10-12-1987

Meeting Notes 1987-10-12

Joint Policy Advisory Committee on Transportation

METRO

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

Agenda

Meeting: JPACT WORKSESSION

Date: October 12, 1987

Day: Monday

Time: 3:00 p.m.

Place: Metro, Council Chambers

1. Review Regional Transportation Policy Issues (paper enclosed).

   A. Areas of Policy Agreement - Based upon comments from previous meetings, these appear to be areas of policy agreement, the majority of which should provide the basis for finalizing a "vision." JPACT should confirm these areas of agreement so that staff can compile a document for presentation at the fourth meeting.

   B. Areas of Further Discussion - This provides a summary of issues to focus on for the remainder of this JPACT process.

   C. Areas of Future Decisions - This identifies those areas that will not be decided through this process, but rather will be follow-up activities.

2. Discussion of 10-Year Transportation Goal

   Materials will be available at the meeting to help focus policy choices to meet 10-year transportation needs in the following areas:

   A. Regional Corridors
   B. Urban Arterials
   C. LRT
   D. Transit Service Expansion

PLEASE NOTE: Attached is a parking voucher for use at one of the City Center lots on the attached map should parking not be available at Metro.

NEXT MONTHLY JPACT MEETING: November 12, 1987 - 7:30 a.m.

PARKING VOUCHER

UP TO 3 HOURS

TO BE VALIDATED BY

TRANSPORTATION DEPARTMENT OF METRO

Alan Lupo
SIGNED

October 12, 1987
DATED

REGIONAL TRANSPORTATION POLICIES

I. Areas of Policy Agreement

A. The Regional Transportation Plan should identify sufficient improvements to support and implement adopted local comprehensive plans. Regionally adopted population and employment forecasts -- based upon local comprehensive plans -- will be the technical basis for travel forecasts necessary to define needed improvements (2005 forecasts presently available; 2010 forecasts when developed next year).

B. Economic growth of the region is necessary for the viability of the region and state. Investment in transportation improvements is needed to both promote and facilitate development and accommodate expected growth without the associated impacts of excessive congestion and reduced livability experienced in other growing metropolitan areas.

C. A joint transit/highway expansion program will be pursued to ensure adequate operations of the transportation system in the radial corridors.

D. In order to achieve regional transportation and development objectives, an LRT "system" should be pursued. Maintain the regional LRT priority commitment to Sunset LRT.

E. The bus system should be improved to support emerging suburban growth centers and the rail corridors.

F. Regional highway corridors should be improved to maintain accessibility in the radial corridors, to improve accessibility within and between major growth areas of the metropolitan area, to improve connections of the state highway system into and through the region and to provide adequate circulation throughout the region for commerce during off-peak hours (trucks).

G. Recognize the importance of growth throughout the region and the need for development of an adequate arterial and collector system within the growth and redevelopment areas.

H. The region should begin pursuing transit funding for capital and operations expansion. Major capital projects (LRT) should not be pursued without addressing funding for operations.

I. The region should begin pursuing road funding for urban arterial capital improvements.

J. Maintain the priority commitment of the Interstate Transfer Regional Reserve to ensure final costs of the I-505 Alternative and Banfield Transitway project are fully funded.

K. Allocate FAU and/or Interstate Transfer funds to the following projects in <u>at least</u> the following amounts:

1.	Marine Drive	$3.2 million
2.	Stark Street	1.15
3.	185th Avenue	1.68
4.	82nd Drive	1.68
	TOTAL	$7.71 million

II. <u>Areas of Futher Discussion</u>

A. Should the region focus investments in a limited number of key corridors -- or -- spread resources throughout the region?

B. Pursue a funding package for multiple LRT corridors using a combination of federal, state, local and private resources -- or -- focus short-term priorities on one corridor at a time.

C. The region should identify which LRT corridors to pursue in the short term; to pursue in the long term as elements of a regional LRT system.

1. Define priorities for short-term project development.

2. Define corridors for later project development.

3. Define potential future extensions/branches where sufficient planning is necessary to preserve future rights-of-way.

D. Identify regional highway corridor improvements for inclusion in the RTP; corridors to proceed with project development in the short-term; corridors/areas where an outstanding issue requires futher planning.

E. Should the region pursue an incremental improvement in each regional highway corridor -- or -- focus on a limited number of improvements:

1. Sunrise Corridor
2. Western Bypass
3. I-405/I-5 loop
4. I-84/U.S. 26 connector
5. Spot improvements to other parts of the regional highway system -- I-84, I-205, I-5, Highway 217, Sunset Highway, etc.

6. Establish Six-Year Highway Program priorities for the region accordingly

F. Should the region consider as a criteria for prioritizing LRT corridor construction actions to reduce operating subsidy requirements.

