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Joint Policy Advisory Committee on Transportation

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METRO

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

Agenda

Meeting: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Date: March 9, 1989

Day: Thursday

Time: 7:30 a.m.

Place: Metro, Council Chamber

- *1. MEETING REPORT OF FEBRUARY 9, 1989 - APPROVAL REQUESTED.
2. STATUS OF LEGISLATIVE ACTIVITY - INFORMATIONAL - Dick Feeney.
3. DISCUSSION OF C-TRAN MEMBERSHIP ON JPACT - Andy Cotugno.
- *4. BI-STATE STUDY POSITION PAPER - APPROVAL REQUESTED - Andy Cotugno.
- *5. AMENDING THE TIP TO ALLOCATE INTERSTATE TRANSFER FUNDS FOR THE KING-HARRISON/42ND AVENUE PROJECT - APPROVAL REQUESTED - Andy Cotugno.
- *6. ALLOCATING FEDERAL-AID URBAN FUNDS FOR FY 1989 TO FY 1991 - APPROVAL REQUESTED - Andy Cotugno.
- *7. REVIEW OF DRAFT FY 1990 UNIFIED WORK PROGRAM - INFORMATIONAL - Andy Cotugno.

*Material enclosed.

NEXT JPACT MEETING: THURSDAY, APRIL 13, 7:30 A.M.

NOTE: Overflow parking is available at the City Center parking locations on the attached map, and may be validated at the meeting. Parking on Metro premises in any space other than those marked "Visitors" will result in towing of vehicle.

MEETING REPORT

DATE OF MEETING: February 9, 1989

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

PERSONS ATTENDING: Members: George Van Bergen; Larry Cole (alt.); Sharron Kelley (alt.); Gary Demich; Bob Bothman; Mike Lindberg (alt.); Roy Rogers (alt.); Richard Devlin (alt.); Nick Nikkila (alt.); Wade Byers; and Pauline Anderson

Guests: Bill Stark, City of Wilsonville (JPACT alt.); Don Adams, ODOT (JPACT alt.); Ted Spence and Denny Moore, ODOT; Bebe Rucker, Port of Portland; Molly O'Reilly, Forest Park Neighborhood Association; Richard Ross, City of Gresham; Grace Crunican and Steve Dotterrer, City of Portland; Lee Hames, Tri-Met; Dave Poese and Laura Briggs, Clackamas County; and Ray Polani, Citizens for Better Transit

Staff: Andrew Cotugno, Karen Thackston, Marilyn Konka, James Giesecking, Cathy Thomas, and Lois Kaplan, Secretary

MEDIA: Robert Goldfield, the Daily Journal of Commerce

SUMMARY:

Metro Councilor Van Bergen chaired the meeting in the absence of Mike Ragsdale, introducing Councilor Devlin as the new alternate on JPACT (replacing Sharron Kelley) and thanking Sharron Kelley for her past contribution to the Committee.

MEETING REPORT OF JANUARY 12, 1989

The January 12 JPACT meeting report was approved as written.

STATUS OF LEGISLATIVE ACTIVITY

Dick Feeney of Tri-Met provided the Committee with an update on the following legislation: SB 475, a bill creating a Light Rail Construction Fund; SB 476, a bill extending the mass transit payroll tax to local government; and SJ RES 12, a constitutional amendment permitting a local vote on vehicle registration fees for mass transit use, the latter not having been introduced as yet. All three bills will come before Senator Otto's committee during the month of March.

In addition, Dick noted those bills being initiated by the AOC/LOC, indicating that the region would be asked to appear before the

JPACT

February 9, 1989

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House Transportation Committee for comments prior to their consideration.

Dick also commented on a battery and tire tax bill and extensions of lottery authorization being explored.

He reported that the Associated General Contractors has asked for a presentation on the regional funding proposal.

Bob Bothman stated that the AOC and LOC are trying to pull together the state package. He spoke of significant support for a reasonable incremental package, noting a goal of 2¢ in 1991. A determination has not been made on what the vehicle registration fee should be, but it is being considered at \$10.00. He felt the bills would be considered by the House this month and the Revenue Committee during the month of March.

