

Portland State University

PDXScholar

Joint Policy Advisory Committee on
Transportation

Oregon Sustainable Community Digital Library

7-11-1985

Meeting Notes 1985-07-11

Joint Policy Advisory Committee on Transportation

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

Let us know how access to this document benefits you.

Recommended Citation

Joint Policy Advisory Committee on Transportation, "Meeting Notes 1985-07-11 " (1985). *Joint Policy Advisory Committee on Transportation*. 72.

https://pdxscholar.library.pdx.edu/oscdl_jpact/72

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



Agenda

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: July 11, 1985

Day: Thursday

Time: 7:30 a.m.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Place: Metro, Conference Room A1/A2

- *1. AMENDING THE FY 1985 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE AN UPDATED PROGRAM OF PROJECTS USING SECTION 9 FUNDS - APPROVAL REQUESTED - Andy Cotugno.
- *2. AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ADD FIVE NEW PRELIMINARY ENGINEERING (PE) PROJECTS IN CLACKAMAS COUNTY - APPROVAL REQUESTED - Andy Cotugno.
- *3. AMENDING THE REGIONAL TRANSPORTATION PLAN AND THE FY 1985 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE THE MULTNOMAH COUNTY 242ND AVENUE WIDENING PROJECT - APPROVAL REQUESTED - Andy Cotugno.
- *4. RESPONSE TO CLARK COUNTY'S LETTER ON AVAILABILITY OF FY 1985 INTERSTATE TRANSFER HIGHWAY FUNDING - INFORMATIONAL.
- *5. CONSIDERATION OF JPACT MEETING TIME - DISCUSSION.

*Material Enclosed.

MEETING REPORT

DATE OF MEETING: June 13, 1985

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

PERSONS ATTENDING: Members: Richard Waker, Marvin Woidyla, George Van Bergen, Dick Pokornowski, Robert Schumacher, Ron Thom, Earl Blumenauer, Ed Hardt, Margaret Strachan, and Jim Gardner

Guests: Keith Ahola, WSDOT; Ted Spence and Mary Volm, ODOT; Gil Mallery, IRC of Clark County; Bebe Rucker, Port of Portland; Susie Lahsene, Multnomah County; Merlyn Hough and Howard Harris, DEQ; Tom VanderZanden, Clackamas County; Steve Dotterer and Grace Crunican, City of Portland; and G.B. Arrington and Bob Post, Tri-Met

Staff: Rick Gustafson, Executive Officer; Andrew Cotugno; Keith Lawton; Peg Henwood, Richard Brandman; and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

UPDATE OF PORTLAND OZONE STRATEGY

Richard Brandman reported that the Portland AQMA marginally attained compliance with the federal ozone standard in 1984. He indicated that a recent analysis showed that attainment of the standard is anticipated through the year 2005, assuming no new major industrial sources enter the region. To accommodate new growth in the area, he cited the need for a growth cushion to be created in the air shed. Policy issues over the growth cushion will be discussed by the Air Quality Advisory Committee and alternative measures will be recommended to DEQ.

The question was raised as to whether or not there is a standard for volatile organic compounds and if we are in compliance. In response, Mr. Brandman stated that Portland does not violate that standard.

Recommendations on the ozone strategy will be referred to JPACT in the fall following review by the Air Quality Advisory Committee.

AMENDING THE TIP TO INCLUDE AN INTERSTATE BRIDGE NORTHBOUND LIFT SPAN IMPROVEMENT PROJECT

Ed Hardt reviewed the structural improvements needed on the Interstate Bridge and the timeliness of such improvements in view of present repairs to the bridge. It is proposed to be funded with Federal-Aid Interstate 4R funds.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 85-576 for the purpose of amending the Transportation Improvement Program to include an Interstate Bridge northbound lift span improvement project. Motion CARRIED unanimously.

ADOPTING AN INTERIM SPECIAL NEEDS TRANSPORTATION PLAN

Richard Brandman informed the Committee that the Interim Special Needs Transportation Plan establishes a goal and policy direction for the transportation needs of the elderly and handicapped for the next two years. In addition, it provides the framework and rationale for expenditures toward meeting those needs. Following the two-year period, Tri-Met's present experimental program for elderly and handicapped transit service will be evaluated to determine the best program. Present service includes: the tri-county LIFT program; accessible buses with lifts on 25 percent of its lines; and regular transit service that is provided the elderly and handicapped.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 85-577 for the purpose of adopting an Interim Special Needs Transportation Plan. Motion CARRIED unanimously.

RESPONSE TO SENATOR HATFIELD'S LETTER ON E(4) CARRYOVER FUNDS

Copies of the letter from Senator Hatfield as well as responding letters from the jurisdictions and Fred Miller relating to Senator Hatfield's concern over Oregon's inability to fully obligate its FY 84 and FY 85 Interstate Transfer funds were included in the Agenda packet.

Andy Cotugno reported that all jurisdictions affected by the e(4) program had met and deliberated on what steps should be followed in order to have as realistic a project list as possible. He noted further that e(4) funds will not lapse in view of the transfer of obligated Interstate Transfer funds to ODOT-sponsored projects -- NE Portland Highway and the Ross Island Bridge Overlay -- in lieu of their Federal-Aid Primary counterpart.

A letter was introduced by Councilman Dick Pokornowski of the City of Vancouver, over the signature of Clark County Commissioner Vern Veysey, WSDOT District Administrator Ed Ferguson, and Councilman Pokornowski, pointing out that such e(4) funds could have been utilized in the Clark County area on projects of regional significance had they initially been considered in the Concept Program. In response, Ed Hardt explained that the issue is not a matter of lack of projects in Oregon but rather an inability to predict when the funds will be obligated in accordance with federal requirements. Andy Cotugno further clarified that funds would not be "lost"; rather the question is "when" and not "whether" you will receive your Interstate Transfer amount. Ted Spence also assured the Committee that the state of Oregon would not lose any of the programmed e(4) funds, but that it would necessitate a transfer of funds to other ODOT-sponsored projects.

JPACT

June 13, 1985

Page 3

In response to Clark County's request that projects of regional significance be considered in the future for Interstate Transfer funds, Rick Gustafson indicated he would be supportive of such joint-effort projects if funds would be forthcoming from the state of Washington as well. There was support expressed for cooperative efforts between the two states if funds were available for the region from both sources.

