographic zone.

Expenditures

Tri-Met \$75,000

Revenues

OR-90-0005	\$ 6,000
OR-90-0007	8,000
FY'87 Sec 9	46,000
Tri-Met Match	<u>15,000</u>
	\$75,000

PROGRAM ADMINISTRATION

PROGRAM OBJECTIVES:

1. Monitor and ensure that Planning's program activities and expenditures conform with the UWP.
2. Ensure that appropriate grant file documentation of activities and expenditures is provided for.
3. Provide quarterly financial and progress reports for all UWP planning projects to UMTA and Metro.
4. Initiate requests for any required budget revisions, grant amendments and UWP amendments.

RELATION TO PREVIOUS WORK:

Grants administration is an ongoing process.

PRODUCTS:

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

Expenses

Tri-Met \$5,000

Revenues

FY'87 Sec 9	\$4,000
Tri-Met	<u>\$1,000</u>
	\$5,000

FY 87 UNIFIED WORK PROGRAM FUNDING SUMMARY

fundwp
3/17/86

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

-----C A R R Y O V E R-----

PROJECT	87 PL/ODOT	87 SEC 8	87 E(4)	87 ODOT	87 SEC 9	29-9011 86 E(4)	29-9010 85 E(4)	29-9008 84 E(4)	23-9001 83 E(4)	86 SEC 9	90-0005 85 SEC 9	90-0003 84 SEC 9	23-9002 84 E(4)	90-X011 83 SEC 9	87 HPR	LOCAL MATCH	TOTAL
METRO:																	
RTP UPDATE & REFINEMENT	42030	38653			28000											16663	125346
RTP FINANCING	2500	8353							14500							4647	30000
RTP PRIVATIZATION/Metro		28000														7000	35000
Tri-Met					14400											3600	18000
SOUTHWEST CORRIDOR STUDY	7500	7500	7500													3199	25699
SOUTHEAST CORRIDOR STUDY			107000	62449												18882	188331
PHASE I ALT ANALY/Metro			22006			156981	11500									33615	224102
Tri-Met							20000	23817								9762	53579
Portland							5000									882	5882
DATA, GROWTH MONITORING	27681	29534														109984	167199
TRAVEL MODEL REFINEMENT	34545	51324			34800					6000						23031	149700
TECHNICAL ASSISTANCE	77480	7288		7500												7332	99600
RANFIELD ASSESSMENT										14000						3500	17500
TRANS IMPROVEMENT PROG	24601	10000	63494													13705	111800
COORDINATION/MANAGEMENT	40675	44988													0	11247	96910
Metro SUBTOTAL	257012	225640	200000	69949	77200	156981	36500	23817	14500	20000	0	0	0	0	0	267049	1348648
ODOT PLANNING ASSISTANCE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168818	0	168818
TRI-MET:																	
EFFICIENCY PLANNING					208880					36400						61320	306600
INFORMATION SYSTEMS PLAN					228000											57000	285000
PROJECT PLANNING					104000					94400		17718	395250	917020		356034	1884422
SERVICE PLANNING					116800					65600						45600	228000
SPECIAL AREA PLANNING					25200					20000	5600					12700	63500
LONG RANGE PLANNING					106000					8000	6000					30000	150000
PROGRAM ADMINISTRATION					4000											1000	5000
Tri-Met SUBTOTAL	0	0	0	0	792880	0	0	0	0	224400	11600	17718	395250	917020	0	563654	2922522
GRAND TOTAL	257012	225640	200000	69949	870080	156981	36500	23817	14500	244400	11600	17718	395250	917020	168818	830703	4439980

Note: PL/ODOT is \$250,127 FY 87 plus \$6,885 reprogrammed FY 85 funds for a total of \$257,012 comprised of \$228,921 (89.07%) federal share and \$28,091 (10.93%) ODOT match.

METRO TRANSPORTATION PLANNING
5-YEAR PROSPECTUS

I. HIGHWAY PLANNING

A. Ongoing Tasks

1. Refine and accept 2005 traffic forecasts; concur with underlying transit assumption; refine level of detail in areas of interest; adopt into RTP; provide to Roads Finance Study consultant.
2. Identify projects required to serve 2005 traffic; include into RTP; identify areas of dispute regarding need for projects; flag as "outstanding issue" in RTP.
3. Update highway capital costs in RTP.
4. Identify highway projects needed for 2005 assuming no growth in transit ridership; provide to Roads Finance Study consultant.
5. Complete Southwest Corridor Study.

B. Next 1 - 2 Years

1. Adopt the final decision for the Western Bypass and Highway 217 improvement; adopt into RTP.
2. Update the functional classification system consistent with local comprehensive plans; amend the FAU system; identify areas of dispute as "outstanding issues" in the RTP.
3. Amend the RTP to include a full roads financial analysis using information from the Roads Finance Study; include capital costs, maintenance costs and anticipated revenues.
4. Adopt the recommendations of the Cornell/Barnes/Burnside Study.
5. Complete the technical aspects of the Southeast Corridor Study, including identification of required improvements to Highway 224/212, Sellwood Bridge, Ross Island Bridge, and in the Johnson Creek Corridor.
6. Amend the RTP as needed to incorporate results from other studies, including the I-5 North Study, local plan updates and the Central City Plan update.
7. Initiate a 10- to 15-year staging plan for required RTP projects.

C. Next 3 - 5 Years

1. Adopt the recommendations of the Southeast Corridor Study.
2. Adopt staging priorities for required RTP projects.
3. Amend the RTP, as needed, to incorporate results from other studies, including T.V. Highway Reconnaissance, assessment of the downtown freeway loop and local plan updates.
4. Initiate the 2010 update to travel forecasts and the RTP.

II. TRANSIT PLANNING

A. Ongoing Tasks

1. Refine and accept 2005 transit ridership forecasts, revised system definition and cost.
2. Adopt into RTP as "outstanding issues" aspects of transit policies and program requiring further evaluation.
3. Complete the Bi-State and I-205 components of the Regional LRT Study; initiate the Barbur/Western extensions portion of the study.

B. Next 1 - 2 Years

1. Re-examine RTP transit service policies; amend RTP as needed.
2. In the Regional Transit Trunk route corridors:
 - a. Complete full Regional LRT Study; identify corridors for which LRT is feasible and priorities for LRT system.
 - b. Evaluate the performance, costs and benefits of the LRT system as compared to a bus alternative; identify needed corridor and downtown actions required to support a bus alternative.
 - c. Evaluate the performance, costs and benefits of a regionwide alternative which assumes no growth in transit and requires expansion of the highway system.
3. Develop policies for greater use of private operators to maximize productivity:

- a. Identify potential markets for which a paratransit alternative should be considered.
 - b. Define operating characteristics and costs of a range of paratransit service options.
 - c. Evaluate the potential areas to identify suitable paratransit alternatives to implement.
- 4. Provide support for the Westside LRT PE.
- 5. Update the Regional Rideshare strategy.
- C. Next 3 - 5 Years
 - 1. Define staging plan for regional aspects of the RTP transit system (i.e., trunk routes, stations, park-and-ride, LRT).
 - 2. Define a basis for transitioning from areas without service to paratransit service to conventional bus service.
 - 3. Complete the Banfield Before and After Assessment.
 - 4. Initiate the 2010 update of the RTP.