PRESENTATION ON PROPOSED EXTENSION OF LIGHT RAIL SERVICE TO EAST MULTNOMAH COUNTY

Senator Glenn Otto had submitted copies of resolutions adopted by the cities of Fairview, Gresham, Troutdale and Wood Village, Mt. Hood Community College and the Multnomah Kennel Club in support of the extension of light rail service to East Multnomah County. Councilor Kelley indicated the support of East County jurisdictions for the extension of rail.

Commissioner Rogers of Washington County felt that similar proposals could be forthcoming from Washington County. The need to develop a policy framework for such considerations was then discussed. Andy Cotugno stressed the importance of having objective criteria as a basis for comparing one corridor to another. The Regional Transportation Plan identifies a series of increments of the regional LRT system.

Senator Otto commented on the success of MAX and how it has improved Tri-Met's image. As a board member of Mt. Hood Community College, he spoke of the need to provide new access into the college area (via Kane Road). He felt that a logical and feasible extension of LRT into the area existed and that the importance of LRT to East Multnomah County should be recognized.

AMENDING THE FUNCTIONAL CLASSIFICATION SYSTEM AND THE FEDERAL-AID URBAN SYSTEM

This resolution would reclassify NW 9th Avenue (between NW Glisan Street and NW Front Avenue) to collector (from local street) and would add it to the FAU system.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 89-1045 amending the Functional Classification System and the Federal-Aid System for reclassification of NW 9th Avenue between NW Glisan Street and NW Front Avenue (from local street to collector). Motion PASSED unanimously.

UPDATING THE ADOPTED METRO REGIONAL TRANSPORTATION PLAN

Andy Cotugno highlighted the staff report and the description of amendments to be adopted as part of the RTP Update. He noted the following as the complete package for consideration: a) the Ordinance adopting the Update; b) the RTP Update document as amended and a line-by-line description of deletions; c) the Findings; and d) the Washington County/Metro Memorandum of Understanding agreement relating to the Southwest Corridor Study and Tualatin-Hillsboro Corridor.

During discussion, Commissioner Rogers concurred with the need to have further LRT planning efforts in East Multnomah County, Washington County and perhaps in Clackamas County. He felt that these efforts should be clarified in terms of priority level and their relationship to the budget. Andy Cotugno explained that, in the coming year, major emphasis on LRT will be in the Milwaukie and I-205 corridors as established in the recent budget process.

Commissioner Anderson questioned whether the recommended change in the Update pertaining to the bi-state study wasn't premature and whether it should be reflected in the RTP Update since it is pending action by JPACT. In response, Andy Cotugno indicated that the RTP needs to recognize that there is a bi-state issue. It was suggested that a positive statement be included that indicated that the study would not occur until land use and transportation studies have occurred. Bob Bothman felt it was premature to call it an issue and not address it. In that connection, Bob Bothman cited Cornelius Pass Road's capacity problems relating to connections from Columbia County to Multnomah County. A discussion followed on whether there should be a prerequisite of local land use plans to be developed prior to a bi-state study. Commissioner Rogers noted that he would be in opposition to the inclusion of such a statement, explaining his position as it regards development in Washington County. He expressed concern that land use planning is becoming an impediment to future planning.

Commissioner Anderson indicated that she was a strong advocate of land use planning and felt that land use should be a first consideration -- not that land use plans should preclude transportation plans.

Gary Demich, WSDOT, felt that land use and transportation planning efforts should be coordinated and he took issue over the statement about land use plans first being in place. He cited the need to coordinate this planning effort by working together.

Action Taken: It was moved and seconded to recommend the following language change for the staff Recommended Action under "Public Hearing Comment No. 3" pertaining to the Bi-State Transportation Study:

3. Bi-State Transportation Study -- In conjunction with the Bi-State Policy Advisory Committee, Metro will [may] participate in a study designed to address [long-range land use plans and the associated] the concerns that have been raised regarding future capacity deficiencies across the Columbia River between Portland and Clark County, Washington. ~~Several proposals have been suggested to address this issue, including:--LRT in the I-5 Corridor (to Vancouver); a possible extension of the proposed Westside Bypass north to Clark County; and a possible new bridge in the vicinity of Troutdale and Camas.--Metro, in cooperation with Oregon and Washington jurisdictions, will undertake a preliminary evaluation of 2010 travel demands and seek jurisdictional and public input on the issues.~~

Motion PASSED unanimously.

