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

A G E N D A

JOINT POLICY ADVISORY
COMMITTEE ON TRANSPORTATION

Date: August 11, 1983

Day: Thursday

Time: 7:30 a.m.

Place: Metro, Conference Room A1/A2

- *1. SELECTING THE PREFERRED ALTERNATIVE FOR THE WEST-SIDE CORRIDOR, ALLOCATING THE WESTSIDE (e) (4) RESERVE AND ALLOCATING THE WESTSIDE SECTION 3 RESERVE - APPROVAL REQUESTED - Steve Siegel.
- *2. AMENDING THE BANFIELD SCOPE OF WORK TO INCLUDE THE ADDITION OF SEVEN LIGHT RAIL VEHICLES - APPROVAL REQUESTED - Andy Cotugno.
- *3. OREGON TRANSPORTATION COMMISSION CHAIRMAN YTURRI VISIT - INFORMATION.

*Material enclosed.

MEETING REPORT

DATE OF MEETING: July 14, 1983

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

PERSONS ATTENDING: Members: Charlie Williamson, Larry Cole, Bruce Etlinger, Ed Ferguson, John Frewing, Ed Hardt, Mike Lindberg, Robin Lindquist, Wes Myllenbeck, Dick Pokornowski, and Dick Waker

Guests: Ted Spence, ODOT; Elton Chang, FHWA; Rick Walker, Cities of Multnomah County; Winston Kurth, Clackamas County; Sarah Salazar, Port of Portland; Paul Bay, Tri-Met; Gil Mallery, RPC of Clark County; Keith Ahola, WSDOT; Vic Rhodes, Geoff Larkin and Steve Dotterer, City of Portland; and Larry Rice, Washington County

Staff: Andy Cotugno, Richard Brandman, Karen Thackston, Peg Henwood, Terry Bolstad and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

1. ADOPTING THE REGIONAL BICYCLE PLAN

Andy Cotugno related that the proposed Regional Bicycle Plan has focused on cost-effective measures with regard to the designation of safe, direct regional bike routes, the establishment of guidelines for bicycle funding (including parking, registration and safety education) and the implementation of the plan. Richard Brandman provided an overview of the plan, commenting on the constructive input offered by the Citizens and Technical Advisory Committees who reviewed the plan and helped in the planning of a regional network for the Portland metropolitan area. Factors considered in the development of the plan included: 1) how big a system to adopt; and 2) the issue of connectivity versus bicycle routes to key destinations.

Mr. Brandman related that the State Bicycling Advisory Committee is developing the state-wide bike plan and, following adoption of the Regional Bicycle Plan, it would become one element in that plan. He noted that Jan Schaeffer of the City of Portland is a citizen representative on that committee, and has reviewed the proposed regional plan with that committee.

Questions raised during discussion included whether or not Highway 217 would serve as an appropriate bike route. Richard indicated that the Bike Committee felt it was an important corridor, but that a route would be better located on Cedar Hills Boulevard and Hall Boulevard.

One correction to the bike map was that the bike route on Old Scholls Ferry Road should be extended west to the UGB Boundary. The Committee concurred.

An "Errata Sheet" for the Bike Plan was distributed for incorporation into the plan.

Action Taken: It was moved and seconded to amend the bike map for extension of the route on Old Scholls Ferry Road west to the UGB Boundary. Motion CARRIED unanimously.

It was then moved and seconded to recommend adoption of the Regional Bicycle Plan with corrections as noted on the "Errata Sheet" (which constitutes a portion of these minutes). Motion CARRIED unanimously.

2. ADOPTING THE "CONCEPT PROGRAM" FOR EXPENDITURE OF INTERSTATE TRANSFER FUNDS

Andy Cotugno noted that, according to federal requirements, the Interstate Transfer "Concept Program" identifying projects to be under construction by September 30, 1986 (including PE) must be approved by September 30, 1983. He indicated that the proposed program has been overprogrammed (128 percent, or 35 percent excluding LRT projects) in order to allow for amendments, but pointed out that no new projects will be allowed following the approval deadline. If other funds become available for any of the projects, they will be dropped from the Interstate Transfer Concept Program.

Dick Pokornowski spoke of the role the Regional Planning Council of Clark County has played in the Portland metropolitan area and noted the lack of projects for Clark County in the Concept Program. A letter was distributed requesting consideration of several Clark County projects considered to be of regional merit with regard to the region's industrial base and high-tech potential. Those noted included: West Mill Plain Boulevard (providing access to the Port of Vancouver), 164th Avenue between SR-14 and Ward Road, and the Padden Expressway. In addition, an amended resolution was submitted by Clark County for JPACT consideration.

During discussion of Clark County's request, opposition was raised because the funding is provided from Oregon entitlement funds (from withdrawal of the Mt. Hood and I-505 Freeways), on the basis of the needs of the State of Oregon, lack of participation in the transfer of FAU funds downstate, the statement from FHWA expressing concern over the amount of overprogramming in the Concept Program, and questioning a change in policy that

would allocate such funds to another state. In regard to the amount of overprogramming, Elton Chang indicated that FHWA expects JPACT to be fiscally responsible.

One correction noted for Attachment "A" under "New Projects" (referencing SE Crystal Springs Reconstruction) is that it should correctly read 37th/45th rather than "37th/39th".

Action Taken: It was moved and seconded to recommend approval of the Resolution adopting the "Concept Program" for expenditure of Interstate Transfer funds.

It was moved by Dick Pokornowski to amend the Resolution to include the Clark County projects along with the verbage in Clark County's amended resolution. Motion was seconded by Councilor Etlinger who indicated he favored the inclusion of Clark County projects in the spirit of regional cooperation. In calling for the question on the proposed amendment, the motion FAILED. Those voting for: Pokornowski, Ferguson and Etlinger. Those opposed: Cole, Frewing, Hardt, Lindberg, Lindquist, Myllenbeck and Waker.

In calling for the original motion, it was moved and seconded to amend Attachment "A" of the Resolution to include a new Washington County project -- Farmington Road (widening Murray Boulevard to 209th) for \$2.5 million. Motion CARRIED. Dick Pokornowski dissented, voting in opposition but not because he was against the Washington County project.

In calling for the question on the amended motion, the motion CARRIED. Those voting in favor: Cole, Etlinger, Frewing, Hardt, Lindberg, Lindquist, Mullenbeck and Waker; those opposed: Pokornowski and Ferguson. Commissioner Cole indicated that, if additional transportation money became available for the region, he would be supportive of the Clark County proposal.