III. DATABASE MAINTENANCE AND FORECASTS

A. Annually

- 1. Update socio-economic census tract database including current year estimates of building permits, housing units (SF/MF), population (by age, sex and income) and employment.
- 2. Apply travel models to current year population/employment estimates to produce updated traffic and transit ridership estimates.
- 3. Provide "technical assistance" account for provision of services to jurisdictions and agencies, including socio-economic data and forecasts, travel data and forecasts, development of detailed subareas and provision of training as needed. Provide contract assistance for services in excess of account and to private interests.

B. Biannually

- 1. Work with local jurisdictions, ODOT, and Tri-Met to update regional traffic counts and transit riders trip data.

2. Calibrate updated traffic and transit ridership estimates to actual counts.
3. Update 5-year forecasts of traffic and transit ridership.
4. Update 20-year forecasts of population, employment, traffic and transit ridership.

C. Ongoing

1. Update model algorithms; update model to 1985 dollars; update time-of-day factors.
2. Improve mode split model, particularly park-and-ride and captive vs. choice riders.
3. Incorporate transit accessibility (particularly LRT) into trip distribution model.
4. Calibrate models to 1986 counts.

D. Next 1 - 2 Years

1. Incorporate minor improvement to method of calculating "external" trips.
2. Improve the "commercial" traffic model (through a literature search).
3. Upgrade Southeast area network and assignment models for Southeast Corridor Study; incorporate origin-destination data for Johnson Creek Boulevard and U.S. 26 at Highway 212.
4. Incorporate inherent LRT attractiveness in mode split model (if any).
5. Develop 1997 forecasts for staging analysis.

E. Next 3 - 5 Years

1. Conduct a major study of "external" traffic patterns.
2. Develop 2010 forecasts of population, employment, traffic, transit ridership.

IV. TRANSPORTATION IMPROVEMENT PROGRAM/TRANSPORTATION FINANCE

A. Ongoing Tasks

1. Adopt and maintain the TIP to provide eligibility for receipt of federal funds.

2. Set priorities and allocate funds under the jurisdiction of Metro; assist in developing a regional consensus on priorities on other funds available to the region.
3. Maintain up-to-date records on the status of project allocations, obligations and remaining programmed funds by year.

B. Next 1 - 2 Years

1. Provide input to and disseminate information on the Oregon Roads Finance Study and Oregon Transit Finance Study; assist JPACT in developing a regional consensus on conclusions and legislative recommendations.
2. Assist in developing a regional consensus on federal legislation.
3. Assist, as needed, in developing local transportation revenue sources.
4. Assist in developing a replacement for Interstate Transfer funds for regional highway and transit projects and regional transportation planning.

V. MANAGEMENT, COORDINATION, FEDERAL CERTIFICATION - ONGOING TASKS

- A. Manage the activities of and provide staff support to JPACT, TPAC, TIP Subcommittee, TPAC Planning Committee, TPAC Finance Committee and project-related policy and technical committees.
- B. Prepare and adopt an annual Unified Work Program for approval by FHWA and UMTA.
- C. Provide documentation to FHWA and UMTA that the regional transportation planning process is "certified" in meeting all federal requirements to ensure the region remains eligible for federal construction funds; administer requirements of grants.

VI. ISSUES CONSIDERED AND NOT RECOMMENDED IN THIS PROSPECTUS DUE TO LACK OF RESOURCES

- A. Comprehensive Plan "Build-Out" -- A 20-year planning horizon is recommended for this work program despite the availability of additional development capacity in most local comprehensive plans.
- B. Expansion of UGB -- If Metro undertakes an effort to consider an expansion of the UGB, resources will need to be programmed to assess the transportation impact of the alternatives.

- C. Alternative Levels of Transit Service -- An effort to evaluate alternative levels of transit service is not included; rather, work efforts are focused on developing cost-effective ways to implement the recommended level of service as well as documenting the consequences of not implementing this service.
- D. Commercial Traffic -- a literature search is recommended in lieu of significant surveys of local commercial traffic activity.
- E. Microcomputer Applications -- development of modeling procedures to link Metro's EMME 2 travel-forecasting models to microcomputer packages.
- F. Volume/Delay Functions -- refinement of traffic operating characteristics to more accurately reflect the effect of congestion on diversion of traffic to alternate routes.
- G. Training Courses -- training for use of travel-forecasting models will be provided on an ad hoc, individualized basis rather than through organized classes.

AC/srs
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03/13/86

WASHINGTON PORTION

INTERGOVERNMENTAL RESOURCE CENTER

UNIFIED PLANNING WORK PROGRAM

FOR

FISCAL YEAR 1987

Intergovernmental Resource Center
1013 Franklin Street
P.O. Box 5000
Vancouver, Washington 98668
March, 1986

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INTRODUCTION: FISCAL YEAR 1987 UNIFIED PLANNING WORK PROGRAM

Purpose

The Unified Planning Work Program (UPWP) is prepared annually to detail the technical activities to be completed as a part of the continuing transportation planning process in the Clark County urban area. It describes all transportation-related planning activities anticipated within the next year. The planning activities described are related to several modes of transportation, including activities which are considered significant to the Regional Transportation Plan. The UPWP focuses on the transportation work tasks which are priorities to Federal or state transportation agencies, and those tasks considered necessary by locally elected officials. The UPWP also provides a summary of local, state, and Federal funding sources to support these planning efforts.

Objective

The UPWP describes the transportation planning activities and funding sources required to meet the major transportation policy issues of the upcoming year. It reflects the regional transportation problems and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver Metropolitan Area with a useful basis for improving regional coordination and for reducing duplication of planning efforts.

Participants, Coordination, and Funding Sources

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

The Clark County Public Transportation Benefit Area Corporation (C-TRAN) is responsible for operational and near term transit planning leading to the preparation of a 5-year transit development plan and the implementation of fixed-route service. C-TRAN also develops a listing of projects to be included in the TIP.

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

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

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

Consolidated Transportation Advisory Committee Members

Keith Ahola (Chairman)	WSDOT
Mel Avery	City of Camas Public Works
Andy Cotugno	METRO
Dick Gorini	Port of Vancouver
Murl Jones	Clark County Public Works
Fred Lehman	Citizen
Don MacFadden	City of Washougal Public Works
Gil Mallery	Intergovernmental Resource Center
Frank DeShirlia	City of Battle Ground
George Montoya	C-TRAN
Thayer Rorabaugh	City of Vancouver Public Works
Doug Roberts	Dial-A-Ride
Ted Spence	ODOT
Sheldon Tyler	Port of Camas-Washougal

I. REGIONAL TRANSPORTATION PLAN

A. RTP Update

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

Since the development of the original RTP (Dec. 1981) major demographic and economic changes have occurred. These changes are causing travel patterns to shift dramatically. In order to achieve the greatest public benefit from each individual jurisdiction's transportation capital programs and in order to ensure the most effective mix of highway, transit and rideshare programs the original RTP now requires a comprehensive update.