PROPOSED REGIONAL GAS TAX

Andy Cotugno noted the current disparity in gas tax levels in the tri-county area and indicated that the Gasoline Dealers Association have asked for resolution of the problem. In response, the counties, Portland, Tri-Met and Metro are investigating a regional 5¢ gas tax which would be levied by Tri-Met. The matter will be taken up at the June 20 and June 28 Tri-Met Board meetings. Andy then reviewed the concept plan of the proposed regional gas tax. As the proposal progresses, he suggested endorsement by JPACT of the gas tax measure.

During discussion, Chairman Waker indicated that Washington County has concerns that the administration of such funds and its intended use for transit needs would limit their funding flexibility with less funds available for maintenance. It was explained that the tax would be collected by Tri-Met but targeted for transit needs.

A discussion followed on Tri-Met's short-term and long-term financial needs and the impact of the gas tax on its financial structure.

Andy Cotugno then reviewed the remaining issues to be resolved including the need for interagency agreements or an ordinance for endorsement of the regional gas tax package.

INTRODUCTION OF PUBLIC AFFAIRS REPRESENTATIVE

Ed Hardt introduced Mary Volm, ODOT's new Public Affairs Representative, who replaced Vickie Rocker on their staff.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson
Don Carlson
JPACT Members

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 85-582 FOR THE
PURPOSE OF AMENDING THE FY 1985 TRANSPORTATION
IMPROVEMENT PROGRAM TO INCLUDE AN UPDATED PROGRAM
OF PROJECTS USING SECTION 9 FUNDS

Date: June 19, 1985

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Approve the recommendation to include an updated program of projects using Urban Mass Transportation Administration (UMTA) Section 9 funds based upon total funds available of \$15,819,150. The FY 1985 program proposed by Tri-Met and the current Transportation Improvement Program (TIP) allocations with necessary changes to align the TIP with the proposed program are:

<u>Project</u>	<u>Proposed</u>	<u>In TIP</u>	<u>Change</u>
Banfield LRT	\$ 2,784,900	\$ 2,784,900	\$ 0
Parts and Equipment	1,329,964	2,800,000	(1,470,036)
Computer Equipment	101,934	0	101,934
UWP	904,800	400,000	504,800
Westside LRT (PE)	370,470	182,184	188,286
Capital Reserve	0	5,144,246	(5,144,246)
Operating	4,661,082	4,661,000	82
50 Buses	5,600,000	0	5,600,000
Park-and-Ride Improvements	66,000	0	66,000
Total	\$15,819,150	\$15,972,330	\$(153,180)

TPAC has reviewed this program and recommends approval of Resolution No. 85-582.

Background

Tri-Met has prepared a program of projects for FY 1985 which utilizes all of the federal FY 1985 Section 9 funding available. The program is predicated on several considerations:

- The Westside PE increase is based upon a decision to proceed with PE pending completion of the work of the Tri-Met Blue Ribbon Committee and concurrence of the Tri-Met Board. If this does not occur, the funds can be reprogrammed to an alternate transit purpose.

- Bus purchase, while not currently in the Transit Development Program (TDP), recognizes that the bus fleet is aging, with the average between 10-11 years. Tri-Met Board is considering including bus purchases in their FY 1986 budget and this bus acquisition is consistent with all the service options under review by the Blue Ribbon Committee (see attached memo on bus fleet status).
- Tri-Met and DEQ should coordinate efforts to ensure that air quality concerns (regarding particulate emissions) are addressed in the purchase of new buses as recommended by the Diesel Exhaust Study Task Force. The coordination should be conducted prior to TIP approval of any purchase grant.
- The increase in funding for the UWP is consistent with Resolution No. 85-558 adopting the FY 1986 UWP.
- The park-and-ride amount is a reserve to allow Tri-Met to respond to requests during the year for minor improvements to establish park-and-ride lots throughout the region.
- The computer item involves various pieces of equipment to improve the mainframe operation and provides personal computers to various departments.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-582.

AC/BP/srs
3802C/405-4
07/01/85



Inter-Office Memorandum

Date: May 1, 1985

To: Cynthia Weston

From: Tom Newhouse *TN*

Subject: Selling/Stockpiling Buses to Meet UMTA's 20% Spares Requirement

Currently we own a total of 644 buses, of which 629 are listed as active. We are planning to sell approximately 41 by July, 1985. This will reduce our total fleet to 603, of which 600 will be active. The current number of buses pulling out in the peak period is 434. A 20% spares figure would allow for 87 buses, for a total active fleet of 521. When we receive the 50 buses programmed, we will either sell or stockpile 129 buses as follows:

<u>Fleet #</u>	<u>Quantity</u>	<u>Year Built</u>	<u>Manufacturer</u>	<u>Disposition</u>	<u># of Buses Sold or Stockpiled</u>
18	8	1966	GMC	sell	8
23	3	1973	GMC	sell	3
29	19	1963	FLX	sell	19
15	7	1964	GMC	sell	7
19	25	1971	GMC	sell	25
31	3	1970	GMC	stockpile	3
26	79	1975	FLX	stockpile	64
					129

Fleet status after 50 new buses are received;

total fleet = 591
 training/parts buses = 3
 stockpiled buses = 67

Total Active Fleet = 521
 Peak Period Requirement 434

Spares = 87 = 20%.

TN:jnb

cc: G. Brentano
 R. Gerhart
 P. Selinger

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 85-582
FY 1985 TRANSPORTATION IMPROVEMENT)	
PROGRAM TO INCLUDE AN UPDATED	)	Introduced by the Joint
PROGRAM OF PROJECTS USING SECTION 9	)	Policy Advisory Committee on
FUNDS	)	Transportation

WHEREAS, Tri-Met has received FY 1985 Subarea Apportionment of Urban Mass Transportation Administration (UMTA) Section 9 funds in the amount of \$15,819,150 (federal); and

WHEREAS, Tri-Met has prepared a program of projects for utilization of the funds which in part forms a continuation of previously established projects under Section 9; and

WHEREAS, The program of projects is required to be in the Transportation Improvement Program (TIP) in order to secure grant approval; now, therefore,

BE IT RESOLVED,

1. That the FY 1985 TIP is amended to include an update of the following Section 9 projects and amounts:

Banfield LRT	\$ 2,784,900
Parts and Equipment	1,329,964
Computer Equipment	101,934
UWP	904,800
Westside LRT (PE)	370,470
Operating	4,661,082
50 Buses	5,600,000
Park-and-Ride Improvements	<u>66,000</u>
Total Section 9 Amendments	<u>\$15,819,150</u>

2. That this approval is conditioned upon coordination between Tri-Met and DEQ to ensure that air quality concerns are addressed in new bus purchases.