3. RATIFYING CHANGES TO THE FEDERAL AID URBAN BOUNDARY AND AMENDING THE FUNCTIONAL CLASSIFICATION SYSTEM AND THE FEDERAL AID URBAN SYSTEM (FAUS)

During review of the Staff Report and Resolution, it was pointed out that item #1, Exhibit "A", should read Gassner Road rather than "Cassner" Road and that item #7, Exhibit "A" (Evergreen Road) should be deleted.

Action Taken: It was moved and seconded to recommend approval of the Resolution ratifying changes to the FAU Boundary and amending the Functional Classification System and the FAU System as corrected. Motion CARRIED unanimously.

4. AMENDING THE FY 83 TIP TO INCLUDE ADDITIONAL SECTION 3 PROJECTS

Tri-Met has applied for grant funding for the following Section 3 "Trade" and "Discretionary" projects which must be included in the FY 83 TIP:

Section 3 "Trade": Hillsboro Transit Center with Park and Ride
Beaverton Transit Center
Westside TSM Projects (Lovejoy Ramp and Sylvan Bus Pullout)

Section 3 "Discretionary": Vintage Trolley Project

Action Taken: It was moved and seconded to recommend approval of the Resolution amending the FY 1983 TIP to include additional Section 3 projects. Motion CARRIED unanimously.

5. OREGON TRANSPORTATION COMMISSION CHAIRMAN VISIT

In response to last month's JPACT recommendation, OTC Chairman Anthony Yturri (including the OTC board) has been invited to Portland to discuss ODOT's Six-Year Program and policies relating to the transportation needs of the Portland metropolitan area. An activity schedule was distributed for the visitation on August 17, noting that transportation-related officials will be invited.

6. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members
Rick Gustafson
Don Carlson
Ray Barker

REGIONAL BICYCLE PLAN

ERRATA SHEET

p. 7: "Policies"

~~d. All-local-jurisdictions-constructing,-reconstructing or-relocating-a-street-or-road-shall-comply-with ORS-366-514,-which-requires-footpaths-and-bicycle trails-to-be-established,-with-certain-exceptions, wherever-a-road-is-being-constructed,-reconstructed or-relocated-(see-Appendix-A)-.~~

ORS 366.514 (Appendix A) requires local jurisdictions to establish footpaths and bicycle trails, with certain exceptions, wherever a street is being constructed, reconstructed or relocated using State Highway Fund revenues. Footpaths and bicycle trails....

p. 8: (first paragraph)

As such, any jurisdiction planning such street improvements....

p. 27: Figure 5--#2, "Potential use of route for pleasure riding only" moves to bottom of the list and becomes #6.

p. 28: New paragraph above subheading "Comparison of Capital Costs and Revenues":

Of the 270 miles of proposed bicycle routes:

- 1) Sixty miles are under construction or are programmed for construction primarily in conjunction with a highway project, at an approximate cost of \$3 million, and
- 2) 26 miles are likely to be built in conjunction with a highway project within the next 10 years at an approximate cost of \$1.4 million.

The remainder of the system has no funding currently identified. However, funds from the State bicycle fund will be sought for many of the routes, and jurisdictions will use general fund and their allocated State bicycle funds to construct other routes.

p. 31: 3.g. Bicycle spaces shall ~~not~~ be rented or leased ~~except~~ only where motor vehicle parking is rented or leased.

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. _____ FOR
THE PURPOSE OF SELECTING THE PREFERRED ALTERNATIVE
FOR THE WESTSIDE CORRIDOR, ALLOCATING THE WESTSIDE
(e)(4) RESERVE AND ALLOCATING THE WESTSIDE SECTION 3
RESERVE

Date: July 27, 1983

Presented by: Steve Siegel

FACTUAL BACKGROUND AND ANALYSIS

In 1979, Metro adopted a Resolution specifying the Westside Corridor as the second (after the Banfield) priority corridor for a potential transitway investment. It later reconfirmed this priority by adopting the Regional Transportation Plan (RTP). In 1979-80, Metro entered into a cooperative venture with Portland, Beaverton, Hillsboro, Multnomah County, Washington County, ODOT and Tri-Met to identify the transportation solution for the Westside Corridor. \$47.5 million (federal share) in Urban Mass Transportation Administration (UMTA) Section 3 funds and \$18.6 million (federal share) in Interstate Transfer funds were made available, through a series of regional decisions, to fund a combined highway-transit project on the Westside.

In March 1982, the Draft Environmental Impact Statement (DEIS) for the Westside Corridor project was completed. The DEIS studied five alternatives: No Build, Bus Service Expansion, Sunset Busway, Sunset LRT and Multnomah LRT. The analysis pointed to Sunset LRT as the best long-term transportation solution on the Westside. Furthermore, it pointed to the need to phase into light rail in stages, beginning with the implementation of bus-related improvements using the existing Section 3 Letter of Intent funds.

The analysis also concluded that there is a need to improve the Westside Corridor Highway System and there are a number of highway improvements funded as part of the proposed resolution.

To date there have been over 150 public meetings on the Westside Corridor Project. In May 1982, public hearings were held on the DEIS and support was expressed for a major transit expansion which would include a Sunset LRT between Portland and Washington County. In June 1982, the Westside Corridor Project Citizens' Advisory Group recommended a phased implementation of the Sunset LRT, including the related highway projects; and in January 1983, the Project Steering Group, which consists of policy-makers from all the affected governmental units, approved the release of the Preferred Alternative Report which made recommendations included in

the attached Resolution. Since then, all the directly affected governmental units (Portland, Beaverton, Hillsboro, Washington County, Multnomah County, Tri-Met and ODOT) have adopted supporting resolutions.

By adopting Resolution No. _____, Council takes the following actions:

1. Selects Sunset LRT as the preferred alternative for Preliminary Engineering and Final Environmental Impact Statement (FEIS) preparation;
2. Amends the RTP to eliminate options not selected and adds a description of the phasing (bus to rail) strategy;
3. Allocates approximately \$47.5 million (federal) of Section 3 Letter of Intent funds to Westside transit projects which are to be implemented as part of the phased approach;
4. Allocates about \$18 million (federal) of Westside (e)(4) Reserve funds to Westside highway projects; and
5. Describes the general organizational responsibilities for the next phase of Sunset LRT study and authorizes funds for the study.