G. Define a 10-year goal for:

1. Regional highway improvement
2. Urban arterial improvement
3. LRT system expansion
4. Transit service expansion

H. Interstate Transfer/FAU funds -- decide where to allocate:

1. specific highway improvements
2. specific transit improvements
3. hold portion for future consideration

I. Section 3 "Letter-of-Intent" and excess Banfield transit funds -- decide whether to reallocate a portion:

1. to other capital improvements
2. to the TDP (including fleet replacement, light rail vehicles, Banfield park-and-ride expansion)

III. Areas of Future Decisions

A. Finalize the specific transit service expansion and capital cost for elements to be pursued in the RTP. For elements to be pursued in the short term, specific components will include at a minimum:

1. LRT facilities
2. other capital improvements, such as stations, park-and-ride, malls, etc.
3. fleet replacement and other routine costs
4. fleet expansion -- bus and LRT
5. suburban service expansion
6. urban service transit expansion
7. "special needs" transit expansion

B. For LRT, define specific alignments, cost, operating characteristics for selected corridors.

C. Adopt a transit funding program for the short-term elements defined above; to include appropriate local, regional, state and private mechanisms.

D. Make a final decision on each LRT corridor whether or not to proceed to construction and when at the conclusion of the environmental process based upon detailed information on cost, cost-effectiveness and impacts.

E. Suburban transit service -- define the most cost-effective method of delivering transit service to markets in growth areas.

F. Regional highway corridors -- specific alignments, design for selected improvements (Sunset Highway, Western Bypass, Sunrise Corridor, I-84/U.S. 26 connector, I-5/I-405 loop).

G. Define the specific local, regional and/or state funding mechanisms for urban arterial improvement; define procedure for allocation, project selection and administration.

H. Outstanding issues:

Willamette River crossings -- south of downtown Portland
Columbia River crossings -- west of I-5/east of I-205
Johnson Creek Boulevard and parallel routes
Cornell/Barnes/Burnside
Cornelius Pass Road -- north of Sunset Highway
Land Use impacts/compliance of Western Bypass

I. RTP update to incorporate results.

AC/sm
8255C/516

FAI 4R PROGRAM

I. FAI-4R 10-Year Revenue Assumptions

	89	90	91	92	93	94	95	96	97	98	10-Year Total
FAI-4R	X	X	X	X	$ 8m	$ 8m	$38m	$38m	$38m	$38m	$168m
Subtotal FY '88 6-Year Program Update						$16m					
Subtotal FY '90 6-Year Program Update								$76m			
Subtotal FY '92 6-Year Program Update										$76m	
GRAND TOTAL: Statewide 10-Year 6-Year Program FAI-4R											$168m

II. FAI Projects

A. Essential to maintain or improve operations in the regional corridors of statewide significance

*I-5/Highway 217 Interchange	$12.5m	
*I-5/Stafford Interchange	4.8m	
I-5/with Bypass Interchange	27.0m	
*I-5/I-84-Fremont Bridge Ph. I	6.0m	
*I-5/I-84-Fremont Bridge Ph. II	27.9m	
I-5/Multnomah-Terwilliger	2.5m	
*I-205/Sunnyside Interchange	0.75m	
I-205/Highway 224 Interchange	7.7m	
*I-84 Phase I: 181st-U.S.26 Connector	10-21m	
I-5/I-405 Reconnaissance	2.5m	
Total		$101.7-112.7m
Less 8 percent local match		$ 8.1- 9.0m
Total FAI-4R		$ 93.6-103.7m
Percent of Statewide 10-Year Total		56-62%

B. To improve operations on facilities accessing the regional corridors of statewide significance

*I-5/Sunnybrook Interchange	$ 6.1m	
I-5/Lower Boones Interchange	4.7m	
*I-5/Wilsonville Interchange	6.15m	
*I-5/I-84-Fremont Bridge Phase III	22.6m	
I-5/49th/Capitol	4.5m	
Total		$44.1m
Less 8 percent local match		$ 3.5m
Total FAI-4R		$40.6m
Percent of Statewide 10-Year Total		24%

C. Projects to be deferred beyond 10 years on regional corridors of statewide significance

*I-5/I-84/Fremont Bridge Phase IV	$51.3m	
I-5/Hood-Terwilliger CL	11.0m	
*I-84 Phase II: U.S.26 Connec.-257th	0-11.0m	
I-5/I-405 Construction	? m	
Total		$ 62.3- 73.3m
Less 8 percent local match		$ 5.0- 5.9m
Total federal share		$ 57.3- 67.4m
Percent of Statewide 10-Year Total		34-40%
GRAND TOTAL		120%

*Projects currently in project development.

FAP AND STATE MODERNIZATION PROGRAM

I. FAP and State Modernization Fund 10-Year Revenue Assumptions

	89	90	91	92	93	94	95	96	97	98	Total
FAP ($29m @ 40% modernization)	X	X	X	X	$11.6m	$11.6m	$11.6m	$11.6m	$11.6m	$11.6m	$ 69.6m
State Modern. ($40m/year)	X	$40m	$40m	$40m	40.0	40.0	40.0	30.0	20.0	10.0	300.0
Total "New" Money	0	$40m	$40m	$40m	$51.6m	$51.6m	$51.6m	$41.6m	$31.6m	$21.6m	$369.6m
Subtotal '88 6-Year Program Update						$223.2m					
Subtotal '90 6-Year Program Update								$93.2m			
Subtotal '92 6-Year Program Update										$ 53.2m	

GRAND TOTAL: Statewide 10-year 6-Year Program FAP & State Modernization "New" $ $369.6m