Work Element Objectives

1. Review and revise the RTP goals and objectives.
2. Review and revise the 2010 population and employment growth patterns.
3. Redevelop the future year travel forecasts.
4. Evaluate the performance of the highway and transit systems (to include the recommendations of the 5-year TDP).
5. Recommend highway corridor improvements and transit improvements required to meet 2010 travel demand.
6. Identify RTP costs and revenues.

Relationship to Other Work Elements

The RTP takes into account the reciprocal effects between growth patterns and the transportation system. It also identifies the mix of transportation strategies to solve future problems. The RTP is the corner stone of the UPWP and is interrelated to all other work elements.

Products

1. RTP update and all supporting documentation.

Expenses

IRC	<u>\$42,000</u>
Total	42,000

Revenues

FY87 PL	\$12,000
FY87 Sec. 8	6,000
Local	<u>24,000</u>
Total	\$42,000

I. REGIONAL TRANSPORTATION PLAN

B. Auto-Transit Interrelationships to Land Use, Phase II

Phase I of this work element was initiated in FY 86. Phase I included the identification of goals, examination of current conditions (i.e. travel patterns, development policies, and survey data), and identification of problems.

Phase II will include an examination of auto-transit interrelations for two case study areas in Clark County. The case study will examine positive and negative auto-transit impacts resulting from current land use. Phase II will also present policy recommendations and include report documentation.

Work Element Objectives

1. Identify the positive and negative auto-transit impacts from current land use policies for two case study areas.
2. Identify critical auto-transit interrelationships.
3. Develop policy recommendations for guiding regional land use decisions, zoning considerations and site plan reviews.

Relationship to Other Work Elements

This work element helps to define key auto-transit interrelationships which are then incorporated into the policy recommendations of the RTP.

Products

1. A report identifying the relationships between land use plans and the resulting volume and pattern of personal travel.
 - a. The conditions that tend to make a development practice auto dependent or transit supportive.
 - b. Land Use planning practices that can help to improve the efficiency of the transportation system.

Expenses

IRC	<u>\$10,000</u>
Total	\$10,000

Revenues

FY86 Sec. 8	\$ 8,000
Local	<u>2,000</u>
Total	\$10,000

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

A. Regional Transportation Model Calibration Maintenance and Refinement

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

Work Element Objectives

1. Maintain the regional model to include: refinement of model inputs including year 2010 population and employment forecasts and roadway network; adjustment of relationships between land use forecasts and travel behavior, and; refinement of travel assignment model outputs.
2. Modify the regional model to "window" in on specific areas of concern, thereby requiring greater detailed inputs for the specific area. This type of modification will improve the analysis of RTP related comprehensive land use changes.

Relationship to Other Work Elements

This element advances work toward the refinement of a regional transportation model which is the underlying tool for long-range transportation planning. The travel forecasting model has been under development for the last two years.

Products

1. Refined forecasts of population and employment in Clark County.
2. Refined inventory of existing transportation facilities, and a more precise inventory of future transportation needs.
3. Travel forecasts for Year 2010 alternative land use plans.
4. Report documenting travel forecasting assumptions.

Expenses

IRC	\$11,000
Total	\$11,000

Revenues

FY87 PL	\$ 7,000
Local	<u>4,000</u>
Total	\$11,000

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

B. Transit Survey

The annual transit ridership survey may change in focus and approach from year to year, depending on information needs. Types of survey information to be collected include the following: (1) passenger characteristics; (2) passenger counts; (3) travel patterns; (4) attitudes; (5) transfer counts; (6) transfer patterns; (7) boarding/alighting counts; (8) passengers by fare category; and (9) non-rider attitudes.

Work Element Objectives

1. Identify transit ridership characteristics and monitor changes. The survey information will be used to resolve short-term planning problems, guide longer term development decisions, and provide modal split data for regional transportation planning.

Relationship to Other Work Elements

The transit survey represents an ongoing data task which is important to evaluating the current transit component of the regional transportation system and to forecasting the future role of transit.

Products

1. Transit ridership data for short and long-term transportation planning.
2. A transit survey report documenting the survey procedure and findings.

Expenses

IRC	\$ 7,000
Professional Services	<u>\$ 5,900</u>
Total	\$12,900

Revenues

FY87 Sec. 8	\$ 8,900
Local	<u>4,000</u>
Total	\$12,900

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

C. Traffic Count Program

A continuation of region-wide traffic count location additions and updates will occur in FY87. During FY86, a systematic count location program was installed to aid the study of regional travel patterns. In FY87, development of a traffic count factoring routine will be developed and applied to county and city raw counts. Information developed from this program will be integrated into HPMS.

Work Element Objectives

1. Maintain a comprehensive, continuing, and coordinated traffic count program.
2. Develop a raw count factoring methodology.
3. Integrate count program into HPMS.

Relationship to Other Work Elements

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

Products

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

Expenses

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

Revenues

FY87 PL	\$ 8,000
Local	<u>11,000</u>
Total	\$19,000

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

D. Data Management and Transportation Mapping

This element includes the development of a county-wide transportation fact book composed of travel data and of travel related demographic, employment, and land use information for 1985, 2000, and 2010 by TAZ. Continued analysis, monitoring, and reporting of transit ridership data. Digitization of travel network for model traffic assignments.

Work Element Objectives

1. Maintain an up-to-date transportation data base and map file for transportation planning and regional modeling.
2. Develop a Clark County Transportation Fact Book.

Relationship to Other Work Elements

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

Products

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

Expenses

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

Revenues

FY87 PL	\$ 6,000
FY87 Sec. 8	5,000
Local	<u>8,000</u>
Total	\$19,000

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

E. Computer Operations

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

Work Element Objectives

1. Apply micro computer hardware and software for transportation planning and mapping.

Relationship to Other Work Elements

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

Products

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

Expenses

IRC	<u>\$11,400</u>
Total	\$11,400

Revenues

FY87 PL	\$ 3,400
FY87 Sec. 8	2,000
Local	<u>6,000</u>
Total	\$11,400

III. TRANSPORTATION PROGRAM MANAGEMENT

A. Coordination and Management

This element provides for the management of the transportation section, coordination of transportation planning activities, and support to various committees.

Work Element Objectives and Procedures

1. Develop meeting packets, addenda, minutes, and reports for Intergovernmental Resource Center committees (CTAC and IRC), and special purpose transportation committees (WSDOT Commission, TPAC, JPACT and Bi-State Policy Committee).
2. Continue to update Title VI documentation, and address DBE/WBE requirements.

Relationship to Other Work Elements

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

Products

1. Coordination and management of the regional transportation planning process and activities.
2. Required documentation to FHWA and UMTA.
3. Response to FHWA and UMTA planning requirements.