EXECUTIVE OFFICER'S RECOMMENDATION

Approve the attached Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

SS/gl
9065B/353
7/27/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF SELECTING THE)	RESOLUTION NO.
PREFERRED ALTERNATIVE FOR THE)	
WESTSIDE CORRIDOR, ALLOCATING THE)	Introduced by the Joint
WESTSIDE (e) (4) RESERVE AND)	Policy Advisory Committee
ALLOCATING THE WESTSIDE SECTION 3)	on Transportation
RESERVE)	

WHEREAS, In 1979 Metro adopted Resolution No. 79-65 specifying the Westside Corridor as the second (after Banfield) priority corridor meriting consideration of a transitway investment and later re-confirmed this priority by the adoption of the Regional Transportation Plan (RTP); and

WHEREAS, In 1979-80, Metro entered into a cooperative venture with Portland, Beaverton, Hillsboro, Multnomah County, Washington County, ODOT and Tri-Met to identify the transportation solution for the Westside Corridor; and

WHEREAS, A series of regional decisions have made approximately \$47.5 million (federal share) in the Urban Mass Transportation Administration Section 3 funds and \$18.6 million (federal share) in Interstate Transfer funds available as of December 31, 1982 to fund a multi-modal Westside Corridor Project; and

WHEREAS, A Draft Environmental Impact Statement (DEIS) was completed in March 1982 which documented the following major conclusions:

1. The Westside Corridor Project is needed to meet local and regional goals;
2. A major expansion of transit service must be part of the Westside Corridor;
3. The light rail transit options attract the most transit riders;
4. The Sunset Light Rail Transit (LRT) option provides the best service to transit riders and auto users;
5. The Sunset LRT is the least expensive and most efficient option to operate;
6. The Sunset LRT has several important long-term operating advantages over the other alternatives;
7. Implementation of the Sunset LRT alternative enhances economic development prospects;

8. The Sunset LRT enhances environmental quality, compared to the other alternatives;

9. The life cycle costs of the Sunset LRT are within one percent of the Bus Service Expansion costs;

10. The risks involved with uncertain funding and growth can be managed by phasing the project;

11. Development opportunities and access problems along the Willamette River may motivate a Macadam LRT branch line in the future;

12. Additional LRT capacity is likely to be needed in downtown Portland by 1995 even if the Sunset LRT is not implemented;

13. As part of the Sunset LRT alternative, there is a need to improve the Westside Corridor Highway system; and

WHEREAS, In May 1982 public hearings were held on the Westside Corridor Project DEIS and support was expressed for a major transit expansion which included a Sunset light rail transitway between Portland and Washington County; and

WHEREAS, In June 1982 the Westside Corridor Project Citizens' Advisory Group recommended a phased-implementation of the Sunset LRT alternative including related highway projects; and

WHEREAS, In January 1983 the Westside Corridor Project Steering Group, which consists of policy-makers from all affected governmental units, approved the release of the Preferred Alternative Report which made the recommendations included in this resolution; and

WHEREAS, The recommendations included in this resolution have been approved by the Councils or Boards of all the governmental units which comprise the Westside Corridor Project; now, therefore,

BE IT RESOLVED,

1. That the Sunset LRT is the preferred alternative for the Westside Corridor. That the Sunset LRT alignment and station locations, explained in the DEIS, are modified by the recommendations included in Attachment "A" and that the Preliminary Engineering and Final Environmental Impact Statement will address the environmental concerns and design sub-options raised during the public hearing processes of the local jurisdictions.

2. That approval of the Sunset LRT is for preparation of the Final Environmental Impact Statement and related work. Before any construction or non-hardship right-of-way acquisition can occur, the participating agencies will review:

a. The Final Environmental Impact Statement.

- b. A Sunset LRT Conceptual Design which addresses the environmental concerns and design sub-options 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.

3. That a Project Management Committee with representatives from affected local jurisdictions and regional agencies be formed to direct Phase III (PE and FEIS) work; and that,

- a. Tri-Met will lead an effort to complete PE and FEIS.
- b. Metro and Tri-Met will lead an effort to prepare a Sunset LRT funding package for regional review and approval.
- c. The Project Management Committee should review the use of advanced right-of-way acquisition for hardship purposes and recommend an action to the governing bodies of the participating agencies.

4. That the Westside Citizens' Advisory Group will continue to review technical work and provide for public review.

5. That implementation of the light rail project will be phased, based on demand and funding availability, beginning with the implementation of the bus capital facilities shown in Attachment "B"; that the Westside Section 3 Letter of Intent Reserve be allocated to these projects and that the RTP and TIP be amended accordingly.

6. That as part of the Sunset LRT alternative, improvements will be made to the Westside highway system including (a) ramp metering Sunset Highway and Highway 217, (b) a climbing lane westbound on the Sunset Highway from the Vista Tunnel to Sylvan, and (c) improvements to the Sylvan interchange.

7. That during the Westside study process other highway projects, in addition to those specified above (#3), have been identified as being needed and that the Westside (e)(4) Reserve be allocated to projects in accordance with Attachment "C" and that the RTP and TIP be amended accordingly.

8. That the RTP be amended to eliminate LRT alignments along Stephens' Gulch, Multnomah Boulevard and the Oregon Electric Right-of-Way and to preserve an LRT branch line in the Macadam Corridor for future consideration.

9. That the RTP is amended to include the following Westside Corridor Project policies:

- Westside Corridor transit service will be provided by an expanded timed-transfer system consisting of eight major transit nodes. The physical facilities for the bus elements of the system will be constructed no later than 1990.
- The Westside system will also include a multiple transfer point transit network in Southwest Portland with increased connections to Beaverton.
- Transit service will be phased with development in the developing areas.
- Transit service will be implemented in accordance with the availability of transit revenues.
- The need for transit service to the developing Westside area will be a consideration in the annual allocation of transit revenues.
- Transit service will be implemented in such a manner as to support the implementation of the Sunset LRT.

10. That the prior commitment to the Westside as the next priority for light rail development after the Banfield in accordance with the RTP, and the funding of the I-505 alternative projects as the first priority use of freeway transfer funds in accordance with CRAG Resolution BD 781210 is reaffirmed.

11. That the Metro Council finds the project additions to the TIP to be in accordance with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 Review approval.

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

Presiding Officer

SS/gl
7520B/327
8/3/83

ATTACHMENT A

Downtown Portland

Option Selected:

- 18th/Columbia/5th/6th

Options Rejected:

- 12th/Columbia/5th/6th
- 12th/Columbia/4th/5th
- 12th/Montgomery/4th/5th
- 12th/Montgomery/5th/6th
- 18th/Columbia/4th/5th

Downtown Portland to Beaverton

Option Selected:

- Jefferson Street LRT subject to re-examination of trackway alignment and grades.