Ray Polani, representing Citizens for Better Transit, spoke on the substantial lack of funding for future planning and did not feel that there was a balanced system of modes (highways and transit) as reflected in a statement in the Regional Transportation Plan.

Action Taken: It was moved and seconded to recommend approval of Ordinance No. 89-282 and accompanying amendments for updating the adopted Metro Regional Transportation Plan. Motion PASSED unanimously.

JPACT REPRESENTATION

Letters initiated by IRC Board Chairperson Jane Van Dyke and C-TRAN Board Chair Ronald Hart were distributed at the meeting requesting C-TRAN representation on JPACT. The request will be considered at the March 9 JPACT meeting.

SUBURBAN TRANSIT SERVICE

Andy Cotugno asked whether there would be interest on the part of

JPACT
February 9, 1989
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JPACT to hear a presentation on Crain & Associate's evaluation of suburban transit service relating to possible service delivery methods in suburban areas and how to provide service to that market area. Interest was expressed for such a presentation and it will be scheduled for a future meeting.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members

JPACT14

LEGISLATIVE UPDATE

1. BILL STATUS

All bills have been introduced dealing with transit. The road package is yet to be dropped.

There are continued concerns about the "merged" formula.

The regional amendment regarding Metro and the 3 counties and a local vehicle tax will be added to the local vehicle fee option.

2. MARCH 3 HEARING - SENATE GOVERNMENT OPERATIONS

A. Testimony

Testimony scheduled at 8:30 a.m..

Robertson, Ragsdale, Lindquist on agenda.

- Draft testimony attached.

B. Amendments to bills

1) From Transportation 2000

a. Technical amendments

SB 475 - Consistent Corridor names

SB 476 - Phase in of tax

SJ Res 12 - Clarity to definition of
Surface Transportation

2) From committee members

o SB 475 A possible "findings" amendment from
Jane Cease.

o A possible appropriation request
from Senator Otto.

o SJ Res 12 A possible inclusion of local gas
taxes by Senator Cease.

3) Endorsements

- Chamber of Commerce

- AGC

- Building Trades

- Others



METRO

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

Memorandum

Date: February 27, 1989

To: JPACT

From: *K* Andrew C. Cotugno, Transportation Director

Regarding: Bi-State Study Position Paper

Enclosed for your approval is the amended bi-state position paper as considered by TPAC at its February 24 meeting.

Attachment 1 incorporates all changes recommended by the Committee; Attachment 2 identifies the specific deletions/additions proposed for the position paper as recommended by TPAC. This matter was tabled at the December 8 JPACT meeting.

ACC:lmk

Enclosures



**INTERGOVERNMENTAL
RESOURCE CENTER**

1351 Officers' Row
Vancouver, Washington 98661
(206) 699-2361
Fax (206) 696-1847

Executive Director
Gilbert O. Mallery

March 6, 1989

Mr. Mike Ragsdale, Chair
Metropolitan Service District
Joint Policy Advisory Committee
on Transportation
2000 S.W. First Avenue
Portland, Oregon 97201-5398

Dear Mr. Ragsdale:

As you are aware, at the December, 1988, JPACT meeting a subcommittee was authorized to compare the scope of work contained in the Columbia River Crossing Accessibility report with the Metropolitan Service District staff report and to recommend back to JPACT within 60 days a consensus scope of work.

The JPACT subcommittee was comprised of City of Portland Commissioner Earl Blumenauer, Washington County Commissioner Bonnie Hays, and from the Oregon Department of Transportation, Bob Bothman. Representing the state of Washington were City of Vancouver Councilperson Scott Collier, Clark County Commissioner John Magnano, and from the Washington State Department of Transportation, Gary Demich.

It was envisioned that the committee would meet on January 30 and again on February 13 (later rescheduled for February 27) to discuss the bi-state scope of work. The meeting on January 30 was devoted almost exclusively to opening statements by members of the subcommittee, followed by citizen testimony for approximately an hour and a half. Because of the large number of people wishing to testify, there was little time for discussion among the subcommittee members.

It was decided that the matter should be referred to the Transportation Policy Alternatives Committee for their input with the understanding that it would come back to the JPACT subcommittee for further discussion and development of a recommendation for JPACT.