Expenses

IRC	<u>\$28,000</u>
Total	\$28,000

Revenues

FY87 PL	\$11,000
FY87 Sec. 8	10,000
Local	<u>7,000</u>
Total	\$28,000

III. TRANSPORTATION PROGRAM MANAGEMENT

B. Private Enterprise Participation in the Transportation Planning Process

The private enterprise participation process will consider the private sector's capacity to provide needed transportation services through the following activities:

1. Provide notice to private transportation providers of proposed public transit services and opportunities.
2. Provide an early opportunity for participation in development of projects that involve new or restructured mass transit services.
3. Provide an opportunity for participation in the development of the TIP.
4. When new service needs are developed or significantly restructured consideration will be given to private carriers.

Relationship to Other Work Elements

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

Products

1. A report documenting the nature of the private participatory process that is incorporated into the local transportation planning process and the rationale used in making public/private service decision.

Expenses

IRC	\$ 5,000
Total	\$ 5,000

Revenues

FY87 Sec. 8	\$ 4,000
Local	<u>1,000</u>
Total	\$ 5,000

III. TRANSPORTATION PROGRAM MANAGEMENT

C. Transportation Forum, Seminar and MPO Bulletin

Work Element Objectives and Procedures

1. Provide a regional transportation forum for public discussion of transportation policy issues, technical issues, and transportation projects. One public forum and one technical seminar will be sponsored by IRC including the development of the theme, the agenda, the selection of participants, and the local coordination.
2. Publish three issues of the MPO Bulletin and provide a communication link with residents and community leaders. The bulletin will be mailed to citizens, agencies, and businesses in the county.

Relationship to Other Work Elements

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

Products

1. Increased awareness and information on regional policy and technical issues.
2. Public information on issues and activities affecting Clark County and the Portland area.

Expenses

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

Revenues

FY87 PL	\$ 4,000
FY87 Sec. 8	4,000
Local	<u>6,000</u>
Total	\$14,000

III. TRANSPORTATION PROGRAM MANAGEMENT

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

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

Work Element Objectives and Procedures

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

Relationship to Other Work Elements

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

Products

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

Expenses

IRC	<u>\$ 8,000</u>
Total	\$ 8,000

Revenues

FY87 PL	\$ 3,000
FY87 Sec. 8	3,000
Local	<u>2,000</u>
Total	\$ 8,000

IV. CONTRACT ACTIVITIES

A. I-5 North Study

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

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

Work Element Objectives

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

Relationship to Other Work Elements

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

Products

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

Expenses

IRC	<u>\$45,000</u>
Total	\$45,000

Revenues

WSDOT	<u>\$45,000</u>
Total	\$45,000

IV. CONTRACT ACTIVITIES

B. Environmental Assessment: I-5 from Main Street Crossing to I-205 Junction

The continuing safety, congestion and limited access problem on I-5 from the Main Street crossing to the I-205 junction are requiring WSDOT to consider widening I-5 and to consider a new interchange at 99th Street. Before construction can be scheduled, NEPA and SEPA laws require an analysis of project impacts upon the natural and human environment.

Work Element Objectives

1. Prepare an environmental assessment that includes an analysis of the anticipated environmental consequences of the proposed SR-5 widening and 99th Street interchange.

Relationships to Other Work Elements

This work element is a contract activity with WSDOT. The study will interrelate the findings of the Environmental Assessment to the RTP. The final report is scheduled to be completed in February of 1987.

Products

1. An E.A. for the proposed I-5 project that meets all NEPA and SEPA requirements.

Expenses

IRC	<u>\$34,700</u>
Total	\$34,700

Revenues

WSDOT	<u>\$34,700</u>
Total	\$34,700

IV. CONTRACT ACTIVITIES

C. SR-501 Corridor Planning Study

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

Work Element Objectives

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

Relationship to Other Work Elements

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

Products

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

Expenses (proposed)

IRC	<u>\$56,400</u>
Total	\$56,400

Revenue (proposed)

WSDOT	<u>\$56,400</u>
Total	\$56,400

IV. CONTRACT ACTIVITIES

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

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

Work Element Objectives

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

Relationship to Other Work Elements

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

Products

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

Expenses

IRC	<u>15,000</u>
Total	\$15,000

Revenue

WSDOT HPR	<u>\$15,000</u>
Total	\$15,000

7. SUMMARY OF EXPENDITURES AND REVENUES

FY 87 UNIFIED WORK PROGRAM

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

WORK ELEMENT	Base MPO Activities				Special MPO Contracts		Total (\$000's)
	FY87 PL	FY87 UMTA	FY86 UMTA	IRC Local	WSDOT	HPR WSDOT	
<u>I. REGIONAL TRANSPORTATION PLAN</u>							
A. RTP Update	12.0	6.0		24.0			42.0
B. Auto-Transit Interrelationships to Land Use Plans			8.0	2.0			10.0
<u>II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT</u>							
A. Regional Transportation Model Maintenance and Refinement	7.0			4.0			11.0
B. Transit Survey		8.9		4.0			12.9
C. Traffic Count Program	8.0			11.0			19.0
D. Data Management and Transportation Mapping	6.0	5.0		8.0			19.0
E. Computer Operations	3.4	2.0		6.0			11.4
<u>III. TRANSPORTATION PROGRAM MANAGEMENT</u>							
A. Coordination and Management	11.0	10.0		7.0			28.0
B. Private Enterprise Participation in the Transportation Planning Process		4.0		1.0			5.0
C. Transportation Forum, Seminar and MPO Bulletin	4.0	4.0		6.0			14.0
D. Unified Work Program (UWP) and Transportation Improvement Program (TIP)	3.0	3.0		2.0			8.0
SUBTOTAL	54.4	42.9	8.0	75.0			180.3
<u>IV. CONTRACT ACTIVITIES</u>							
A. I-5 North Study					45.0		45.0
B. I-5 and 99th St. Environmental Assessment					34.7		34.7
C. SR-501 Study					56.4		56.4
D. Macro Model Development						15.0	15.0
GRAND TOTAL	54.4	42.9	8.0	75.0	136.1	15.0	331.4

CONSIDERATION OF RESOLUTION NO. 86-639 FOR THE
PURPOSE OF AUTHORIZING FEDERAL FUNDS FOR EIGHT
16(b)(2) SPECIAL TRANSPORTATION PROJECTS AND
AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM

Date: March 19, 1986

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Recommend Council adoption of the attached Resolution which authorizes Federal 16(b)(2) funds to eight private, nonprofit social service agencies. These funds will be used for the purchase of passenger vehicles and related equipment to provide special transportation services in the Portland metropolitan area to specific client groups not served by Tri-Met. This Transportation Improvement Program (TIP) addition will allow the agency to apply for 16(b)(2) funding from ODOT. ODOT will award funds following consideration of applications from throughout the state.

TPAC has reviewed these projects and recommends approval of Resolution No. 86-639.

Background

Section 16(b)(2) authorizes the Urban Mass Transportation Administration (UMTA) to make capital grants to private, nonprofit organizations to provide transportation services for elderly and handicapped persons. Capital investments include purchase of conventional and paratransit vehicles and other equipment associated with providing local and regional (non-intercity) transportation services to the elderly and handicapped. Apportioned 16(b)(2) funds are not available for operating expenses. Transportation Improvement Programs and their Annual Elements must be amended to include new 16(b)(2) projects.