Options Rejected:

- Montgomery Street tunnel
- Walker Road station

Options Needing Further Study:

- Northside tunnels

Central Beaverton

Options Selected:

- Baker Transit Center site
- S-3 (south entry)
- 114th LRT station
- Hall Boulevard LRT station

Options Rejected:

- Hall/Watson Transit Center site
- Beaverton-Hillsdale/Lombard Transit Center site
- S1/S2 (north and south entries)
- S-3 (north entry)

West of Beaverton

Option Selected:

- Terminate at 185th Street

ATTACHMENT B

Westside Corridor Section 3 Letter of Intent Projects¹

	<u>Total Project Cost</u>
Westside Garage (II and III)	\$ 7,674,633
Beaverton Transit Center	3,500,000
Beaverton Park and Ride	906,600
Southwest Transit Transfer Points	3,000,000
Sunset Transit Center & Park and Ride	8,500,000
Washington Square Transit Center	400,000
Tanasbourne Transit Center	700,000
Hillsboro Transit Center	1,194,002
Hillsboro Park and Ride	800,000
Tualatin Transit Center	900,000
Downtown Portland TSM	10,000,000
Central Beaverton TSM	2,000,000
Washington County TSM	6,000,000
Sunset Trunkline Transit Transfer Points	500,000
Bus Purchases	4,000,000
Contingency ²	<u>9,292,564</u>
TOTAL	\$59,567,799
FEDERAL	\$47,494,239 ²

¹ Annual adjustments recommended by TIP Subcommittee to JPACT and Tri-Met. Adjustment priority scheme is (1) construct projects on this list, (2) other projects needed to meet Westside Corridor objectives, and (3) other transit projects. Costs are in June 1982 dollars.

² Contingency and escalation account include former Section 3 inflation reserve rollback.

ATTACHMENT C

WESTSIDE (e) (4) RESERVE ALLOCATION¹

TRANSIT PROJECTS

Preliminary Engineering/FEIS for Sunset LRT \$ 500,000

HIGHWAY PROJECTS

CATEGORY I

Sunset Highway Ramp Metering 770,000

CATEGORY II²

TV Highway : 21st - Oak	1,800,000
Murray Boulevard : BN RR to Sunset Highway	3,130,174
Scholls Ferry Road/Hall Boulevard Int.	400,000
Hall Boulevard : Allen to Greenway ³	1,200,000
185th Avenue : TV Highway to Rock Creek Boulevard	9,004,547
Sylvan/Skyline Improvements : Vicinity of Sunset Hwy. ³	1,800,000

GRAND TOTAL \$18,604,721

BACK-UP PROJECTS (for consideration with Cost Underruns):

Brookwood : TV Highway to Cornell Road
Scholls Ferry Road : Fanno Creek to Murray Boulevard

- ¹ Annual adjustments may be recommended by the TIP Subcommittee to JPACT and the Metro Council.
- ² Westside Corridor Category I Reserve funding transferred to Category II projects in accordance with Resolution No. 81-247 which permitted allocation of the Westside Reserve to any project meeting the Westside Corridor objectives. Category I project designation is limited to improvements on designated major travel corridors including the Sunset Highway.
- ³ By adoption of this resolution, the RTP is hereby amended to include these projects.
- ⁴ This allocation is based on the assumption that the Sunset Climbing Lane project will be accepted by the OTC as a Federal Aid Primary project.

CONSIDERATION OF RESOLUTION NO. 83-423 FOR
THE PURPOSE OF SELECTING THE PREFERRED ALTERNATIVE
FOR THE WESTSIDE CORRIDOR, ALLOCATING THE WESTSIDE
(e)(4) RESERVE AND ALLOCATING THE WESTSIDE SECTION 3
RESERVE

Date: July 27, 1983

Presented by: Steve Siegel

FACTUAL BACKGROUND AND ANALYSIS

In 1979, Metro adopted a Resolution specifying the Westside Corridor as the second (after the Banfield) priority corridor for a potential transitway investment. It later reconfirmed this priority by adopting the Regional Transportation Plan (RTP). In 1979-80, Metro entered into a cooperative venture with Portland, Beaverton, Hillsboro, Multnomah County, Washington County, ODOT and Tri-Met to identify the transportation solution for the Westside Corridor. \$47.5 million (federal share) in Urban Mass Transportation Administration (UMTA) Section 3 funds and \$18.6 million (federal share) in Interstate Transfer funds were made available, through a series of regional decisions, to fund a combined highway-transit project on the Westside.

In March 1982, the Draft Environmental Impact Statement (DEIS) for the Westside Corridor project was completed. The DEIS studied five alternatives: No Build, Bus Service Expansion, Sunset Busway, Sunset LRT and Multnomah LRT. The analysis pointed to Sunset LRT as the best long-term transportation solution on the Westside. Furthermore, it pointed to the need to phase into light rail in stages, beginning with the implementation of bus-related improvements using the existing Section 3 Letter of Intent funds.

The analysis also concluded that there is a need to improve the Westside Corridor Highway System and there are a number of highway improvements funded as part of the proposed resolution.

To date there have been over 150 public meetings on the Westside Corridor Project. In May 1982, public hearings were held on the DEIS and support was expressed for a major transit expansion which would include a Sunset LRT between Portland and Washington County. In June 1982, the Westside Corridor Project Citizens' Advisory Group recommended a phased implementation of the Sunset LRT, including the related highway projects; and in January 1983, the Project Steering Group, which consists of policy-makers from all the affected governmental units, approved the release of the Preferred Alternative Report which made recommendations included in

the attached Resolution. Since then, all the directly affected governmental units (Portland, Beaverton, Hillsboro, Washington County, Multnomah County, Tri-Met and ODOT) have adopted supporting resolutions.

By adopting Resolution No. 83-423, Council takes the following actions:

1. Selects Sunset LRT as the preferred alternative for Preliminary Engineering and Final Environmental Impact Statement (FEIS) preparation;
2. Amends the RTP to eliminate options not selected and adds a description of the phasing (bus to rail) strategy;
3. Allocates approximately \$47.5 million (federal) of Section 3 Letter of Intent funds to Westside transit projects which are to be implemented as part of the phased approach;
4. Allocates about \$18 million (federal) of Westside (e)(4) Reserve funds to Westside highway projects; and
5. Describes the general organizational responsibilities for the next phase of Sunset LRT study and authorizes funds for the study.

JPACT has reviewed this project and recommends approval of the resolution as amended by the Regional Development Committee.

EXECUTIVE OFFICER'S RECOMMENDATION

Approve the attached Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Development Committee recommended approval of the resolution with the following amendment to Resolve #1: after the word "concerns" add the language "capital and operating financing feasibility."