16.2% matchable @ 88/12

83.8% 100% state

II. Priority Emphasis on Highway Corridors of Statewide Significance: FAP and State Modernization Eligible Projects

A. Essential to maintain or improve operations on the regional corridors of statewide significance

Sunset Highway - Zoo-Sylvan I	$ 4.5m	
Sunset Highway - Sylvan-Canyon II	11.0m	
Sunset Highway - Canyon-Cornell	19.2m	
Sunset Corridor Subtotal		$ 34.7m
Highway 217 - Ramp Metering	$0.7m	
Highway 217 - Sunset-Hall aux. lanes	6.5m	
Highway 217 - Hall-Hall OXing aux. lanes	9.1m	
Highway 217 Corridor Subtotal		$ 16.3m
Western Bypass - Boones Ferry-Hwy. 99W	$21.0m	
Western Bypass - (Boones Ferry) Bypass - I-5/Stafford I	1.9m	
Western Bypass - Hwy. 99W-T.V. Hwy. Dev.	4.0m	
Western Bypass Corridor Subtotal		$ 26.9m
Hwy. 224 - McLoughlin-37th/Edison	$ 3.8m	
Hwy. 224 - 37th/Edison-Webster I	0.5m	
Hwy. 224 - Webster-Johnson	1.9m	
Hwy. 224 - Lawnfield-142nd	26.8m	
Hwy. 212 - Rock Creek Jct.-Chitwood	14.7m	
Hwy. 212 - Chitwood-Royer (Damascus)	7.3m	
Hwy. 212 - School Rd.-290th (Boring)	7.0m	
Hwy. 224/212 (Sunrise) Corr. Express. Subtotal		$ 62.0m
I-84/U.S.26 - E. Mult. Co. Connection Ph. I	$27m	
I-84/U.S.26 Corridor Subtotal		$ 27.0m
Total		$167.0m
Less Local Match on FAP		- 3.3m
10-Year Requirement: FAP & State Modernization		$163.7m
Per cent of Statewide Total (federal share)		44%

B. To improve operations on facilities accessing the regional corridors of statewide significance

Sunset Highway - 185th Interchange	$11.0m	
Highway 217 - Greenburg OXing	1.5m	
Highway 99W - 6 Corners	4.0m	
Highway 99W/Highway 217 Interchange	7.5m	
Highway 224 @ I-205 & 82nd Drive	0.5m	
Highway 224 @ Springwater	0.8m	
Total		$ 25.3m

Less Local Match on FAP . . . . . $-0.5m

10-Year FAP + State Modern. Requirement $24.8m

Percent of Statewide FAP + State Modernization. . . 7%

C. Corridors of Regional Significance Shifted to Urban Arterial Program

T.V. Highway - 21st-Oak	$ 0.7m
T.V. Highway - Murray-Oak TSM	10.0m
T.V. Highway - 217/Murray	3.0-6.5m
Highway 99W - Main-Tualatin TSM	3.1m
McLoughlin - Harrison-River (Milwaukie)	3.0m
McLoughlin @ Arlington	0.4m
Powell Boulevard - I-205-181st	7.0-10.0m
Powell Boulevard - Birdsdale-Eastman	6.0- 9.0m
Total	$33.2-42.7m (9-12%)

D. Corridors of Subregional Significance Shifted to Urban Arterial Program

Boones Ferry Road - I-5 to West. Bypass	$ 3.8m
Durham Road - Hall-99W	1.3m
B.H./Scholls/Oleson Interchange	0.67m
Scholls Ferry Road - Hwy. 217-Murray	3.87m
Farmington Road - Murray-209th	3.45m
Hall Blvd. - Scholls Ferry-Durham Ph. I	3.0m
Durham - Hall-72nd	1.0m
Scholls Ferry Road - Beef Bend-Murray	2.5m
Barbur Boulevard - Hamilton Interchange	5.0m
Barbur Boulevard - Hamilton to Terwilliger	2.5m
Barbur Boulevard - SW 3rd-49th	1.3m
Macadam @ Taylors Ferry	0.8m
U.S.30B - N. Columbia-Lombard @ 60th	2.2m
N. Marine Drive - I-5 to Rivergate	4.6m
Sandy @ 12th/Burnside	1.1m
Beaverton-Hillsdale Highway @ Capitol/Bertha	2.7m
Beaverton-Hillsdale Highway - Scholls Ferry-Highway 217	1.7m
Highway 43 - Will. Falls Dr.-Laurel TSM	1.0m
Highway 43 @ Terwilliger Extension	0.3m
Sandy Boulevard - 181st-244th Ph. I	0.23m
Graham Road - Crown Pt.-I-84 Structure	1.1m
Total	$44.12m (12%)

E. Projects Deferred Beyond 10 Years Needed to Improve or Access the Regional Corridors of Statewide Significance

Highway 213 - CCC-Leland	$ 3.2m	
Highway 212 - Royer-242nd	11.4m	
Highway 212 - 242nd-School Road	10.5m	
Highway 212 - 290th-U.S.26	2.5m	
Highway 212 @ U.S.26	0.7m	
Total.		$28.3m (8%)

10-Year Transportation Goal
Highway Funding Policy Options

A. State Funding Alternatives

1. Prioritize requests for ODOT funding consistent with resources available; defer unfunded projects to a later date; -or-
2. Target ODOT priorities to Phase I of each "Regional Corridor" and shift arterial projects to a local and regional responsibility; -or-
3. Continue to seek funding from ODOT for arterials in lieu of regional corridors until the region adopts a funding program to pay for 50 percent of regional corridors.