Section 16(b)(2) funding is only available to private, nonprofit organizations and, in the Metro region, only for use to serve specific client groups that cannot be served effectively by Tri-Met. Tri-Met has reviewed the eight applications for 16(b)(2) funds and supports them all on the basis that Tri-Met is unable to perform more efficiently the function these vehicles would provide. Tri-Met has conditioned their support on the applicant's agreement to coordinate with the tri-county LIFT program in cases where that would provide more efficient service. (See attached letter of support from Tri-Met.)

The eight local providers submitting applications are:

	<u>Name/Area</u>	<u>Equipment</u>	<u>Federal/ Applicant</u>
a.	Volunteers of America	1 7-passenger mini-van 1 10-16 passenger van Miscellaneous items	\$28,180/ 7,045
b.	Lambert House	1 10-16 passenger van Miscellaneous items	\$19,784/ 4,944
c.	Colton Senior Citizens	1 10-16-passenger van Miscellaneous items	\$14,490/ 3,623
d.	Waverly Children's Home	2 15-passenger vans 1 12-passenger van 2 7-passenger vans	\$56,912/ 14,228
e.	Gladstone Senior Center	1 15-passenger van Miscellaneous items	\$14,770/ 3,693
f.	Albertina Kerr Center for Children	2 10-16 passenger vans Miscellaneous items	\$33,600/ 8,400
g.	Loaves & Fishes	2 17-30-passenger buses	\$63,840/ 15,960
h.	Reach Center for Children	1 10-16 passenger van	\$11,400/ 2,850

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution
No. 86-639.

SH/srs
5351C/411-3
04/01/86

TRI-MET LETTER OF SUPPORT

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 SE 17th AVENUE
PORTLAND, OREGON 97202

RECEIVED MAR 19 1986

March 18, 1986

Andy Cotugno
METRO
2000 S.W. 1st
Portland, Oregon 97201

Dear Mr. Cotugno,

Tri-Met has reviewed public notices for the 1986 16(b)(2) program and, for the programs listed below, determined that Tri-Met is unable to perform the functions the vehicle(s) would provide. Based upon the need and their agreement to coordinate with the LIFT program, Tri-Met supports their applications for funding.

Albertina Kerr Centers for Children
Lambert House Adult Day Care
Reach Center for Children
Volunteers of America of Oregon
Waverly Children's Home
Colton Senior Center
Clackamas Loaves and Fishes
Gladstone Seniors

Sincerely,

Park Woodworth, Manager
Contracted & Accessible Transportation

c. Scott Higgins

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. 86-639
FEDERAL FUNDS FOR EIGHT 16(b)(2))	
SPECIAL TRANSPORTATION PROJECTS	)	Introduced by the Joint
AND AMENDING THE TRANSPORTATION	)	Policy Advisory Committee
IMPROVEMENT PROGRAM (TIP)	)	on Transportation

WHEREAS, Section 16(b)(2) of the Urban Mass Transportation Act authorizes the Urban Mass Transportation Administration to make capital grants to private, nonprofit organizations to provide transportation services for elderly and handicapped persons; and

WHEREAS, 16(b)(2) funding will be made available only to nonprofit organizations serving specific client groups which cannot better be served by regular Tri-Met service to the elderly and handicapped community; and

WHEREAS, Tri-Met has determined that all the applicants listed below can serve their client-group more efficiently than could Tri-Met; and

WHEREAS, To comply with federal requirements the TIP must be amended to include projects recommended for UMTA 16(b)(2) funds; and

WHEREAS, The projects described below were reviewed and found consistent with federal requirements and regional policies and objectives; now, therefore,

BE IT RESOLVED,

1. That Federal 16(b)(2) funds be authorized for the purchase of special transportation vehicles for the following:

<u>Name/Area</u>	<u>Federal/Applicant</u>
a. Volunteers of America	\$28,180/\$7,045
b. Lambert House	\$19,784/\$4,944
c. Colton Senior Citizens, Inc.	\$14,490/\$3,623
d. Waverly Children's Home	\$56,912/\$14,228
e. Gladstone Senior Center	\$14,770/\$3,693
f. Albertina Kerr Center for Children	\$33,600/\$8,400
g. Loaves & Fishes, Inc.	\$63,840/\$15,960
h. Reach Center for Children	\$11,400/\$2,850

2. That the TIP and its Annual Element be amended to reflect this authorization.

3. That the Metro Council finds the project to be in accordance with the region's continuing, cooperative, comprehensive planning process and, thereby, gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1986.

Richard Waker, Presiding Officer

SH/srs
5351C/411-3
04/01/86

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 86-640 FOR THE
PURPOSE OF ALLOCATING FUNDS FROM THE FEDERAL-AID
URBAN REGIONAL RESERVE

Date: March 20, 1986

Presented by: Andrew Cotugno

PROPOSED ACTION

Recommend adoption of the attached Resolution approving the allocation of Federal-Aid Urban (FAU) funds from the Regional Reserve. This action will allocate \$659,899 of (residual) Regional Reserve funds to cover shortfalls on:

• Burnside - Stark to 223rd	\$169,000
• Allen Boulevard - Murray to Highway 217	105,000
• Boones Ferry Road - Unit 2	385,899
	<u>\$659,899</u>

TPAC has reviewed this action and recommends approval of Resolution No. 86-640.

FACTUAL BACKGROUND AND ANALYSIS

With the allocation of FY 1986 FAU funds, a Regional Reserve was established to provide for eventual distribution to projects in the three counties outside Portland (a separate allocation was made to Portland). Most of the projects in the region's FAU program have been audited for final costs and no further call on funds is anticipated.

The three projects above are the only remaining projects originated under the FAU Program. They are in various stages of completion and have experienced funding shortfalls which can partially be covered using FAU funds. The Transportation Improvement Program Subcommittee has recommended using FAU funds available, prorated by the amount of shortfall for each project, thus providing an equitable distribution of the Reserve funds.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 86-640.

BP/srs
5367C/453-3
04/01/86

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ALLOCATING	)	RESOLUTION NO. 86-640
FUNDS FROM THE FEDERAL-AID URBAN)	
REGIONAL RESERVE	)	Introduced by the Joint
	)	Policy Advisory Committee
	)	on Transportation

WHEREAS, The Metro region has received its FY 1986 Federal-Aid Urban (FAU) allocation; and

WHEREAS, This allocation marks the final payment of \$1.5 million in fulfillment of the downstate transfer of FAU funds (for an eight-year total of \$27.088 million); and

WHEREAS, The balance remaining from this FY 1986 allocation is \$659,899 in the form of a Regional Reserve; and

WHEREAS, Projects originated under the FAU program are in need of additional funds to cover shortfalls; and

WHEREAS, The Transportation Improvement Program (TIP) Subcommittee has recommended a pro-rata distribution of Reserve funds based on the shortfalls; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District approves the allocation of the FAU Regional Reserve to cover shortfalls occurring on the following projects:

• Burnside - Stark to 223rd	\$169,000
• Allen Boulevard - Murray to Highway 217	105,000
• Boones Ferry Road - Unit 2	<u>385,899</u>
	\$659,899

2. That the TIP be amended to reflect these authorizations.

3. That the Council of the Metropolitan Service District finds these actions to be in accordance with the Regional Transportation Plan and gives Affirmative Intergovernmental Review Approval.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1986.