SS/gl
9065B/353
8/15/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF SELECTING THE)	RESOLUTION NO. 83-423
PREFERRED ALTERNATIVE FOR THE)	
WESTSIDE CORRIDOR, ALLOCATING THE)	Introduced by the Joint
WESTSIDE (e)(4) RESERVE AND)	Policy Advisory Committee
ALLOCATING THE WESTSIDE SECTION 3)	on Transportation
RESERVE)	

WHEREAS, In 1979 Metro adopted Resolution No. 79-65 specifying the Westside Corridor as the second (after Banfield) priority corridor meriting consideration of a transitway investment and later re-confirmed this priority by the adoption of the Regional Transportation Plan (RTP); and

WHEREAS, In 1979-80, Metro entered into a cooperative venture with Portland, Beaverton, Hillsboro, Multnomah County, Washington County, ODOT and Tri-Met to identify the transportation solution for the Westside Corridor; and

WHEREAS, A series of regional decisions have made approximately \$47.5 million (federal share) in the Urban Mass Transportation Administration Section 3 funds and \$18.6 million (federal share) in Interstate Transfer funds available as of December 31, 1982 to fund a multi-modal Westside Corridor Project; and

WHEREAS, A Draft Environmental Impact Statement (DEIS) was completed in March 1982 which documented the following major conclusions:

1. The Westside Corridor Project is needed to meet local and regional goals;
2. A major expansion of transit service must be part of the Westside Corridor;
3. The light rail transit options attract the most transit riders;
4. The Sunset Light Rail Transit (LRT) option provides the best service to transit riders and auto users;
5. The Sunset LRT is the least expensive and most efficient option to operate;
6. The Sunset LRT has several important long-term operating advantages over the other alternatives;
7. Implementation of the Sunset LRT alternative enhances economic development prospects;

8. The Sunset LRT enhances environmental quality, compared to the other alternatives;

9. The life cycle costs of the Sunset LRT are within one percent of the Bus Service Expansion costs;

10. The risks involved with uncertain funding and growth can be managed by phasing the project;

11. Development opportunities and access problems along the Willamette River may motivate a Macadam LRT branch line in the future;

12. Additional LRT capacity is likely to be needed in downtown Portland by 1995 even if the Sunset LRT is not implemented;

13. As part of the Sunset LRT alternative, there is a need to improve the Westside Corridor Highway system; and

WHEREAS, In May 1982 public hearings were held on the Westside Corridor Project DEIS and support was expressed for a major transit expansion which included a Sunset light rail transitway between Portland and Washington County; and

WHEREAS, In June 1982 the Westside Corridor Project Citizens' Advisory Group recommended a phased-implementation of the Sunset LRT alternative including related highway projects; and

WHEREAS, In January 1983 the Westside Corridor Project Steering Group, which consists of policy-makers from all affected governmental units, approved the release of the Preferred Alternative Report which made the recommendations included in this resolution; and

WHEREAS, The recommendations included in this resolution have been approved by the Councils or Boards of all the governmental units which comprise the Westside Corridor Project; now, therefore,

BE IT RESOLVED,

1. That the Sunset LRT is the preferred alternative for the Westside Corridor. That the Sunset LRT alignment and station locations, explained in the DEIS, are modified by the recommendations included in Attachment "A" and that the Preliminary Engineering and Final Environmental Impact Statement will address the environmental concerns, capital and operating financing feasibility and design sub-options raised during the public hearing processes of the local jurisdictions.

2. That approval of the Sunset LRT is for preparation of the Final Environmental Impact Statement and related work. Before any construction or non-hardship right-of-way acquisition can occur, the participating agencies will review:

a. The Final Environmental Impact Statement.

- b. A Sunset LRT Conceptual Design which addresses the environmental concerns and design sub-options 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.

3. That a Project Management Committee with representatives from affected local jurisdictions and regional agencies be formed to direct Phase III (PE and FEIS) work; and that,

- a. Tri-Met will lead an effort to complete PE and FEIS.
- b. Metro and Tri-Met will lead an effort to prepare a Sunset LRT funding package for regional review and approval.
- c. The Project Management Committee should review the use of advanced right-of-way acquisition for hardship purposes and recommend an action to the governing bodies of the participating agencies.

4. That the Westside Citizens' Advisory Group will continue to review technical work and provide for public review.

5. That implementation of the light rail project will be phased, based on demand and funding availability, beginning with the implementation of the bus capital facilities shown in Attachment "B"; that the Westside Section 3 Letter of Intent Reserve be allocated to these projects and that the RTP and TIP be amended accordingly.

6. That as part of the Sunset LRT alternative, improvements will be made to the Westside highway system including (a) ramp metering Sunset Highway and Highway 217, (b) a climbing lane westbound on the Sunset Highway from the Vista Tunnel to Sylvan, and (c) improvements to the Sylvan interchange.

7. That during the Westside study process other highway projects, in addition to those specified above (#3), have been identified as being needed and that the Westside (e)(4) Reserve be allocated to projects in accordance with Attachment "C" and that the RTP and TIP be amended accordingly.

8. That the RTP be amended to eliminate LRT alignments along Stephens' Gulch, Multnomah Boulevard and the Oregon Electric Right-of-Way and to preserve an LRT branch line in the Macadam Corridor for future consideration.

9. That the RTP is amended to include the following Westside Corridor Project policies:

- Westside Corridor transit service will be provided by an expanded timed-transfer system consisting of eight major transit nodes. The physical facilities for the bus elements of the system will be constructed no later than 1990.
- The Westside system will also include a multiple transfer point transit network in Southwest Portland with increased connections to Beaverton.
- Transit service will be phased with development in the developing areas.
- Transit service will be implemented in accordance with the availability of transit revenues.
- The need for transit service to the developing Westside area will be a consideration in the annual allocation of transit revenues.
- Transit service will be implemented in such a manner as to support the implementation of the Sunset LRT.

10. That the prior commitment to the Westside as the next priority for light rail development after the Banfield, and the funding of the I-505 alternative projects as the first priority use of freeway transfer funds is reaffirmed.

11. That the Metro Council finds the project additions to the TIP to be in accordance with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 Review approval.

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

Presiding Officer

SS/gl
7520B/327
8/1/83

ATTACHMENT A

Downtown Portland

Option Selected:

- 18th/Columbia/5th/6th

Options Rejected:

- 12th/Columbia/5th/6th
- 12th/Columbia/4th/5th
- 12th/Montgomery/4th/5th
- 12th/Montgomery/5th/6th
- 18th/Columbia/4th/5th

Downtown Portland to Beaverton

Option Selected:

- Jefferson Street LRT subject to re-examination of trackway alignment and grades.