3. That the Council of the Metropolitan Service District (Metro) recognizes that the results of the Committee on Mass Transit Policy may revise specific projects on this list.

4. That the Metro Council encourages Tri-Met to complete the update of the Transit Development Program and to conduct public review of the program with affected jurisdictions and agencies.

5. That the Council of the Metropolitan Service District (Metro) finds the program of projects in accordance with the Regional Transportation Plan and gives Affirmative Intergovernmental Approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1985.

Ernie Bonner, Presiding Officer

AC/BP/srs
3802C/405-4
07/01/85

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 85-583
TRANSPORTATION IMPROVEMENT PROGRAM)	
TO ADD FIVE NEW PRELIMINARY	)	Introduced by the Joint
ENGINEERING PROJECTS IN CLACKAMAS	)	Policy Advisory Committee on
COUNTY	)	Transportation

WHEREAS, Through Resolution No. 84-498 the Council of the Metropolitan Service District adopted the Transportation Improvement Program (TIP) and its FY 1985 Annual Element; and

WHEREAS, The TIP must be revised to reflect changing project priorities and funding availability; and

WHEREAS, Clackamas County has requested that Interstate Transfer funds be allocated for Preliminary Engineering only on five new projects utilizing residual funds from Unit I of the Harmony Road project; and

WHEREAS, It is necessary that projects utilizing Interstate Transfer funds be included in the TIP as a requisite to receiving federal funds; now, therefore,

BE IT RESOLVED,

1. That Federal-Aid Interstate Transfer funds be authorized for Preliminary Engineering only on:

Jennifer Extension	\$ 75,000
Mather - Lawnfield	75,000
84th Extension	75,000
122nd - South of Sunnyside	75,000
King/Harrison/42nd	50,000
	<u>350,000</u>
	\$350,000

2. That approval is solely contingent on Clackamas County identifying a committed local source of funding for construction.

This proposed amendment does not follow this practice due to the following:

- An urban renewal district has been formed in Clackamas County to fund these and other projects.
- Use of federal funds for PE will allow this activity to proceed before the urban renewal district begins collecting funds.
- In the event one or more of these projects are not built and FHWA requires repayment of federal funds used for PE, Clackamas County will be liable for this repayment.
- Clackamas County has committed to constructing the noted projects through use of urban renewal funds, LID funds, or local funds in the event federal construction funds do not become available.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-583.

BP/srs
3809C/405-3
07/01/85

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 85-583 FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION
IMPROVEMENT PROGRAM TO ADD FIVE NEW PRELIMINARY
ENGINEERING PROJECTS IN CLACKAMAS COUNTY

Date: June 20, 1985

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

This action will amend the Transportation Improvement Program (TIP) to authorize Preliminary Engineering (PE) only for five new projects in Clackamas County:

Interstate Transfer Funds

Jennifer Extension	\$ 75,000
Mather - Lawnfield	75,000
84th Extension	75,000
122nd - South of Sunnyside	75,000
King/Harrison/42nd	50,000
	<u>\$350,000</u>
Match	61,765
	<u>\$411,765</u>

These projects are consistent with the Regional Transportation Plan (RTP) and are proposed to be funded with Interstate Transfer funds already allocated to Clackamas County.

Approval of this resolution is consistent with a past precedent for allocating federal funds for PE without a firm commitment of federal construction funds. This precedent, however, is solely contingent on the jurisdiction identifying a committed local source of funding for construction.

Secondly, this action does not constitute a priority commitment for use of newly allocated federal funds from any other source (i.e., FAU funds) for construction.

TPAC has reviewed these projects and recommends approval of Resolution No. 85-583.

Background and Analysis

TIP amendments have historically required that project estimates include the full scope of effort including PE, right-of-way, and construction.

WHEREAS, It is necessary that projects utilizing the noted funds be included in the TIP as a requisite to receiving federal funds; now, therefore,

BE IT RESOLVED,

1. That the RTP be amended to reflect the widening of 242nd Avenue - Glisan to Division.

2. That Federal-Aid Interstate Transfer funds be authorized for Preliminary Engineering on 242nd Avenue - Glisan to Division in the amount of \$180,000.

3. That this action is not a priority commitment for use of newly allocated funds from any other source.

4. That approval is solely contingent on Multnomah County identifying a committed local source of funding for construction.

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

6. That the Metro Council funds the project consistent with the RTP and gives Affirmative Intergovernmental Review approval.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1985.

Ernie Bonner, Presiding Officer

ACC/JG/srs
3803C/405-3
07/01/85

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 85-584
REGIONAL TRANSPORTATION PLAN AND)	
THE FY 1985 TRANSPORTATION	)	Introduced by the Joint
IMPROVEMENT PROGRAM TO INCLUDE THE	)	Policy Advisory Committee on
WIDENING OF 242ND AVENUE FROM	)	Transportation
GLISAN TO DIVISION)	

WHEREAS, Through Ordinance No. 83-161 the Council of the Metropolitan Service District (Metro) adopted the updated Regional Transportation Plan (RTP); and

WHEREAS, Through Resolution No. 84-498 the Metro Council adopted the Transportation Improvement Plan (TIP) and its FY 1985 Annual Element;

WHEREAS, The RTP must be amended to include project improvements that are on, or affect, the regional major arterial system; and

WHEREAS, The TIP must be revised to reflect changing project priorities and funding availability; and

WHEREAS, Multnomah County has requested that the TSM project on 242nd Avenue from Division to Glisan already contained in the RTP be updated to reflect the intent to widen the facility to four lanes in this section; and

WHEREAS, Multnomah County has also requested that Interstate Transfer funds be allocated for Preliminary Engineering for this widening project to be funded from a Reserve on the 242nd Avenue project; and

WHEREAS, The widening project is deemed as consistent with and necessary to support the goals of the updated RTP; and

necessary to support, the goals of the updated RTP and that an action to amend the RTP to reflect the widening project is warranted.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-584.