Richard Waker, Presiding Officer

BP/srs
5367C/453-3
04/01/86

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 86-641 FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT
PROGRAM TO INCLUDE AN UPDATED PROGRAM OF PROJECTS
USING SECTION 3 "LETTER OF INTENT" FUNDS

Date: March 20, 1986

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

This action will:

1. Add to the Transportation Improvement Program (TIP) three new Section 3 projects in FY 1987:

• Tigard Park-and-Ride	\$1,600,000
• Milwaukie Park-and-Ride	800,000
• Oregon City Park-and-Ride	<u>1,200,000</u>
	\$3,600,000

2. Program previously approved projects in the TIP for FY 1987 consistent with the proposed grant application:

• Bus Purchases	\$4,560,000
• Beaverton Park-and-Ride	800,000
• Tanasbourne Transit Center	160,000
• Transit Mall Extension North	<u>2,880,000</u>
	\$8,400,000

3. Adjust project authorizations in accordance with Attachment "A."

TPAC has reviewed this TIP amendment and recommends approval of Resolution No. 86-641.

Background

Tri-Met has a "Letter of Intent" from UMTA to provide \$76.8 million in transit capital improvements over the 1981-88 time period. Tri-Met will be submitting its FY 1987 Section 3 grant application in the near future. In preparation of the application, Tri-Met has undertaken a detailed review of the remainder of the program. This review is focused on project(s) which merited reprogramming because there is insufficient evidence of need, projects are overprogrammed, or because projects fail to meet UMTA funding eligibility.

The adjustments reflected in Attachment "A" are proposed as immediate changes, leaving some \$17.1 million of the program to be further evaluated taking into consideration the five-year service plan and local match availability.

Attachment "B" reflects the full Section 3 program including previously awarded grants and the action proposed in this Resolution.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 86-641.

AC/srs
5363C/453-2
04/01/86

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 86-641
TRANSPORTATION IMPROVEMENT PROGRAM)	
TO INCLUDE AN UPDATED PROGRAM OF	)	Introduced by the Joint
PROJECTS USING SECTION 3 "LETTER	)	Policy Advisory Committee
OF INTENT" FUNDS	)	on Transportation

WHEREAS, The Section 3 Letter of Intent program was established by Resolution No. 82-323; and

WHEREAS, Tri-Met has recommended a reevaluation of the remainder of the Section 3 Letter of Intent program to support its FY 1987 grant application;

WHEREAS, New projects recommended for funding with Section 3 funds are reflected in the Regional Transportation Plan (RTP); now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District endorses and allocates Section 3 "Letter of Intent" funds for three new projects:

• Tigard Park-and-Ride	\$1,600,000
• Milwaukie Park-and-Ride	800,000
• Oregon City Park-and-Ride	1,200,000
	<u>\$3,600,000</u>

2. That adjustments to the FY 1987 program to accommodate the three new projects and other project requirements be made to the Transportation Improvement Program in accordance with Attachments "A" and "B."

3. That use of the remaining balance in the Section 3 "Letter of Intent" program in the amount of \$17.1 million and the three proposed park-and-ride additions be further evaluated for

consistency with the five-year service plan and local match availability.

4. That the Council of the Metropolitan Service District finds these actions to be in accordance with the Regional Transportation Plan and gives Affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1986.

Richard Waker, Presiding Officer

AC/srs
5363C/453-3
04/01/86

ATTACHMENT "A"

SECTION 3 "LETTER OF INTENT" PROGRAM FUNDING ADJUSTMENTS (FEDERAL \$)

<u>Project</u>	<u>New or Additional Authorization</u>	
Bus Purchases	\$1,386,663	(1)
West Burnside/Morrison TSM	9,160	(4)
North Terminal Facility	11,400	(4)
Beaverton Park-and-Ride	74,720	(1)
Sunset T.C. and Park-and-Ride	829,235	(1)
Westside Bus Garage	1	(1)
Relocation, Appraisal, Support Services	67,578	(1)
Beaverton Transit Center	274,400	(1)
Transit Mall Expansion North	60,352	(4)
Glisan Street Bus Lane	11,516	(4)
Tigard Park-and-Ride (New Project)	1,600,000	(1)
Milwaukie Park-and-Ride (New Project)	800,000	(2), (3)
Oregon City Park-and-Ride (New Project)	1,200,000	(2), (3)
	<u>\$6,325,025</u>	

<u>Source for New or Additional Authorization</u>	<u>Amount</u>
1. Westside Corridor Reserve	-\$4,232,597
2. Milwaukie Transit Station	-732,706
3. McLoughlin Corridor Transit Improvements	-1,267,294
4. Downtown Portland TSM	-92,428
	<u>-\$6,325,025</u>

5363C/453-1

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
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UMTA SECTION 3 TRADED CAPITAL PROGRAM									
1 WESTSIDE CORRIDOR RESERVE(T)**117*238*****								00007	N/A 30027
RESRV	0	0	0	0	0	0	2,838,252	2,838,252	
TOTAL	0	0	0	0	0	0	2,838,252	2,838,252	
2 DEVELOPMENT OF TIGARD TRANSIT CENTER**131*239*****									
PE	47,184	0	0	0	0	0	0	47,184	30027
R/W	408,000	0	0	0	0	0	0	408,000	
CONST	435,840	0	0	0	0	0	0	435,840	
RESRV	0	0	0	0	0	0	203,249	203,249	
TOTAL	891,024	0	0	0	0	0	203,249	1,094,273	
3 MILWAUKIE TRANSIT STATION DEVELOPMENT144*230*240*****									
PE	3,200	0	0	0	0	0	0	3,200	30027
CONST	14,800	0	0	0	0	0	0	14,800	
RESRV	0	0	0	0	0	0	545,725	545,725	
TOTAL	18,000	0	0	0	0	0	545,725	563,725	
4 MCLOUGHLIN CORRIDOR TRANSIT IMPROVEMENTS146*241*****									
								00000	FAP26 00000
5 OREGON CITY TRANSIT STATION**151*242*****									
PE	50,820	0	0	0	0	0	0	50,820	30027
R/W	608,000	0	0	0	0	0	0	608,000	
CONST	181,320	317,480	0	0	0	0	0	498,800	
TOTAL	840,140	317,480	0	0	0	0	0	1,157,620	
6 BUS PURCHASES**154*243*****									
CAP	0	1,004,800	4,560,000	0	0	0	0	5,564,800	30027
TOTAL	0	1,004,800	4,560,000	0	0	0	0	5,564,800	
7 TRANSIT TRANSFER PROJECT**576*244*****									
PE	96,389	68,760	0	0	0	0	0	165,149	30027
CONST	422,571	458,400	0	0	0	0	0	880,971	
RESRV	0	0	0	0	0	0	1,646,856	1,646,856	
TOTAL	518,960	527,160	0	0	0	0	1,646,856	2,692,976	