Options Rejected:

- Montgomery Street tunnel
- Walker Road station

Options Needing Further Study:

- Northside tunnels

Central Beaverton

Options Selected:

- Baker Transit Center site
- S-3 (south entry)
- 114th LRT station
- Hall Boulevard LRT station

Options Rejected:

- Hall/Watson Transit Center site
- Beaverton-Hillsdale/Lombard Transit Center site
- S1/S2 (north and south entries)
- S-3 (north entry)

West of Beaverton

Option Selected:

- Terminate at 185th Street

ATTACHMENT B

Westside Corridor Section 3 Letter of Intent Projects¹

	<u>Total Project Cost</u>
Westside Garage (II and III)	\$ 7,674,633
Beaverton Transit Center	3,500,000
Beaverton Park and Ride	906,600
Southwest Transit Transfer Points	3,000,000
Sunset Transit Center & Park and Ride	8,500,000
Washington Square Transit Center	400,000
Tanasbourne Transit Center	700,000
Hillsboro Transit Center	1,194,002
Hillsboro Park and Ride	800,000
Tualatin Transit Center	900,000
Downtown Portland TSM	10,000,000
Central Beaverton TSM	2,000,000
Washington County TSM	6,000,000
Sunset Trunkline Transit Transfer Points	500,000
Bus Purchases	4,000,000
Contingency ²	<u>9,292,564</u>
TOTAL	\$59,367,799
FEDERAL	\$47,494,239 ²

¹ Annual adjustments recommended by TIP Subcommittee to JPACT and Tri-Met. Adjustment priority scheme is (1) construct projects on this list, (2) other projects needed to meet Westside Corridor objectives, and (3) other transit projects. Costs are in June 1982 dollars.

² Contingency and escalation account include former Section 3 inflation reserve rollback.

ATTACHMENT C

Westside (e)(4) Reserve Allocation

Westside¹
(e)(4) Reserve Funds

CATEGORY I

Preliminary Engineering/FEIS for Sunset LRT	\$ 500,000
Ramp Metering on Sunset Highway	770,000

CATEGORY II

TV Highway : 21st - Oak	1,800,000
Murray Boulevard : BN RR to Sunset Highway	3,130,174
Scholls Ferry Road/Hall Boulevard Int.	400,000
Hall Boulevard ² : Allen to Greenway	1,200,000
185th Avenue : TV Highway to Rock Creek Boulevard	9,004,547
Sylvan/Skyline Improvements ² : Vicinity of Sunset Hwy.	<u>1,800,000</u>
	\$18,604,721

BACK-UP PROJECTS (for consideration with Cost Underruns)

Brookwood : TV Highway to Cornell Road
Scholls Ferry Road : Fanno Creek to Murray Boulevard

-
- 1 Annual adjustments may be recommended by the TIP Subcommittee to JPACT and the Metro Council.
 - 2 By adoption of this resolution, the RTP is hereby amended to include these projects.
 - 3 This allocation is based on the assumption that the Sunset Climbing Lane project will be accepted by the OTC as a Federal Aid Primary project.

7520B/327

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. _____ FOR THE
PURPOSE OF AMENDING THE BANFIELD SCOPE OF WORK
TO INCLUDE THE ADDITION OF SEVEN LIGHT RAIL
VEHICLES

Date: July 27, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

During the past six to nine months there has been periodic discussion about the need for additional light rail vehicles and the need to decide before September 30, 1983, under the contract with Bombardier. Because of the deadline, it is now time to decide or drop the matter altogether. Presented below is a discussion of the issues associated with the purchase:

Description

7 Light Rail Vehicles	@ \$ 859,497 ea.	\$6,016,479
7 Vehicle Recorders	@ 20,143 ea.	141,001
Contingency (escalation)	@ 120,503 max.	843,521
	7 @ \$1,000,143	\$7,001,001

Timing

It is essential to finalize whether or not to increase the order for light rail vehicles as soon as possible to take advantage of the current contracted price. The current LRV contract (plus recent change orders) allows the purchase of additional cars for \$1,000,143 each. However, this option for additional cars must be exercised by September 30, 1983, or the preferred price is lost. After September 30 the purchase price is subject to escalation, the size of the order and prevailing bid prices so the exact financial impact of delay is uncertain. However, the impact could easily be \$300,000 to \$400,000 per car for a total of \$2 to \$3 million additional cost. The Banfield cost estimate prior to receiving the favorable Bombardier bid assumed \$1.35 million per vehicle which would escalate further with delay.

The urgency of the September 30, 1983, deadline is compounded by the fact that the addition of seven cars to the project is a scope of work change that would require Congressional action. During the next two months it is, therefore, necessary to concur locally on the addition of seven vehicles, obtain UMTA support, obtain Congressional concurrence and notify Bombardier.

Project Justification

As shown on the attached graph, the additional seven cars are needed to carry short-range patronage projections for the Banfield route only. Peak-hour ridership expected before 1990 will require 30 vehicles in operation plus 10 percent spares, thereby, providing the ability to operate two-car trains at four-minute headways (the maximum permitted by the Landmarks Commission). Purchase of additional cars beyond these seven would be to serve other corridors beyond the Banfield, a long-range, more speculative ridership forecast or a better than four-minute headway. Since these seven cars do not exceed any of these circumstances, and will be needed to carry ridership demands soon after opening day, the expenditure is justified. In addition, the Banfield staff would prefer a 25 percent spare ratio rather than 10 percent, citing the San Diego experience at 18 percent and San Francisco at 21 percent. If this operating standard were applied, 11 cars would need to be purchased rather than seven to allow operation of 30 cars in service with 25 percent spares.

Acquisition of these additional cars essentially returns the Banfield LRT to the 1990 capacity called for in the EIS. Changes that have occurred in the past several years to reduce the capacity of the original 26 cars include:

1. Longer running time due to extension from Pioneer Square to 11th;
2. Longer running time due to extension from the Fairgrounds in Gresham beyond Cleveland Avenue;
3. Speed reduction along Burnside from 45 mph to 35 mph; and
4. Reduction in peak load capacity from assumed Duwag car to Bombardier car (from 183 to 166 passengers per vehicle).

Budget Impact

Presented below is a comparison of the March 31, 1983, cost estimate for completion of the Banfield as currently designed in relation to revenues anticipated.