ACC/JG/srs
3803C/405-3
07/01/85



RECEIVED JUN 17 1985

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DENNIS BUCHANAN
COUNTY EXECUTIVE

June 14, 1985

Andy Cotugno, Manager
Transportation Planning
Metropolitan Service District
527 SW Hall Street
Portland, OR 97201-5287

SUBJECT: Amendment to the Regional Transportation Plan to include the widening of 242nd Avenue from Glisan to Division.

Dear Andy:

Multnomah County requests an amendment to the Regional Transportation Plan to include the widening of 242nd Avenue from Glisan to Division as a capital improvement project for the eastern sector.

The 242nd Avenue project is currently shown in the RTP as a Transportation Safety Management (TSM) project.

Please note from the attached documentation, Multnomah County and the East County cities historically have viewed the intersection improvements and widening of 242nd Avenue critical to providing safe and efficient traffic flow in East Multnomah County. However, the 242nd project was down scoped from a major widening to a TSM project in 1981 due to the limited funds available in Interstate Transfer program in fiscal year 1982.

Since we are nearing completion of the Interstate Transfer program, funds originally set aside on project reserves have become available for expenditure. For this reason and because the Transportation Planning Study prepared by Gary Spanovich for the 257th E.I.S. indicates that portions of 242nd between Glisan and Division are operating at capacity now and without improvement will operate at level of service F well before the year 2003, the County and East County cities are committed to improving north/south traffic flow through the 242nd Avenue improvement.

The requested amendment meets the objectives identified in the RTP. Specifically the widening of 242nd Avenue between Glisan and Division to a four lane facility is necessary to accommodate the current and projected traffic volumes based on land use patterns and projected growth (257th Avenue Transportation Planning Study, Gary Spanovich). The improvement satisfies goal #1; as it will provide adequate levels of mobility on the transportation system. The 242nd Avenue arterial has become a major north-south connection between Wood Village/Troutdale and the City of Gresham as well as providing a connection between I-84 to Gresham and the Mount Hood recreation area.

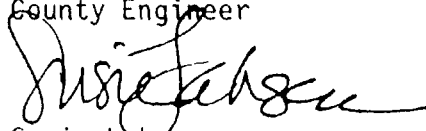
The improvement meets the objectives of goal #3; as it requires minimal right-of-way acquisition to accommodate an additional lane, and will not impact businesses or residences. Furthermore, improvement of the facility will provide adequate capacity to retain existing and projected traffic on the arterial streets, out of neighborhoods and off of local street system. Finally the proposed design will increase the level of service on 242nd Avenue which is currently operating at F in some areas to a level of service D or better.

The proposed amendment is integral to a safe and efficient transportation system in East Multnomah County. 242nd Avenue will continue to serve as a north/south corridor for the area. The improvement of the segment from Glisan to Division is necessary to accommodate the projected economic development in the area. This proposed amendment does not impact the other Plan objectives.

For these reasons we request your consideration of the 242nd Avenue widening project from Glisan to Division as an amendment to the Regional Transportation Plan.

Sincerely,

Larry F. Nicholas, P.E.
County Engineer



Susie Lahsene
Program Staff Asst.

SL:b

Attachments

SYSTEMS ANALYSIS REPORT

242nd Avenue Widening Project (Glisan - Division)

Problem Description

Over the past decade, 242nd Avenue has become an important arterial connection between the I-84/Wood Village/Troutdale area and the city of Gresham. It also provides a supportive function to 257th Avenue (a major regional arterial) to carry traffic between the Mt. Hood recreational areas and I-84 through East Multnomah County and Gresham. Travel demand on portions of 242nd Avenue north of 23rd Street are currently (1983) over capacity during the p.m. peak hour (v/c of 1.0 and above). Continued development in the area will produce a 65 percent increase in average daily traffic (to 30,000 adt) on the facility by the year 2003. This will produce unacceptable levels of p.m. peak-hour traffic congestion on the facility (level-of-service F), as well as overload the intersections of 242nd Avenue and Stark and Glisan.

Project Description

The proposed project would widen 242nd Avenue to four lanes in the section from Glisan to Division and construct intersection improvements as determined to be appropriate in Preliminary Engineering.

How Does the Project Solve the Problem?

The additional capacity provided by the proposed improvement would allow the facility to operate at a p.m. peak-hour v/c ratio of .7 to .8 in this section by the year 2003. In addition, the intersections of 242nd and Stark and Glisan would be improved to facilitate the increases in both north/south and east/west travel expected by 2003.

Impacts on Regional System

242nd Avenue provides an important supportive function for the 257th Avenue major regional arterial. Without the proposed improvement, sections of 257th currently expected to perform at a level slightly better than level-of-service E by 2003 will be overloaded, and function at level-of-service F. The currently adopted RTP contains a TSM improvement project for this section of 242nd Avenue. It is recommended that the RTP be amended to reflect the need for the up-graded widening project to adequately serve the expected travel demand.

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 85-584 FOR THE
PURPOSE OF AMENDING THE REGIONAL TRANSPORTATION
PLAN AND THE FY 1985 TRANSPORTATION IMPROVEMENT
PROGRAM TO INCLUDE THE MULTNOMAH COUNTY 242ND
AVENUE WIDENING PROJECT

Date: June 20, 1985

Presented by: Andrew C. Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

This action will amend the Regional Transportation Plan (RTP) to upgrade the scope of the improvement project on 242nd Avenue from Glisan to Division from TSM status to a widening to four lanes. In addition, the action will amend the Transportation Improvement Program (TIP) to authorize Preliminary Engineering for the facility segment and reduce the project reserve:

242nd Avenue - Glisan to Division
Federal-Aid Interstate Transfer Funds

Preliminary Engineering	\$180,000
Project Reserve	<u>571,121</u>
Total	<u>\$751,121</u>

TPAC has reviewed this project and recommends approval of Resolution No. 85-584.

Background and Analysis

In February 1980, the East Multnomah County Transportation Committee approved funding a 242nd Avenue widening improvement. The project scope was later downgraded to a TSM treatment due to funding limitations. The updated RTP reflects this TSM improvement.

In April 1985, the Committee endorsed the allocation of \$180,000 from the project reserve to fund Preliminary Engineering on the 242nd Avenue project as well as restoring its scope to a widening to four lanes (Attachment A). Upon completion of Preliminary Engineering, additional funds necessary to construct the project will be sought from available reserves or provided through local funds.