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UMTA SECTION 3 TRADED CAPITAL PROGRAM (CONTINUED)									
***8 WEST BURNSIDE/MORRISON TSM IMPROVEMENTS			600	245				00000	FAU9822 30027
PE	10,200	0	0	0	0	0	0	10,200	
CONST	68,040	0	0	0	0	0	0	68,040	
TOTAL	78,240	0	0	0	0	0	0	78,240	
***9 NORTHWEST TRANSIT STATIONS									
RESRV	0	0	0	0	0	0	77,060	77,060	00000
TOTAL	0	0	0	0	0	0	77,060	77,060	
***10 NORTH TERMINAL FACILITY									
PE	0	47,400	0	0	0	0	0	47,400	30027
R/W	0	688,000	0	0	0	0	0	688,000	
CONST	0	316,000	0	0	0	0	0	316,000	
TOTAL	0	1,051,400	0	0	0	0	0	1,051,400	
***11 BEAVERTON PARK-AND-RIDE STATION									
RESRV	0	0	800,000	0	0	0	0	800,000	30027
TOTAL	0	0	800,000	0	0	0	0	800,000	
***12 SUNSET TRANSIT CENTER AND PARK-AND-RIDE STATION									
PE	320,435	400,000	0	0	0	0	0	720,435	30027
R/W	2,948,800	0	0	0	0	0	0	2,948,800	
CONST	0	3,960,000	0	0	0	0	0	3,960,000	
TOTAL	3,269,235	4,360,000	0	0	0	0	0	7,629,235	
***13 WESTSIDE BUS GARAGE-PHASE III									
PE	36,538	0	0	0	0	0	0	36,538	30027
CONST	352,000	0	0	0	0	0	0	352,000	
TOTAL	388,538	0	0	0	0	0	0	388,538	
***14 WASHINGTON COUNTY TRANSIT TSM IMPROVEMENTS									
PE	115,320	0	0	0	0	0	0	115,320	30027
R/W	256,000	0	0	0	0	0	0	256,000	
CONST	968,640	0	0	0	0	0	0	968,640	
RESRV	0	0	0	0	0	0	3,460,040	3,460,040	
TOTAL	1,339,960	0	0	0	0	0	3,460,040	4,800,000	

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UMTA SECTION 3 TRADED CAPITAL PROGRAM (CONTINUED)									
15 WESTSIDE BUS GARAGE-PHASE II***706*252*****								000000	N/A 30027
CONST	5,640,810	0	0	0	0	0	0	5,640,810	
CAP	594,803	0	0	0	0	0	0	594,803	
TOTAL	6,235,613	0	0	0	0	0	0	6,235,613	
16 SUPPORT SERVICES...RELOCATION & APPRAISAL COSTS/COST ALLOCATION***707*253*****								000000	N/A 30027
OTHER	349,152	118,155	0	0	0	0	0	467,307	
TOTAL	349,152	118,155	0	0	0	0	0	467,307	
17 SECTION 3 TRADE CONTINGENCIES...OR030027741*254*****								000000	N/A 30027
OTHER	58,575	538,228	0	0	0	0	-596,803	0	
TOTAL	58,575	538,228	0	0	0	0	-596,803	0	
18 HILLSBORO TRANSIT CENTER WITH PARK AND RIDE***803*255*****								000000	N/A 30027
PE	67,240	0	0	0	0	0	0	67,240	
R/W	855,560	0	0	0	0	0	0	855,560	
CONST	672,402	0	0	0	0	0	0	672,402	
TOTAL	1,595,202	0	0	0	0	0	0	1,595,202	
19 BEAVERTON TRANSIT CENTER***806*256**								000000	N/A 30027
PE	89,600	234,400	0	0	0	0	0	324,000	
R/W	1,012,000	0	0	0	0	0	0	1,012,000	
CONST	0	2,200,000	0	0	0	0	0	2,200,000	
TOTAL	1,101,600	2,434,400	0	0	0	0	0	3,536,000	
20 WESTSIDE TSM-LOVEJOY RAMP***809*257**								000000	N/A 30027
PE	2,560	0	0	0	0	0	0	2,560	
CONST	25,600	0	0	0	0	0	0	25,600	
RESRV	0	0	0	0	0	0	1,440	1,440	
TOTAL	28,160	0	0	0	0	0	1,440	29,600	

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UMTA SECTION 3 TRADED CAPITAL PROGRAM (CONTINUED)									
21 WESTSIDE TSM-SYLVAN BUS PULLOUT***813*258*****								00000	N/A 30027
PE	2,611	0	0	0	0	0	0	2,611	
CONST	26,109	0	0	0	0	0	0	26,109	
TOTAL	28,720	0	0	0	0	0	0	28,720	
22 SOUTHWEST TRANSIT TRANSFER POINTS***815*259*****								00000	N/A 00000
RESRV	0	0	0	0	0	0	2,400,000	2,400,000	
TOTAL	0	0	0	0	0	0	2,400,000	2,400,000	
23 WASHINGTON SQUARE TRANSIT CENTER***816*260*****								00000	N/A 00000
RESRV	0	0	0	0	0	0	320,000	320,000	
TOTAL	0	0	0	0	0	0	320,000	320,000	
24 TANNESBOURNE TRANSIT CENTER***817*261*****								00000	N/A 00000
RESRV	0	0	160,000	0	0	0	400,000	560,000	
TOTAL	0	0	160,000	0	0	0	400,000	560,000	
25 TUALATIN TRANSIT CENTER***818*262*****								00000	N/A 00000
RESRV	0	0	0	0	0	0	720,000	720,000	
TOTAL	0	0	0	0	0	0	720,000	720,000	
26 DOWNTOWN PORTLAND TSM***819*263*****								00000	N/A 0
RESRV	0	0	0	0	0	0	3,564,324	3,564,324	
TOTAL	0	0	0	0	0	0	3,564,324	3,564,324	
27 CENTRAL BEAVERTON TSM***820*264*****								00000	N/A 0
RESRV	0	0	0	0	0	0	1,138,400	1,138,400	
TOTAL	0	0	0	0	0	0	1,138,400	1,138,400	
28 SUNSET TRUNKLINE TRANSIT TRANSFER POINTS***821*265*****								00000	N/A 00000
RESRV	0	0	0	0	0	0	400,000	400,000	
TOTAL	0	0	0	0	0	0	400,000	400,000	