<u>Cost</u>		<u>Revenue</u>		
		<u>Fed. Share</u>	<u>Match</u>	
Highway Funded	31,275,884	FHWA e(4)	26,584,501	4,691,383
Transit Funded	273,708,000	Transit e(4)	147,470,376	26,024,184
Mult. Co. Design Review	500,000	Sec. 3 - orig.	8,900,000	2,225,000
Gresham Design Review	200,000	- CBD	5,000,000	1,250,000
	<u>274,408,000</u>	- "Trade"	20,150,000	5,037,500
		New Start	<u>58,140,544</u>	<u>14,535,136</u>
		Subtotal	239,660,920	49,071,820
GRAND TOTAL	305,683,884		<u>266,245,421</u>	<u>53,763,203</u>
			320,008,624	

As shown, the various funding sources provide a budget of \$320 million while current cost estimates are \$305.7 million, leaving a balance available of \$14.3 million. In addition, the cost estimate includes a contingency of some \$11.9 million. If the \$7 million additional cost of the cars were funded, the balance available would be reduced to \$7.3 million (plus whatever portion of the contingency remains).

Relationship to Other Changes in Project Scope

A number of additional items have been discussed for inclusion in the Banfield project, some of which can be included with minor interpretations by UMTA within the existing Full-Funding Contract, some of which can be funded from alternate sources and some of which will require Congressional approval for addition to the full-funding contract. Since \$7.3+ million remains, it is recommended that these not be sought concurrent with the seven additional vehicles. Items to be funded within the existing scope or an alternate source involve dealings with the Seattle office only and are, therefore, not subject to the September 30 constraint imposed on the additional cars.

Furthermore, the other items that do require Congressional approval will require much more effort to convince UMTA and Congressional committees. As such, a more deliberate effort involving Bob Duncan, Congressman AuCoin and Senator Hatfield should be undertaken leading up to inclusion in the FY 85 Appropriations Bill beginning in March 1984. Since the additional light rail vehicles are clearly a part of the light rail project (without interpretation) and are needed to meet the original project objectives defined in the EIS, UMTA support and Congressional approval are expected.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adopting the attached Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

AC/gl
9159B/353
7/27/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO.
BANFIELD SCOPE OF WORK TO INCLUDE)	
THE ADDITION OF SEVEN LIGHT RAIL)	Introduced by the Joint
VEHICLES)	Policy Advisory Committee
)	on Transportation

WHEREAS, The Banfield light rail project includes the purchase of 26 light rail vehicles; and

WHEREAS, The Tri-Met agreement with Bombardier for Banfield light rail vehicles has a September 30, 1983, deadline for ordering additional vehicles without a price increase; and

WHEREAS, After September 30, 1983, the price of each vehicle could increase by \$300,000 to \$400,000; and

WHEREAS, Local match funding will be provided without affecting other non-Banfield Section 3 projects; and

WHEREAS, Funds are available in the full funding contract for the purchase of additional vehicles; and

WHEREAS, Purchase of additional vehicles requires a change in the work scope and concurrence by Congress; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses amending the work scope to include purchase of seven (7) light rail vehicles.

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

3. That the Metro Council finds the revised work scope in accordance with the region's continuing, cooperative comprehensive

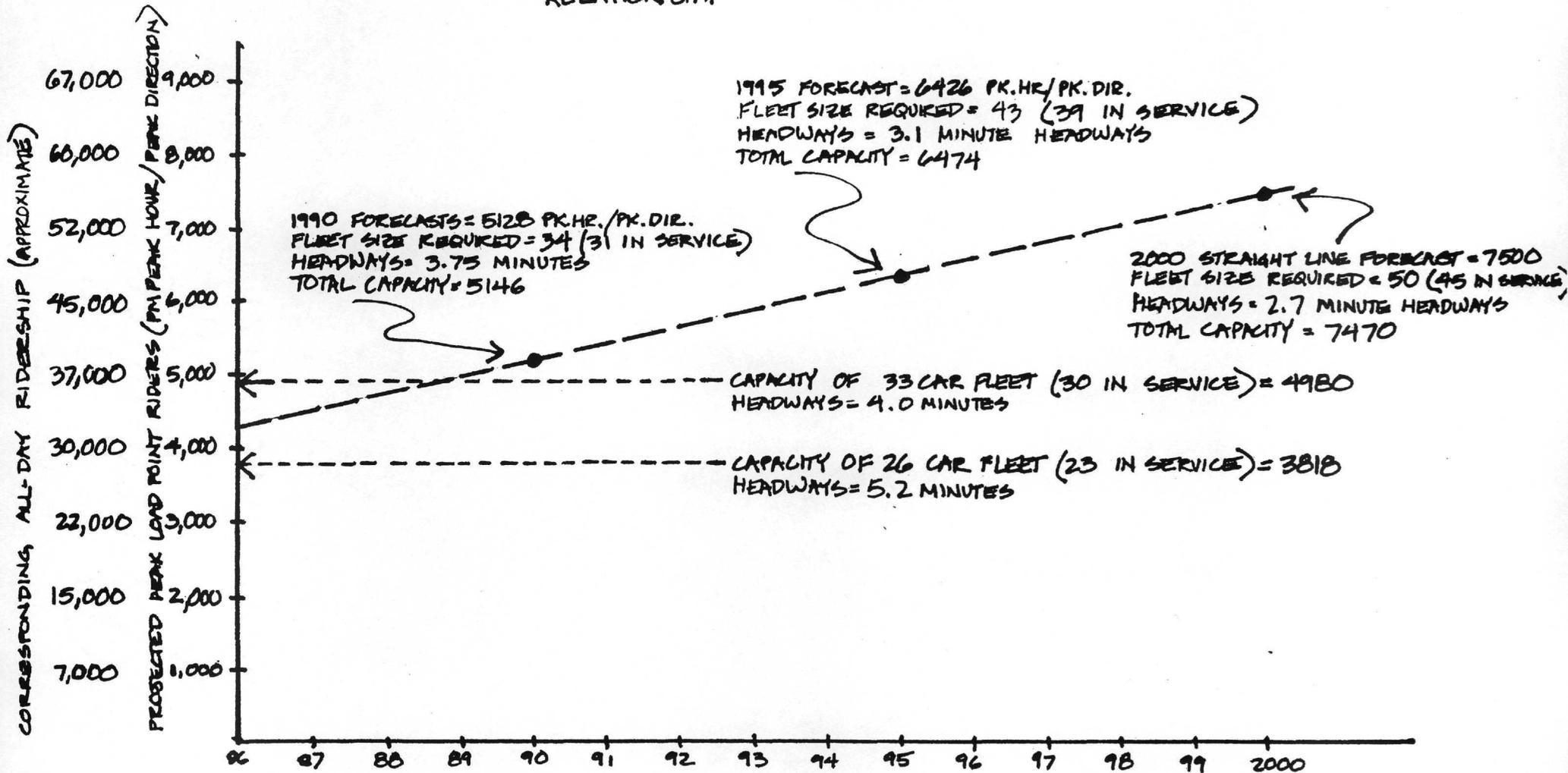
planning process and, thereby, gives affirmative A-95 Review approval.