A systems report completed by Metro staff (Attachment B), indicates that the upgraded project scope is consistent with, and

3. That this action is not a priority commitment for use of newly allocated federal funds from any other source.

4. That the Transportation Improvement Program and its Annual Element be amended to reflect this authorization.

5. That the Metro Council finds the projects 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 _____, 1985.

Ernie Bonner, Presiding Officer

BP/srs
3809C/405-3
07/01/85



METROPOLITAN SERVICE DISTRICT
Providing Zoo, Solid Waste and Local Government Services

June 28, 1985

527 S.W. Hall St.
Portland, Oregon
97201-5287
(503) 221-1646

Rick Gustafson
Executive Officer

Metro Council

Ernie Bonner
Presiding Officer
District 8

Richard Waker
Deputy Presiding
Officer
District 2

Bob Oleson
District 1

Jim Gardner
District 3

Corky Kirkpatrick
District 4

Tom Dejardin
District 5

George Van Bergen
District 6

Sharron Kelley
District 7

Hardy Myers
District 9

Larry Cooper
District 10

Marge Kafoury
District 11

Gary Hansen
District 12

Commissioner Vern Veysey
Clark County
P. O. Box 5000
Vancouver, WA 98668

Mr. Ed Ferguson
District Administrator
Washington State Dept. of Transp.
P. O. Box 1709
Vancouver, WA 98668

Councilman Dick Pokornowski
City of Vancouver
4906 DuBois Drive
Vancouver, WA 98661

Gentlemen:

In response to your letter regarding the availability of FY 1985 Interstate Transfer Highway funding, it appears the Portland area will obligate the full \$41 million and that Senator Hatfield is satisfied with the efforts of the region to meet this commitment. Furthermore, "loss" of FY 85 funds simply results in a delay to the project for which the funds were intended; transfer of the funds to a Clark County project would mean an actual elimination of a project for the Oregon jurisdiction rather than a delay.

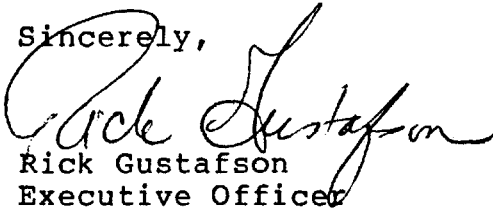
The tone of your letter gives an inaccurate suggestion that there are severe problems with the FY 85 Interstate Transfer Program. This issue was raised to the attention of policy members on JPACT to avoid such a potential problem. As a result of immediate attention by the JPACT members, staff priorities at the state, regional and local level have been set to ensure that no funding is allowed to lapse.

Your letter continues to focus on a single topic of Interstate significance -- that of spending Oregon highway funds in Washington. We have discussed this matter in the past and feel that continued debate would not be productive.

June 28, 1985
Page 2

We are, however, interested in strengthening the relationship between Oregon and Washington jurisdictions on items of mutual interest. Your participation in JPACT is appreciated and contributes toward this objective. If Interstate Transfer priorities are to be discussed in such a forum, it should be in the context of a broader set of issues so that give and take by both parties is possible. We suggest such a list should include such issues as allocation of federal highway funds available to Washington, air quality inspection and maintenance, and land use policies.

Sincerely,

A handwritten signature in cursive script that reads "Rick Gustafson". The signature is written in dark ink and is positioned above the typed name and title.

Rick Gustafson
Executive Officer

RG:gl
3820C/D5-3

cc: JPACT



**INTERGOVERNMENTAL
RESOURCE CENTER**

P. O. Box 5000
1013 Franklin Street
Vancouver, Washington 98668
(206) 699-2361

Executive Director
Gilbert O. Mallery

June 12, 1985

Mr. Rick Gustafson
Executive Officer
Metropolitan Service District
527 S.W. Hall Street
Portland, Oregon 97201

Dear Rick:

We are extremely disappointed by the collective inability of the Oregon jurisdictions to fully obligate the Interstate Transfer Highway Funds available to the region. Even assuming that some last minute manipulation of projects, results in the entire \$41 million being obligated by September 30, the damage has already been done.

The fact that Senator Hatfield felt it necessary to point out that "It was well understood that there was to be no carryover funds by the end of FY/85" and that his efforts to obtain FY/85 monies "were predicated on my understanding that the situation would be corrected and would not be re-encountered", clearly emphasizes the degree of the Senator's unhappiness.

Our displeasure is intensified by JPACT's rejection of Clark County's 1983 request to have two regionally significant projects placed on the Concept Program. If you will recall, the basis of the request was that we are eligible to receive funding as part of the region and more importantly that we had projects "ready to go" which could help obligate available funds.

Mr. Rick Gustafson
Metropolitan Service District
June 12, 1985
Page Two

The lack of performance in the programming of projects is a great disservice to the many critical transportation needs within the Portland-Vancouver region competing for limited funding. We can only hope that Senator Hatfield in his role as Chairman of the Appropriations Committee will continue to be a strong advocate for transportation and that future proposals from Clark County will be given more equitable consideration by JPACT.

Sincerely,

Vern Veysey (sp)
Commissioner Vern Veysey
Clark County

Dick Pokornowski
Dick Pokornowski
City of Vancouver

Keith Ghala
for Ed Ferguson
WSDOT

GM/kf40.0B8-9




Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: July 2, 1985

To: JPACT

From:  Andrew C. Cotugno, Transportation Director

Regarding: JPACT Meeting Time

Attached is a list of regularly scheduled Council and Commission meetings to use as a guide in changing or confirming the JPACT meeting schedule.