B. Urban Arterial Funding Alternatives

1. Continue status quo with FAU funds;
2. Seek increased arterial funding through local mechanisms;
3. Seek a regional source of urban arterial funds for city/county arterial improvements; -or-
4. Seek a regional source for city/county/state arterial improvements; -or-
5. Seek a regional source for city/county arterial improvements and regional corridors.

Option A - Status Quo

A. Continue to pursue all Interstate projects needed in next 10 years -- requires 120 percent of available statewide resources.

B. Continue to pursue all ODOT regional corridor and arterial improvements needed in next 10 years -- requires 82 percent of available statewide resources.

C. Continue to pursue all city/county arterial improvements needed in next 10 years -- requires 355 percent of available FAU funds.

Option A - Status Quo

	Interstate		State Modernization		Urban Arterial Funding	
	Cost	% of $	Cost	% of $	Cost	% of $
Regional Corridors	$100M	60%	$164M	44%		
Access to Regional Corridors	40M	24%	25M	7%		
ODOT Arterials			85M	23%		
City/County Arterials					$135M	355%
Subtotal	$140M	84%	$274M	74%		
Projects to Defer	62M	36%	28M	8%		
GRAND TOTAL	$202M	120%	$302M	82%	$135M	355%

Requires $11M/year Urban Arterial Fund in addition to available FAU funds.

Option B - Defer Projects Consistent with Resources

A. Cut our request for Interstate projects across the board (target for 35 percent of statewide resources rather than 120 percent) -- allows 42 percent of needed projects to proceed.

B. Cut our request for Interstate projects with priority emphasis on improvements to the regional corridors in lieu of interchanges -- could allow 60 percent of needed regional corridor improvements to proceed.

C. Cut our request for State Modernization funds across the board (target for 35 percent of statewide resources rather than 82 percent) -- allows 47 percent of needed projects to proceed.

D. Cut city/county projects across the board to the level of FAU funds available -- allows 28 percent of needed projects to proceed.

Option B - Defer Projects

Consistent with Resources Available

	Interstate		State Modernization		Urban Arterial Funding	
	Cost	% of Need	Cost	% of Need	Cost	% of Need
Regional Corridors	$42M	42%	$ 78M	47%		
Access to Regional Corridors	17M	42%	12M	47%		
ODOT Arterials			40M	47%		
City/County Arterials	___	___	___	___	$38M	28%
TOTAL	$59M	42%	$130M	47%	$38M	28%

TARGET: Cut across the board to 35 percent of available statewide funding

TARGET: Cut to FAU funding level @ $3.8M/year

IMPACT: Stretches program from 10 to 24 years

IMPACT: Stretches program from 10 to 21 years

IMPACT: Stretches program from 10 to 36 years

Option C - Prioritize State Modernization Funds on Regional Corridors; Shift ODOT Arterials to Urban Arterial Fund

A. Continue to pursue full ODOT funding for regional corridor improvements needed in next 10 years -- would require 51 percent of available statewide resources and therefore stretch a 10-year program into a 12-15 year program.

B. Pursue an Urban Arterial Fund for city/county and ODOT arterials.

Amount needed in addition to FAU:

City/county only $11M/year

City/county/ODOT arterials $20M/year

Option C - Prioritize State Funding on Regional Corridors; Shift ODOT Arterials to Urban Arterial Fund

	State Modernization		Urban Arterial Funding	
	Cost	% of $	Cost	% of $
Regional Corridors	$164M	44%		
Access to Regional Corridors	25M	7%		
ODOT Arterials	XX	XX	$ 85M	223%
City/County Arterials	____	___	135M	355%
TOTAL	$189M	51%	$220M	578%

↓

Requires $20M/year Urban Arterial Fund in addition to available FAU funds

Option D - Request that ODOT Continue to Emphasize Arterials in Lieu of Regional Corridors Until the Region Adopts a Funding Program to Pay for 50 percent of Regional Corridors

A. Continue to pursue full ODOT funding for arterial improvements and access to regional corridors -- requires 30 percent of statewide resources.

B. Pursue 50 percent funding for regional corridors from ODOT after the region adopts a funding program for the other 50 percent -- would require 22 percent of statewide resources.

A + B combined would require 52 percent of available statewide resources and therefore stretch a 10-year program into a 12-15 year program.

C. Pursue an Urban Arterial Fund for city/county arterials plus 50 percent of regional corridors.

Amount needed in addition to FAU:

City/county only	$11M/year
50 percent of regional corridors	9M/year
	$20M/year

Option D - Request that the State Continue to Emphasize Arterials in Lieu of Regional Corridors until the Region Adopts a Funding Program to Pay for 50 Per cent of Regional Corridors

	State Modernization		Regional Corridor/Urban Arterial Funding	
	Cost	% of $	Cost	% of $
Regional Corridors	$ 82M	22%	$ 82M	215%
Access to Regional Corridors	25M	7%		
ODOT Arterials	85M	23%		
City/County Arterials	____	___	135M	355%
TOTAL	$192M	52%	$217M	565%

Requires $20M/year Urban Arterial Fund in addition to available FAU funds

Highway Funding Options

Conclusions

A. Interstate - Less than half of what is needed in the next 10 years is fundable through ODOT.

Pick one:

1. Place priority emphasis on improvements needed for the operation of the regional corridors.
2. Place priority emphasis on interchanges needed to access surrounding development.
3. Pursue both types of projects and stretch the program out across the board.