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

Presiding Officer

AC/gl
9159B/353
8/01/83

BANFIELD LRT VEHICLE REQUIREMENTS / PEAK LOAD POINT RELATIONSHIP



- ASSUMPTIONS:**
- PEAK HR. VEHICLE CAPACITY OF 166/CAR (4 PERSONS/SQ. METER. STANDER DESIGN STANDARD)
 - 10% SPARE VEHICLE RATIO
 - ASSUMED RUNNING TIMES: 11th/MORRISON TO GATEWAY = 25 MINUTES
 GATEWAY TO GRESHAM TERMINUS = 25 MINUTES
 11th/MORRISON TO GRESHAM TERMINUS = 50 MINUTES + LAYOVER

Summary of Banfield Cost Estimate

A. March 30, 1983 Cost Estimate:

Highway Funded	\$ 31.3 million
Transit Funded	288.7 million
	<u>\$320.0 million</u>

B. Revisions to Conform to the Scope Authorized in the Full-Funding Contract:

- 5 LRT vehicles and recorders	-\$ 4.9 million
- Multnomah County design review	- 0.5
- Gresham design review	- 0.2
- Items deleted due to budget	- 10.1
+ Metro planning studies	+ <u>0.7</u>

Costs identified in Staff Report {	Revised Transit Funded	\$273.7 million
	Original Highway Funded	31.3
Total Project Cost		<u>\$305.0 million</u>

C. Anticipated Scope Changes:

+ 7 LRT vehicles and recorders	+\$ 7.0 million
+ Multnomah County design review	+ 0.5
+ Gresham design review	+ <u>0.2</u>
	<u>\$312.7 million</u>

D. Anticipated Additional Savings due to Low Bids:

- LRT construction, 148th - 199th	-\$ 0.5 million
- Banfield - I-205 ramp	- 2.4
Current Projected Cost	<u>\$309.8 million</u>

Summary of Banfield Revenues

	<u>Funding Commitment</u>	<u>Grants Thru FY 84</u>	<u>Remainder</u>
<u>Highway</u>			
FHWA e(4)	\$ 26,584,501	\$ 26,622,876	\$ -38,375
Match	4,691,383	4,698,155	- 6,772
	<u>\$ 31,275,884</u>	<u>\$ 31,321,031</u>	<u>\$ -45,147</u>
 <u>Transit</u>			
Transit e(4) - Banfield	\$146,570,376	\$146,532,001	\$ 38,375
Transit e(4) - Metro	900,000	300,000	600,000
Original Section 3	8,900,000	8,900,000	0
CBD Section 3	5,000,000	5,000,000	0
Letter of Intent Sec. 3	20,150,000	20,000,000	150,000
New Start Section 3	58,140,544	24,240,000	33,900,544
Match	<u>49,071,820</u>	<u>40,446,588</u>	<u>8,625,232</u>
Transit Subtotal	\$288,732,740	\$245,418,589	\$43,314,151
GRAND TOTAL	\$320,008,624	\$276,739,620	\$43,269,004

ACC:lmk
8-10-83

Comparison of Cost versus Revenue

Total Cost

vs. Total Funding Commitment

\$309.8 vs. \$320.0 m. = \$10.2 m. projected to be available

Total Cost

vs. Funds Available Thru 84

\$309.8 vs. \$276.7 m. = \$33.1 m. projected to be needed in
FY 85

Total Cost w/o Contingency

vs. Total Funding Commitment

\$298.4 vs. \$320.0 m. = \$21.6 m. could be available

Total Cost w/o Contingency

vs. Funds Available Thru 84

\$298.4 vs. \$276.7 m. = \$21.7 m. projected to be needed in
FY 85

Portland Metropolitan Area Discussion with
Chairman of the Transportation Commission - Anthony Yturri
Wednesday - August 17, 1983

1. 11:30 - 1:45 Working lunch at Memorial Coliseum - Fountain Room (lower level)*

Objective: Discuss the importance of the State Highway System to the Portland metropolitan area

Program: Introduction by Rick Gustafson
Overview by Andy Cotugno, Transportation Director, Metro
Discussion between Chairman Yturri and local officials (answer questions and supplement overview)

Invitees: Transportation Commission, ODOT Staff, JPACT, Cities and Counties (see list)
2. 2:00 - 4:30 OTC Helicopter tour of major project areas - leave from Coliseum

Objective: Familiarize Chairman Yturri with location and purpose of key projects
3. 5:00 Reception for all interested local officials in Metro Council Chambers

Program: Recap activities - Fred Miller
Short question-and-answer period
Informal conversation

Invitees: City Councils, County Commissions, Metro Council, Tri-Met Board, Port of Portland Board

*Parking entrance through gate 1 (northwest corner)

COMMITTEE MEETING TITLE JPACT - 7:30 a.m.

DATE 8-11-83

NAME

AFFILIATION

NAME	AFFILIATION
M- MIKE LINDBERG	City of Portland
M- Bob Anderson	CLEWAS COUNTY
/G- Winston Kurth	" "
/G- Larry Zie	work. Co.
M- Ed Hardt	ODOT
M- Ed FERGUSON	WSDOT
M- Charlie Williamson	Metro
M- LARRY COLE	CITIES OF WASHINGTON COUNTY
M- Earl Blumenauer	Multnomah County
M- JOHN FREWINS	TRI MET
S- Andy Cotugno	Metro
M- Was my clewbeck	Wash Co.
M- Vernon D. Negrey	Clatsop Co.
M- Margaret Weid	East County Cities
M- RICHARD WAKER	METRO
/G- Rick Walker	CITIES OF MULT CO.
/G- Geoff Larkin	CITY OF PORTLAND
/G- Bebe Rucker	Multnomah Co.
/G- Shannon Kelley	Metro
/G- STEVE DOTTERBER	CITY OF PORTLAND
S- Karen Shackston	Metro
S- Peg Hernandez	METRO
/G- PAUL BAY	TRI-MET

COMMITTEE MEETING TITLE JPACT

DATE 8-11-83

NAME

AFFILIATION

✓ G- Keith Ahola WSDOT

✓ M- Bruce Etlinger Metro

✓ G- Bob Olsson Metro

✓ G- Bill Lieberman TriMet

S- Steve Siegel Metro

G- Ted Spence, ~~B~~ ODOT, Metro Branch

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