ACC:lmk

Attachment

REGULARLY SCHEDULED COUNCIL/COMMISSION MEETINGS

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		9:30 A.M. - Multnomah County 10:00 A.M. - Washington Co. 2:00 P.M. - Multnomah Co.	9:30 A.M. - Clackamas Co. 9:30 A.M. - Portland 2:00 P.M. - Portland	9:30 A.M. - Multnomah County 10:00 A.M. - Clackamas Co. 2:00 P.M. - Portland		
		9:30 A.M. - Multnomah County 10:00 A.M. - Washington Co. 2:00 P.M. - Multnomah Co.	9:00 A.M. - Port of Portland 9:30 A.M. - Clackamas Co. 9:30 A.M. - Portland 2:00 P.M. - Portland	7:30 A.M. - JPACT 9:30 A.M. - Multnomah County 10:00 A.M. - Clackamas Co. 2:00 P.M. - Portland 5:30 P.M. - Metro Council	Deadline for sub- mission of JPACT materials to Metro Council	
		9:30 A.M. - Multnomah County 10:00 A.M. - Washington Co. 2:00 P.M. - Multnomah Co.	9:30 A.M. - Clackamas Co. 9:30 A.M. - Portland 2:00 P.M. - Portland	9:30 A.M. - Multnomah County 10:00 A.M. - Clackamas Co. 2:00 P.M. - Portland		
	10:00 A.M. - Tri-Met	9:30 A.M. - Multnomah County 2:00 P.M. - Multnomah County 6:30 P.M. - Washington Co.	9:30 A.M. - Clackamas Co. 9:30 A.M. - Portland 2:00 P.M. - Portland	9:30 A.M. - Multnomah County 10:00 A.M. - Clackamas Co. 2:00 P.M. - Portland 5:30 P.M. - Metro Council		

In addition, the Blue Ribbon Committee meets every other Tuesday at 7:30 A.M., and the suburban cities all meet 7:00-7:30 P.M. Monday through Thursday.

CITIZENS ADVISORY COMMITTEE
ON MASS TRANSIT POLICY

Summary of Meeting #5

May 21, 1985

1. Wes Myllenbeck, chairman, Washington County Board of Commissioners, presented testimony to the Committee, and made these points:
 - a) Washington County land use plans are based on these transit objectives -- 7% of total transportation trips, 35% of peak hour trips.
 - b) West Side Corridor Task Force Report of 1984 set these mode priorities for future transportation requirements into Washington County: 1) roads/highway; 2) transit; 3) light rail.
 - c) Business community in Washington County has concerns about Tri-Met stemming from requirements to pay payroll tax, and feeling that Tri-Met is not meeting their service needs. The business community is more concerned with road/highway development in Washington County, than in transit growth.
 - d) Discussing revenue sources, Myllenbeck reiterated the dislike of payroll tax by business in the County. He observed that a one-half cent sales tax in the region, dedicated to transit, would raise about \$40 million/yr. The State should increase its support for transit in its leadership role for both transportation and economic development.

Myllenbeck said Washington County is working with Multnomah and Clackamas counties, as well as Tri-Met to develop a uniform regional gasoline tax that would in part benefit Tri-Met.

 - 3) Myllenbeck again indicated problems between Tri-Met and the Washington County business community, with his sense that business feels Tri-Met's operations are oriented too closely to downtown Portland, and his view that Tri-Met appears apprehensive about dealing with the business community in his county.
2. Fred Hansen, director, Oregon Dept. of Environmental Quality, testified and made these points:
 - a) The State is in general compliance with federal regulations governing acceptable ozone levels in the region.

- b) The State has a strategy plan to come into compliance with federal regulations governing acceptable carbon monoxide (CO) levels by December 31, 1987. The "hot spot" areas are exclusively in downtown Portland. (Hansen later allowed that if compliance were required today, the region would not be in compliance.) Failure to meet compliance could result in federal sanctions, including cutoffs of federal funding for road and sewer construction.

Hansen said among the series of strategies to meet CO compliance, one is to raise the percentage of total worker trips by transit from the current 48% to 56% by the end of 1987. He said the assumption is that the increase would be based entirely on new employment trips.

If this strategy is not met, alternative strategies will need to be developed.

- c) Hansen sees no significant changes contemplated at the state or federal level in legislation governing air quality standards.
- d) Incentives to use of transit, such as employer-paid subsidies for employee transportation, and disincentives to long-term parking need to be developed.
- e) When asked what he plans to do if the 56% goal is not reached, Hansen said DEQ will work with Metro and others on alternatives. These conceivably could include downtown parking limitations, or annual auto vehicle inspections, but he expects the region will at least come close to compliance and such dramatic strategies may not be necessary.
- * Wayne Kuni asked DEQ for statistical data by source of pollutants in the core area, including recent trends.
- f) Hansen said the region is out of compliance when for more than one eight-hour period annually the region exceeds acceptable levels. Last year, this occurred during three eight-hour periods. The CO problem is a health standard problem, he observed.
- g) Asked about noise pollution, Hansen said about 25% of Tri-Met buses exceed acceptable noise levels, and DEQ was working with Tri-Met on this problem.

h) Asked what incentives does Tri-Met have to meet air quality requirements, Hansen said the ultimate incentive is to avoid sanctions on the flow of federal assistance. He said the alternatives to the transit strategy are not attractive.

* Wayne Kuni asked DEQ for the growth, employment and transportation assumptions that go into its 56% target.

3. The Committee reviewed a draft scope of work for an administrative audit of Tri-Met to be conducted. An amendment was offered by Carl Halvorson and accepted by the Committee, to include a review of Tri-Met's readiness to implement the eastside light rail program as part of the audit scope.

The amended draft was accepted by the Committee to be forwarded to the Tri-Met Board for authorization. A copy of the approved document and the letter of transmittal is attached to this summary.

4. Bob Bothman, Assistant State Highway Engineer, Oregon Dept. of Transportation, presented testimony which is summarized in the attached paper. His other remarks included:

a) State Highway construction plan for the region based on two key premises: need for maintaining a strong central business district; and a balanced split of highway/transit modes.

b) He cited the Oregon Highway Plan, approved last January to track highway construction to the year 2000. The Plan assumes the realization of the Regional Transportation Plan, and forecasts a \$5.5 billion expenditure in roads, 70% for preservation, 30% for modernization. Without a growth transit policy maintaining a reasonable highway/transit split, an additional \$1 billion would be required for road construction, a sum that Bothman feels is beyond the ability of the State to handle.

* Hardy Myers asked that the Committee be provided with copies of the Highway Plan.

c) Bothman agreed more State financial support for transit is needed, but observed that voters have rejected that premise, failing to see the benefits of transit in the highway/transit modal split.