B. State Modernization - Less than half of what is needed in the next 10 years is fundable through ODOT.

Pick one:

1. Place priority emphasis on improvements needed for the operation of the regional corridors in lieu of ODOT arterial improvements.

   Pick one:

   a. Defer the balance; or

   b. Shift the balance into an Urban Arterial Fund

2. Place priority emphasis on ODOT arterial improvements in lieu of regional corridor improvements.

   Pick one:

   a. Defer the balance; or

   b. Shift 50 percent of the cost of the regional corridors into an Urban Arterial Fund.

3. PURSUE BOTH TYPES OF PROJECTS AND STRETCH THE PROGRAM OUT ACROSS THE BOARD.

C. URBAN ARTERIALS - IMPROVEMENTS NEEDED IN THE NEXT 10 YEARS ON CITY/COUNTY ROADS EXCEED FAU FUNDS BY 355 PERCENT.

PICK ONE:

1. SEEK AN URBAN ARTERIAL FUND FOR:

   PICK ONE:

   A. CITY/COUNTY ARTERIALS @ $11M/YEAR

   B. CITY/COUNTY/ODOT ARTERIALS @ $20M/YEAR

   C. CITY/COUNTY ARTERIALS AND 50 PERCENT OF REGIONAL CORRIDORS @ $20M/YEAR

2. SEEK FUNDING THROUGH LOCAL MECHANISMS.

3. DEFER PROJECTS ACROSS THE BOARD.

Transit Funding Policy Options

A. LRT Alternatives

1. Maintain status quo -- Banfield LRT only;
2. Focus efforts on Sunset LRT only; -or-
3. Pursue both corridors that address 10-year problems during the 10-year period -- Sunset and Milwaukie LRT; -and/or-
4. Pursue I-205 LRT because of its unique funding and economic development opportunity;
5. Proceed with project development consecutively -- one corridor at a time -- or concurrently pursue Sunset and I-205 LRT -- one with Section 3 Discretionary funding, one without.

B. Transit Service Alternatives

1. Maintain status quo level of service; -or-
2. Increase operating funds sufficient for LRT corridor(s) and expansion of service elsewhere consistent with RTP -- support trunk routes and extend into growth areas.

Note: Increased operating funds must accompany new facilities.

ACID DIKES

LRT Corridor Comparison

	Westside	Milwaukie	I-5 Vancouver	I-205	Barbur	Lake Oswego
Land use criteria						
Supports local comprehensive plans and zoning	●	●	●	●	●	●
Existing transit-supportive land uses	◒ Moderate densities	◔ Low density land uses	◕ Medium to high density residential uses	◔ Auto oriented uses	◒ Moderate densities	◒ John's Landing South Waterfront
Economic Development Criteria						
Supports economic development activities (i.e. tourism, office, high tech and retail)	● Office, retail, housing, high tech (Downtown Beaverton, Wash. Co.)	◒ OMSI, Station L, Milwaukie CBD, Milwaukie Riverfront	◒ Expo Center, Hayden Meadows, Albina, Coliseum area redevelopment	◕ Office, retail, tourism, (PIA, CTC, Gateway)	◔ Infill commercial	◒ Tourism, commercial, (South Waterfront, North Macadam)
Leverages higher densities	●	◒	◔	●	◔	◕
Highway System Criteria						
Improves highway traffic congestion and minimizes highway improvements	● Sunset – Immediate	◕ McLoughlin – 10 year	◒ I-5 – 15 year	◔ Interchanges – 10 year freeway – beyond 20	◒ I-5 between CBD and Terwilliger – 20 year	◔ Macadam – 20 year
Mitigates arterial traffic congestion	● Burnside, Cornell, Canyon Rd., T.V. Highway	◕ S.E. 17th, Milwaukie, Sellwood, Moreland	◒ Interstate, Union, Vancouver	○	◔ Terwilliger	○
Transit System Criteria						
Meets UMTA ridership threshold	●	●	●	○	●	○
Eligible for Section 3 funding	●	●	●	○	●	○
Committed Funding	○ $3.6 m PE	○ $1m E-4 $3.2m E-4 Reserve	○	◔ $16.6 million	○	○ $975,000 Stripper well
Operating cost savings over expanded bus	◕ $20,000 savings over expanded bus	◕ + $60,000 increase over expanded bus	◕ $310,000 savings over expanded bus (No Interstate Ave. Bus)	○ + $1.18m over expanded bus	◕	○ + $610,000 over expanded bus
Supports other LRT alignments	◕ System benefit to airport, Lloyd Center, reverse to high tech	◒ Systems benefit	◒ Systems benefits	● 30% increase in Banfield ridership, may impact McLoughlin	◒ Systems benefits	◔ System benefits, may impact Barbur LR