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UMTA SECTION 3 TRADED CAPITAL PROGRAM (CONTINUED)									
29 TRANSIT MALL EXTENSION NORTH**			822	266				00000	MISC 30027
PE	0	64,000	0	0	0	0	0	64,000	
RESRV	0	0	2,880,000	0	0	0	0	2,880,000	
TOTAL	0	64,000	2,880,000	0	0	0	0	2,944,000	
30 OBLIGATIONAL AUTHORITY RESERVE-TRADE FUNDS**									
RESRV	0	0	0	12,000,000	5,118,543	0	-17,118,543	0	N/A 00000
TOTAL	0	0	0	12,000,000	5,118,543	0	-17,118,543	0	
31 BANFIELD TRANSITWAY**									
CONST	20,150,000	0	0	0	0	0	0	20,150,000	FAP68 30027
TOTAL	20,150,000	0	0	0	0	0	0	20,150,000	
32 GLISAN STREET BUS LANE**									
PE	0	48,876	0	0	0	0	0	48,876	FAU9314 30027
CONST	0	325,840	0	0	0	0	0	325,840	
TOTAL	0	374,716	0	0	0	0	0	374,716	
33 DEVELOPMENT OF TIGARD PARK AND RIDE**									
RESRV	0	0	1,600,000	0	0	0	0	1,600,000	N/A 30027
TOTAL	0	0	1,600,000	0	0	0	0	1,600,000	
34 DEVELOPMENT OF MILWAUKIE PARK AND RIDE**									
RESRV	0	0	800,000	0	0	0	0	800,000	N/A 30027
TOTAL	0	0	800,000	0	0	0	0	800,000	
35 OREGON CITY PARK-AND-RIDE**									
RESRV	0	0	1,200,000	0	0	0	0	1,200,000	N/A 30027
TOTAL	0	0	1,200,000	0	0	0	0	1,200,000	

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UMTA SECTION 3 TRADED CAPITAL PROGRAM (CONTINUED)									
TOTAL UMTA SECTION 3 TRADED CAPITAL PROGRAM									
PE	842,097	863,436	0	0	0	0	0	1,705,533	
R/W	6,088,360	688,000	0	0	0	0	0	6,776,360	
CONST	28,958,132	7,577,719	0	0	0	0	0	36,535,851	
CAP	594,803	1,004,800	4,560,000	0	0	0	0	6,159,603	
RESRV	0	0	7,440,000	12,000,000	5,118,543	0	596,803	25,155,346	
OTHER	407,727	656,383	0	0	0	0	-596,803	467,307	
TOTAL	36,891,119	10,790,338	12,000,000	12,000,000	5,118,543	0	0	76,800,000	
TOTAL URBAN MASS TRANSPORTATION ADMINISTRATION									
PE	842,097	863,436	0	0	0	0	0	1,705,533	
R/W	6,088,360	688,000	0	0	0	0	0	6,776,360	
CONST	28,958,132	7,577,719	0	0	0	0	0	36,535,851	
CAP	594,803	1,004,800	4,560,000	0	0	0	0	6,159,603	
RESRV	0	0	7,440,000	12,000,000	5,118,543	0	596,803	25,155,346	
OTHER	407,727	656,383	0	0	0	0	-596,803	467,307	
TOTAL	36,891,119	10,790,338	12,000,000	12,000,000	5,118,543	0	0	76,800,000	



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: April 10, 1986
To: JPACT
From: ~~X~~ Andrew Cotugno, Transportation Director
Regarding: PROPOSED TRI-MET INCOME TAX ORDINANCE

As a follow-up to the Tri-Met/JPACT luncheon, JPACT considered a resolution at the regular April 10 meeting regarding the proposed Tri-Met income tax. The Committee agreed to consider the attached resolution at a special JPACT meeting on April 24 at 7:30 a.m. Between now and the special meeting, members are encouraged to consult with the jurisdictions and agencies which you represent. Metro and Tri-Met are available to attend any meetings you have on the subject. Tri-Met has scheduled the first reading of the ordinance for April 28, and second reading for May 27. The draft proposal would levy an income tax of .27 to .33 percent of taxable income to raise \$12 to \$15 million per year. The proposed increase in revenues is intended to fund the following at \$12 million per year:

- operation of the current level of service plus a 4.3 percent service expansion associated with the opening of the Banfield LRT;
- local match on routine capital expenses including initiation of a 50-bus per year replacement program;
- resumption of payments to the pension program;

and the following at \$15 million per year:

- service increase of another 4 percent to return to the level of bus service provided in 1981 and/or a fare reduction.

In addition, during the JPACT meeting, concern was expressed about the following issues:

1. Will the Tri-Met Board proceed to implement key recommendations of the Blue Ribbon Committee, particularly those associated with bringing stability to the organization and improving cost-efficiency?

2. Will Tri-Met implement the bus capital improvement program funded through the Section 3 Letter of Intent?
3. When will Tri-Met make a decision on whether or not to proceed with preliminary engineering on the Sunset LRT?
4. Will the Tri-Met Board work with JPACT to develop and adopt a plan defining service and capital programs to which they are committed for the next five years?

AC/gl
5450C/D2

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING
A TRI-MET REVENUE PROPOSAL

) RESOLUTION NO.
)
) Introduced by the
) Joint Policy Advisory
) Committee on Transportation

WHEREAS, Transit service is an essential part of the
Regional Transportation Plan (RTP) and key to the successful
implementation of highway programs and local comprehensive plans; and

WHEREAS, Tri-Met has identified an imminent financial
crisis and has established the need for \$12-\$15 million per year to
meet transit service objectives; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District:

1. Endorses the importance of transit to the Portland
region and the imminent need to increase funding to preserve the
needed level of transit service and provide for start-up of the
Banfield LRT.

2. Supports Tri-Met's proposal for an income tax as an
appropriate means of funding.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1986.

Richard Waker, Presiding Officer

AC/gl
5455C/453
04/10/86

COMMITTEE MEETING TITLE JPACT

DATE 4-10-86 - 7:30 a.m.

NAME

AFFILIATION

G- Philip C. Feeney

Tri-Met

G- JANE HARDY CEASE

SENATE TRANS. & REVENUE COMMITTEE

G- Bob Bothman

ODOT

G- Bebe Rucker

Port of Portland

S- Richard Bandura

Metro

G- Bob Post

TRI-MET

G- Lee Harner

"

G- Gary Sparovich

Clackamas County

G- Jessie Laxene

Multnomah Co.

S- Paul Pitts

Metro

G- GB ARRINGTON

TRI-MET

M- Ed FERGUSON

WSDOT

G- Keith Ahola

WSDOT

M- LARRY COLE

CITIES OF WASHINGTON COUNTY

M- Steve Allison

Tri-Met

S- Pick Gustafson

Metro

M- RICHARD WAKER

METRO

M- Werner

Wash County

M- Jul Hansen

DEQ

M- Mari Wordfeld

Cities of Mult Co.

M- Fred Miller

ODOT

G- Jed Spencer

odot

G- Grace Crutcher

Pdx

COMMITTEE MEETING TITLE _____

DATE _____

NAME

AFFILIATION

S- Keith Lawton

Metro.

G- Steve Dotterrer

City of Portland staff

G- Tom Bingham

DEQ

G- Howard Harris

DEQ

G- John F. Fry (ELK)

G- Gwendolyn Ball

DB Inc + CWFF

S- Vickie Rucker

Metro

S- Phil Fell

Metro