CITIZENS ADVISORY COMMITTEE ON
MASS TRANSIT POLICY

Summary

Meeting #6
June 4, 1985

1. Presentation: Ralph Wright, Portland Chamber of Commerce.
 - He referred committee to Regional Transportation Plan, Tri-Met 1982 Transit Development Plan, Tri-Met's enabling legislation.
 - Emphasis in enabling legislation, he said, is flexibility of service provided with maximum efficiency. Both Tri-Met's 1977 (current) goals and objectives are reasonable ones, but two problems now:
 - Based on boom economics of late 1970s rather than today's restrictive economics.
 - Not based on the maximum efficiency standard. Social service goals were pursued rather than maximum efficiency.
 - He recommended these priorities for new Tri-Met goals (in this order):
 - Basic transportation service
 - Productivity
 - Energy conservation
 - Environmental protection
 - Service to the transportation disadvantaged
 - Wright described need for lower rates of taxation in Oregon, citing depressed conditions of the state's major industries.
 - Amplifying on his proposed priorities, Wright said:
 - Transportation service: serve the actual ridership, not Tri-Met's political or vocal minority constituencies. Promote commuter service, service that is based on sound economics.
 - Productivity: Fashion service to commuters; this could get Tri-Met back toward 40% farebox standard.
 - Energy. Desires to see Tri-Met contributing to significant increases in miles per gallon used to work.

- Environmental. Looks for more significant reduction in traffic congestion to work.
 - Transportation disadvantaged. Some are "dependent" by choice, and no special services should be provided. Others are truly disadvantaged, but should be handled by agencies outside Tri-Met.
- ° When asked to quantify Tri-Met "inefficiency", Wright said it amounted to some \$20 million a year. He said he'd provide committee with documentation (see attached).
2. Presentation: Steve Dotterer, City of Portland (summary of his remarks are attached).
3. Committee business:
- ° Notebooks returned
 - ° Subcommittee progress report
 - ° Community needs assessment progress report
 - ° Administrative audit progress report
4. John Frewing, member of Tri-Met Board, presented a letter signed by Board's president, Jerry Drummond, describing Tri-Met's need to find additional revenues for 1985-86 (about \$10 million) and informing the committee that the Board will be proceeding to meet that need in the coming weeks. Drummond said this effort should not be construed as diminishing the charge of the committee to recommend on Tri-Met's long-range role and financing.
5. Presentation: Tom Hartung, member West Side Corridor Advisory Task Force.
- ° The 1984 task force, a group of community political and business leaders primarily representing Washington County, reviewed proposals for a light rail system to the west of downtown Portland. It stopped short of recommending that this proposal be actively pursued now, Hartung said, though they recommended that preliminary engineering continue. He said the committee wanted to wait until evidence of the eastside light rail system was clear before making a commitment.
 - ° Hartung said there would be an increasing "urgent" need to move people from east Portland (especially SE) to the Sunset Corridor as jobs developed in that area.

- He said a different, broader based form of taxation (compared to the payroll tax) was needed to support Tri-Met.
 - The basic question remains: What incentives can be employed to get folks out of their cars and on to transit?
 - Efficient development of the Sunset Corridor, critical to the State as well as the region, will depend on:
 - Reasonably priced land
 - Adequate labor force
 - Effective transit system
 - The task force placed more reliance on buses, for their flexibility, than light rail in setting priorities for the required transit system, Hartung said.
- * Data from the Task Force report was requested by committee members.

DB:pjr
6/10/85

cc: Jim Cowen
Dick Feeney
Jody Fischer
Lee Hames
Bob Post

CITIZENS ADVISORY COMMITTEE
ON MASS TRANSIT POLICY

Summary of Meeting #7

June 18, 1985

1. Roy Porter, Fred Neusbaum, Transit Riders Assn., presented these views:
 - Draft mission statement, goals of Tri-Met reactive, weak not assertive. A step backward from 1977 goals. Too much emphasis on social service goals, the draft goals should be broad in scope.
 - Financing. Noted that 1977 goals for financing Tri-Met have not been successfully implemented. Tri-Met is "hooked" on the payroll tax, beholden to the business community. TRA has not developed a financing plan of its own.
 - Priorities for the future:
 - a) Improve service reliability. Adopt special performance standards; build a major service improvement program into its goals. TRA receives complaints of service on the street. Service improvements bring ridership increases; reduced service or increased fares bring ridership loss.
 - b) More efficiencies such as the time transfer system need to be built in. Other potential means of increased efficiency: use of smaller buses; dial-a-ride during low demand periods; courier service around town (a potential revenue raiser).
 - Commuter priority not a good idea. This is an expensive use of equipment and drivers. Commuters should share priority with broad transit needs.
 - Fare recovery ratio: Too much made of it. Current level isn't out of line. Effort to raise the standard shouldn't result in tail wagging the dog.
 - Revenue ideas:
 - a) Gasoline dealers fee.
 - b) Parking tax -- not only for those who charge for parking, but on spaces in major public parking areas.

2. Sharon Kelley, Special Needs Transportation Advisory Committee, presented these views: (also see attachments)

- Committee role: to review policies, procedures, funding for recommendations to Tri-Met Board. Deals with \$2 million budget for transporting handicapped and elderly.
- Current goal of Tri-Met and federal mandate is that 3% of overall Tri-Met budget be allocated for handicapped transportation.
- Problem areas:
 - a) Average of 75 people a day turned down on CAR CARE (Tri-County LIFT program) requests. This service provides roughly 1,000 rides daily on average. Turndown is primarily because of lack of equipment availability.
 - b) On other system, buses fitted with lifts, there are equipment operating problems. Maintenance costs high (\$14,000 in case of one lift bus).
 - c) Basic problem: system is underfunded, thus unreliable.
- Issues:
 - a) Funding. About \$1.4 million/yr. (from cigarette tax) is being sought from Legislature for special needs transportation, probably aimed at new buses with lift capacity. Raising rates from 25¢ to 75¢ per trip has also been studied.
 - b) Reliability and dependability of service.
 - c) Policy question. Should public transit agency be at the center of question as to who rides and who doesn't.

* Wayne Kuni asked if special needs committee had looked at alternative ways to deliver service, such as through private operators. Kelley said not yet.

3. Jerry Drummond, president of the Tri-Met Board, spoke to the committee and made these points:

- a) Tri-Met continues to hold a policy of no further cuts in service. To do this, additional revenue for 1985-86 must be found.