87405

	Capital Cost (millions) 1985 $	Year 2005 Operating Cost (millions) LRT / RTP Bus	Change In Annual Oper. Cost	Riders on Rail All Day/Peak	Daily Corr. Ridership Increase Over Committed Bus	Travel Time Savings Minutes/%	LRT Lane Equiv.**	Funding
Westside	$235	$4.16 / $4.18	-$ 20,000	29,800 daily 4,225 PLP	14,900	Bvtn.: 9/29% 185th: 8.9/23%	2.0	$118-$176m @ 50-75%
Milwaukie	$ 79- $ 88	$2.34 / $2.28	+$ 60,000*	14,000 daily 2,750 PLP	6,000	Milw.: 9.3/31%	1.9	$1m E-4 $3.2m E-4 Reserve
I-5 Vancouver	$132	$2.77 / $3.08	-$310,000*	21,700 daily 3,250 PLP	7,800	Vanc.: 15 /37%	1.6	
I-205 North	$ 39	$1.07 / $0.51	+$560,000	8,250 daily 550 PLP	4,100	PIA: 9.9/24%	0.3	$16.635m
I-205 South	$ 50	$1.25 / $0.63	+$620,000	11,100 daily 1,250 PLP	5,500	CTC: 5/12%	0.6	
Barbur	$163- $204	$2.64 / $2.60	+$ 40,000	27,800 daily 3,475 PLP	10,500	BTC: 11.6/39% Tig.: 14.1/37%	1.7	
Lake Oswego	$105	$1.97 / $1.36	+$610,000	8,000 daily 1,150 PLP	3,400	LO: 8.4/25% Maryl: 15.7/35%	0.8	

* Additional operating cost savings are realized if feeder bus network is changed: Milwaukie Corridor - $1.17 million. I-5 Vancouver - $0.31 million. PLP = Peak Load Point.

** Represents number of LRT riders in peak hour converted into vehicle volumes and corresponding travel lane equivalent.

RB:lmk
9-28-87

Transit Options

Conclusions

A. LRT - Which corridors should the region pursue project development on in the next 10 years?

Pick as many as you like:

1. None
2. Sunset LRT
3. Milwaukie LRT
4. I-205 LRT
5. I-5N LRT
6. Barbur LRT
7. Macadam LRT

B. Should the region pursue project development concurrently or consecutively?

Pick one:

1. Concurrently -- Sunset LRT as the priority for Section 3 Discretionary funds -and- I-205 without Section 3 Discretionary funds
2. Consecutively

C. Operations

Pick one:

1. Should the region maintain the status quo level of transit service?
2. Should the region pursue transit funding to begin expansion of service?

	Capital Cost (millions) 1985 $	Year 2005 Operating Cost (millions) LRT / RTP Bus	Change In Annual Oper. Cost	Riders on Rail All Day/Peak	Daily Corr. Ridership Increase Over Committed Bus	Travel Time Savings Minutes/%	LRT Lane Equiv.**	Funding
Westside	$235	$4.16 / $4.18	-$ 20,000	29,800 daily 4,225 PLP	14,900	Bvtn.: 9/29% 185th: 8.9/23%	2.0	$118-$176m @ 50-75%
Milwaukie	$ 79- $ 88	$2.34 / $2.28	+$ 60,000*	14,000 daily 2,750 PLP	6,000	Milw.: 9.3/31%	1.9	$1m E-4 $3.2m E-4 Reserve
I-5 Vancouver	$132	$2.77 / $3.08	-$310,000*	21,700 daily 3,250 PLP	7,800	Vanc.: 15 /37%	1.6	
I-205 North	$ 39	$1.07 / $0.51	+$560,000	8,250 daily 550 PLP	4,100	PIA: 9.9/24%	0.3	$16.635m
I-205 South	$ 50	$1.25 / $0.63	+$620,000	11,100 daily 1,250 PLP	5,500	CTC: 5/12%	0.6	
Barbur	$163- $204	$2.64 / $2.60	+$ 40,000	27,800 daily 3,475 PLP	10,500	BTC: 11.6/39% Tig.: 14.1/37%	1.7	
Lake Oswego	$105	$1.97 / $1.36	+$610,000	8,000 daily 1,150 PLP	3,400	LO: 8.4/25% Maryl: 15.7/35%	0.8	

* Additional operating cost savings are realized if feeder bus network is changed: Milwaukie Corridor - $1.17 million. I-5 Vancouver - $0.31 million. PLP = Peak Load Point.

** Represents number of LRT riders in peak hour converted into vehicle volumes and corresponding travel lane equivalent.

RB:lmk
9-28-87

INTERGOVERNMENTAL
RESOURCE CENTER

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

Executive Director
Gilbert O. Mallery

October 9, 1987

Mr. Andy Cotugno
Transportation Director
METRO
2000 S.W. First Avenue
Portland, Oregon 97201-5398

Dear Andy:

One of the most important discussions that was held during the September 14, 1987, special JPACT work session centered around the question: What is the region's overall vision for a future transportation system? We feel that a part of the region's vision for a future transportation system must include a serious discussion of additional Columbia River crossings between the Portland and Vancouver metropolitan areas.

The analysis of 2010 travel forecasts and the projection of cross-river travel from historical data both indicate that before the year 2010 the combined capacities of the I-5 and I-205 bridges will be exceeded. To make matters worse, the data indicates that within the next 15 years the I-5 bridge and corridor will experience congestion levels that will exceed the stop and go congestion of the early 1980s, prior to the opening of the I-205 bridge.

As you are aware, the Bi-State Advisory Committee will meet in December to discuss several issues that relate to major capacity problems in the I-5 corridor, the future year in which traffic volumes can be expected to exceed capacity on the I-5 and I-205 bridges and what are the possibilities for additional river crossings. The discussions from the Bi-State Committee will then be carried back to JPACT.

In summary, we feel that one of the regional priorities that are established at the October 12, 1987, JPACT work session should include the need for additional Columbia River crossings between the Portland and Vancouver metropolitan areas.

Sincerely,

Gil Mallery
Executive Director

GM/ln
COTUG10

World-Wide City Transport Study
A First For Murdoch Researchers

(EMBARGOED TILL 9 A.M. WEDNESDAY, AUGUST 26)

A landmark study of 32 of the world's major cities has some strong suggestions for car-dominated cities in Australia and the U.S.

Two Murdoch University researchers, who compiled the study over four years, argue strongly for reassessing road construction, car parking and traffic flow to develop more efficient and environmentally attractive Australian and U.S. cities.

Dr Peter Newman and Dr Jeffrey Kenworthy call for planning policies to shift road supply per head of population in Australian cities to about one-third the current level; to set the central city parking ratio at 200 spaces per 1,000 workers (currently averaging 327:1,000 in Australia--562:1,000 in Perth), and to accept that average speeds of about 30km/h are adequate in a city.

"This should not be a punitive restriction on freedom of movement, but part of a longer term strategy to shift the emphasis away from cars towards other formsof travel," Dr Newman said.

The researchers say present urban planning policies are entrenching dependence on the private car, leaving cities vulnerable to:

*oil supply disruptions
*transport-related inflation
*air pollution from exhaust emissions
*more road accidents
*expensive public transport, and
*an environmentally unattractive and dead city heart

Drs Newman and Kenworthy released their study report in Melbourne today at an international symposium on transport and urban form.

Between 1983 and 1986 they studied transport and land use in ten U.S. cities, the five mainland capitals in Australia,12 European and three Asian capitals, and one each in Canada and Russia.

The study is believed to be unique in the depth, breadth and reliability of its comparative data and analysis.

Drs Newman and Kenworthy found that on average U.S. city residents use twice as much fuel as their counterparts in Australia, four times as much as in European cities and ten times as much as in Asian cities (see table). Moscow is positively miserly in its use of fuel--using 150-times less per person than U.S. cities.

"Moscow, with almost no private car use, is only of interest in showing that a city of eight million people can exist on virtually no gasoline," Dr Newman said. "Of more interest is how cities in Europe, with high car ownership, can manage to be so accessible but use cars half as much as Australian cities.

The study assessed the importance of income, gasoline price and vehicle efficiencies and found that the planning of a city was more fundamental than economics.

Dr Newman said planning for non-automobile modes, more compact and diverse housing (with shops, restaurants and businesses mixed together) had a big effect on travel patterns.

"Relatively cheap fuel is not the only reason why more people use cars in the U.S. and Australia, " Dr Newman says. "Allowing more road and parking space, less competitive public transport and urban sprawl encourages greater use of the private car--and risks the attendant central city crisis that will inevitably cause."

Although Australian cities are a little less car-oriented than those in the U.S., Perth is defined as 'virtually an average U.S. city' as far as transport is concerned. Perth residents use more gasoline than their eastern states counterparts, they have by far the most road space to use of any city surveyed, and more parking space in the city centre than all but one other city.

U.S. cities have less than 5% of their total passenger travel on public transport and Australian cities are only marginally better with 8%. By contrast, the corresponding figures are 25% in European cities, 65% in the three Asian cities and more than 95% in Moscow. Interestingly, these cities also have far more people prepared to walk and cycle to work. It fits a pattern of a much less car-dependent city.

"Buses are not a viable option to the car for city commuters," Dr Newman said. "By comparison with the average traffic speed (about 43km/h) in car-oriented cities, buses are very slow, averaging a remarkably uniform 20-21km/h in all cities surveyed.

"Only the rail option can compete with cars as the average speed of urban trains is above 40km/h."

The overall shape of the U.S. and Australian car-oriented city is of low residential density and concentration of employment with a central city characterised by high rise office blocks. The residential density of U.S. and Australian central cities is generally less than 20 people per hectare, while in Europe they average 90 per hectare.

Drs Newman and Kenworthy suggest a re-urbanization of cities presently dominated by the private car, based on policies designed to encourage more people to live in the city heart and innner area, and a greater spread of jobs to subcentres in the outer metropolitan area linked by rail services.

Mr Jan Kolm, chairman of the National Energy Research Development and Demonstration Council, which funded the study, said in Melbourne: "The project is a fascinating and unique comparison of cities that NERDDC was proud to assist. That such a major study has come out of Australia is a remarkable feat."