- b) A fare increase has been proposed in the 1985-86 (25¢). Some members of the Tri-Met Board don't like the fare increase, and some members of the committee have reported the same view to Drummond.
- c) Board is now looking at ways to avoid or reduce the fare increase and still balance the budget. Also has asked Tri-Met staff to develop a "menu" of possible revenue sources to "make necessary fixes" to Tri-Met's pension plan and fleet replacement needs.
- d) Drummond said the Board will be mindful of the advice Tri-Met has asked the committee to provide, and will try to postpone major revenue decisions until after the committee makes its recommendations.
- e) Drummond said Tri-Met's pension fund has some \$5 million and will require replenishment soon.
- f) Tri-Met expects \$3.7 million in federal operating assistance for 1985-86 now, though it budgeted for \$0, Drummond said. The agency won't know for sure until September, he said.
- g) If the federal dollars are forthcoming, one plan has been to put some of it in the pension plan. If it's not used for the pension, the fare increase could be avoided. An option: put \$2 million of federal \$ in general fund to cover fare increase, and use remainder to cover an anticipated shortfall of \$1.6 million in the amount of payroll tax revenue which is projected in the 1985-86 budget.
- h) Drummond said, in any case, the work of the committee remains critical for the long term in providing the Board with recommendations to broaden Tri-Met's revenue base.

4. Committee business.

- ° Don Barney said requests for proposals to 10 consulting firms had been sent to provide services for an administrative audit. Proposals are due on June 24, and final selection of a consultant is scheduled later that week, so that work can begin week of July 1.
- ° Barney also gave progress reports on the work of the two subcommittees.

5. Sumner Sharpe, Cogan & Associates, presented the first of three reports on the community needs assessment conducted for Tri-Met in May and June by consultants. A copy of his report was distributed.



VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 3, 1985

IN REPLY REFER TO
FILE NO.:

LEG

The Honorable Mark O. Hatfield
United States Senator
711 Hart Senate Office Building
Washington, D.C. 20510

I responded to your letter of May 10 which expressed concern that Oregon would not be able to fully obligate the FY 1985 Interstate Transfer funds allocated to Portland by Congress. I indicated I would advise you of the results of a complete review of Oregon's FY 1986 program to make sure our requests are in order.

First of all, I would like to assure you that we have made a maximum effort with the local jurisdictions, both in Portland and Salem, to coordinate their work with the Department's work to utilize all the funds available to Oregon in 1985. Our latest review of that effort indicates if things go as planned, we are in a position to utilize the entire \$41.3 million made available to Portland, as well as the funds made available to Salem for 1985.

The Department has coordinated the funding required to maintain both the Portland and Salem Interstate Transfer Programs maximizing the benefits to both cities. The work has been done with considerable cooperation with the Federal Highway Administration Division office.

The key to Oregon's success for the 1986 program rests with construction of the Mission Street project in Salem. We are accelerating that project and are scheduling it for obligation in 1986.

The Oregon request for Interstate Transfer funds for FY 1986 is as follows:

Senator Mark O. Hatfield
July 3, 1985
Page Two

OREGON

Portland	\$19.0 million
Salem	<u>\$10,259,539.50*</u>
TOTAL	<u>\$29.25 million</u>

The above is broken down between Portland and Salem as follows:

PORTLAND

FY 1986 Formula Funding	\$11.5 million
FY 1986 Discretionary Funding	<u>\$ 7.5 million</u>
FY 1986 Total Request	\$19.0 million
Carryover	<u>\$ 7.0 million</u>
FY 1986 Total Program	<u>\$26.0 million</u>

SALEM

FY 1986 Formula Funding	\$ 1.3 million
FY 1986 Discretionary Funding	<u>\$ 8.95 million</u>
FY 1986 Total Request	\$10,259,539.50*
Carryover	<u>\$ 3.65 million</u>
FY 1986 Total Program	<u>\$13.9 million</u>

* This request closes the Salem program, so Salem's request is not rounded.

Requests for the above FY 1986 Interstate Transfer Program for Oregon should correspond to respective requests from the Salem and Portland Metropolitan areas. As in the past, it is suggested the appropriation to Oregon include the total FY 1986 funding needed including formula and discretionary funds.

A final comment I would add is that Oregon's 1986 request is made on the assumption that Congress will approve the Interstate Substitute Cost Estimate (ISCE) in a timely manner.

Senator Mark O. Hatfield
July 3, 1985
Page Three

I would be happy to further explore the recommended program for Oregon in 1986 with you or your staff at your convenience.

Fred

Fred D. Miller
Director

cc: Margaret Strachan, Commissioner
City of Portland

Wes Myllenbeck, Chairman
Washington County Commission

Dennis Buchanan, County Executive
Multnomah County

Robert Schumacher, Commissioner
Clackamas County

✓ Rick Gustafson, Executive Officer
Metropolitan Service District

Sue Harris, Mayor
City of Salem

Garry Kanz, Chairman
Marion County Commission

Alan Hershey
Mid-Willamette Valley Council
of Governments



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

PROPOSED SCHEDULE FOR CONSIDERATION
OF NEW REVENUES

20 June -- Board Workshop

Discuss draft ordinances
Menu of options
Action requested: None

28 June -- Board Meeting

29 July -- Board Meeting

Consider fare increase
Action requested: Adopt fare increase and suspend implementation
pending consideration of new revenues
First reading on revenue ordinances
Action requested: First reading

26 August -- Board Meeting

Consider revenue package
Action requested: Adoption of revenue ordinances effective
January 1, 1986

30 September -- Board Meeting

Receive recommendations from Blue Ribbon Committee

October-November -- Public Review and Comment

Series of public hearing/Board workshops on new revenues to select which
revenue options and tax rates to implement

January -- Begin Collecting New Revenues

COMMITTEE MEETING TITLE JPACT

DATE 7/11/85 — 7:30 a.m.

NAME

AFFILIATION

M- George Jan Beyen	Metro
M- Sam Thom	Cities of Clackamas Co
M- LARRY COLE	" .. WASHINGTON "
M- JOHN FEENIKS	TRI-MET
M- WES NYLUNDRECK	WASH. CO.
M- RICHARD WAKER	METRO
M- ED FERGUSON	WSDOT.
G- Ted Jensen	ODOT
G- Steve Dotterver	City of Portland staff
G- Peter Fry	CEIC
G- G. Mullen	I.R.C.
G- Keith Athota	WSDOT
M- Vern Veysey	Clark Co. Wa
M- Ed Hardt	ODOT
G- Geraldine Ball	DJB, Inc.
MA- Pauline Anderson (alt.)	Mult. Co.
G- Bob Post	Tri-Met
G- Bebe Rucker	Part of Portland
Andy Cotugno	Metro