For further information contact: Peter Newman and Jeff Kenworthy (09) 332-2569

CITY	GASOLINE USE (MJ PER CAPITA)
US CITIES	
Houston	74,510
Phoenix	69,908
Detroit	65,978
Denver	63,466
Los Angeles	58,474
San Francisco	55,365
Boston	54,185
Washington	51,241
Chicago	48,246
New York	44,033
Average	58,541
AUSTRALIAN CITIES	
Perth	32,610
Brisbane	30,653
Melbourne	29,104
Adelaide	28,791
Sydney	27,986
Average	29,829
CANADIAN CITIES	
Toronto	34,813

CITY	GASOLINE USE (MJ PER CAPITA)
EUROPEAN CITIES	
Hamburg	16,671
Frankfurt	16,093
Zurich	15,709
Stockholm	15,574
Brussels	14,744
Paris	14,091
London	12,426
Munich	12,372
West Berlin	11,331
Copenhagen	11,106
Vienna	10,074
Amsterdam	9,171
Average	13,280
ASIAN CITIES	
Tokyo	8,488
Singapore	6,003
Hong Kong	1,987
Average	5,493
USSR CITY	
Moscow	380

GASOLINE USE PER CAPITA IN 32 CITIES, 1980

NEW BOOK

SOURCEBOOK
of Urban Land Use, Transport and Energy Data for Principal Cities of North America, Europe, Asia and Australia

By Jeffrey R.KENWORTHY and Peter W.G.NEWMAN
Environmental Science, Murdoch University

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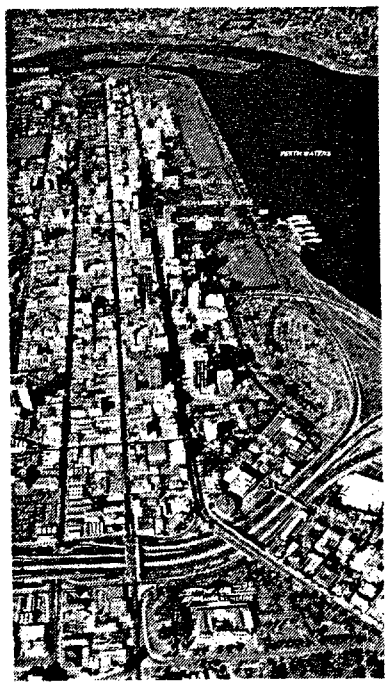

The SOURCEBOOK is a unique collection of urban data gathered by the authors from literature and personal visits to each of the 32 cities.
Analysis of the data ranks the cities according to primary variables and develops policies for reducing dependence on the private automobile emphasising land use changes.

Data covers 1960, 1970,1980 and includes:

- Population, Urbanised area and Employment for CBD, Inner Area and Total City.
- Parking in CBD.
- Length of road network in whole city.
- Passenger cars and total vehicles on register.
- Total annual VKT (vehicle kilometres of travel) by passenger cars and other vehicles.
- Average gasoline consumption and diesel consumption for whole city.
- Journey to work modal split (%) and other modal split data.
- Average trip lengths (km) for the journey to work and other trips.
- Annual vehicle kilometres, passengers carried, average travel distance of passengers, average speed of travel and annual energy consumption for all bus, train, tram and ferry operations (including publicly and privately operated transit services.

The data are then standardised into parameters such as density, and per capita transport factors.

Don't miss your chance to purchase this invaluable new study. The SOURCEBOOK is also available on computer diskettes for ready use in data processing.

I would like to order _____ copies of The SOURCEBOOK at $_____each.
I would also like _____ copies of it on computer diskette. Please bill me.

Name _____

Address _____

SEND TO: Dr Peter Newman, Environmental Science, Murdoch University, Perth, Western Australia

COMMITTEE MEETING TITLE Special JPACT Mtg.

DATE 10-12-87

	NAME	AFFILIATION
/ S-	Andy Cotugno	Metro
M-	RICHARD WAKER	METRO
/ M-	Bonnie Hays	Washington County
/ M-	Tom Brian	Cities of " " (Tigard)
/ M-	Pauline Anderson	Mult. Co.
/ M-	Marge D. Schmunk	Cities of Mult. County
/ M-	Ed Lindquist	Clackamas County
/ M-	EARL BLUMENAUER	Portland
M-	Lindee Allison	Tri-Met
G-	Loren Wyss	" "
/ M-	LLOYD ANDERSON	PORT OF PORTLAND
/ M-	BOB BOTHMAN	ODOT
/ G-	Mike Kallem	ODOT
/ M-	FRED HANSEN	DEQ
/ M-	Larry Cooper	Metro Councilor
/ M-	Ron Thom	
	George VanBergen?	Metro Councilor
/ G-	Grace Crunican	City of Port.
/ G-	Laurel Wentworth	"
/ G-	Steve Iwata	"
/ G-	Vic Rhodes	"
G-	Gary Spanovich	Clackamas Co.
/ G-	Bob Post	Tri-Met
/ G-	Doug Capps	Tri-Met

COMMITTEE MEETING TITLE Spec. JPACT Meeting

DATE 10-12-87

NAME	AFFILIATION
Julia Pomeroy	Comm'r. Blumenauer's office
Lee Hames	Tri-Met
Dick Feeney	"
Tom Vander Zanden	Clackamas Co
Ken Zatarain	Tri-Met
Winston Kurth	Clackamas Co
Howard Harris	DEQ
Rick Root	City of Beaverton
G.B. Arrington	Tri-Met
Bruce Warner	Washington County
Denny Moore	Pub. Transit ODOT
Ken McFarling	Org. Assn. of Railway Passengers
Ray Polani	Citizens for Better Transit
Richard Brandman	Metro
Susan Hopkins	Metro
John Cullerton	Metro
James Gieseking	Metro
Richard Ross	Cities of Mult. Co. (Gresham)
Ted Spence	ODOT
Bob Rucker	Port of Portland
Larry Nicholas	Mult. Co.
Keith Lawton	Metro
Rick Kuehn	ODOT