1000 FRIENDS OF OREGON

February 23, 1989

Mike Ragsdale, Chair
Metro
2000 SW 1st Avenue
Portland, OR 97204

Dear Mr. Ragsdale,

1000 Friends of Oregon would like to go on record as opposing the funding of a bi-state study to investigate a third bridge and a third north/south freeway across the Columbia River. Such a study is inappropriate. It presupposes specific bi-state transportation corridor improvements without first examining fundamental issues relating to land use and bi-state transportation needs.

In consideration of the needs for bi-state travel over the long term, your staff has developed excellent recommendations which we fully endorse (December 12, 1988 staff report entitled "Bi-State Transportation Study"). Foremost, your staff recommends against the funding of the Clark County Intergovernmental Resource Center's proposed third bridge/freeway study. Second, your staff recommends defining land use objectives and bi-state transportation problems before embarking upon a further bi-state study.

Oregon, unlike Washington, has invested millions of dollars in a comprehensive land use planning program. Land use decisions should drive transportation decisions, not the other way around. Your staff recommendations recognize that land use planning plays a fundamental role in determining the needs of bi-state transportation improvements.

Additional reasons why we are opposed to funding the study recommended by the Intergovernmental Resource Center are as follows:

- o The metropolitan urban growth boundary was established to direct urban growth in an orderly and efficient manner. Freeways are growth and sprawl inducing. Locating a freeway outside the boundary (as the proposal requires) directs growth onto productive resource lands and significant natural areas, in direct contradiction to current long-range planning decisions.

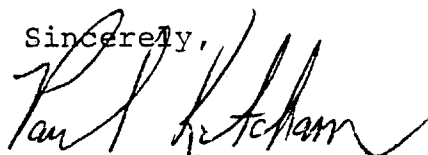
- o A third bridge/freeway system would likely pass through or be adjacent to significant natural areas, including Forest Park, Smith and Bybee lakes, Sauvie Island, and the Vancouver Lake lowlands. These resources are of regional significance. Alternative transportation improvements which spare these resources from destruction should be preferred.
- o There are many alternatives to addressing documented bi-state transportation needs. These alternatives include light rail and improvements to existing transportation systems, in addition to freight rail transport. These alternatives should be fully explored, and in our view, should be given preference to a third bridge/freeway option.

Washington state representatives presented on January 30 a revised proposal entitled: "Columbia River Crossing Accessibility Study: Proposed JPACT Subcommittee Position Statement." This recommendation de-emphasizes the significance of land use in evaluating bi-state transportation needs, and defines alternatives--"appropriate river crossing concepts"--in a manner which presupposes a specific outcome. We do not support this revised proposal.

Our organization has met with a variety of conservation organizations and neighborhood groups over the past six months regarding the proposed third bridge alternative. There is unanimous opposition among these groups to the funding of a bi-state study for a third bridge across the Columbia River.

Thank you for considering our comments.

Sincerely,



Paul Ketcham
Senior Planner

cc: JPACT
TPAC

JPACT Position PaperBi-State Transportation StudyFindings

1. Bi-state travel is an important aspect of the Portland-Vancouver regional transportation system and it is in the best interest of the Portland-Vancouver region that this part of the system function properly. Of particular note are the following:
 - a. Peak-hour travel in the I-5 and I-205 corridors is of comparable importance as the other regional corridors although the severity of the transportation problem is not as great as that existing in other corridors;
 - b. Acceptable operation of I-5 during off-peak hours is important to truck operations into surrounding port, distribution and industrial locations;
 - c. I-205 is expected to function as an I-5 bypass for through traffic; and
 - d. Improved access to and from prospective lower Columbia River port development sites will become more important over time as Port of Portland properties become fully developed.
2. Improvements to I-5 are planned and funded to partially alleviate traffic problems on I-5. Furthermore, the I-205 bridge has surplus capacity and is capable of absorbing additional traffic growth. As such, the need for improvements to serve bi-state travel is a long-term rather than a short-term concern.
3. Several transportation issues that would be part of a comprehensive bi-state study merit further investigation irrespective of the scope and schedule of a bi-state study.
 - a. Cornelius Pass Road is inadequate to meet growing traffic problems between U.S. 26 and U.S. 30 and should be addressed irrespective of whether a western beltway is pursued.
 - b. LRT in the I-5 corridor has been identified as a viable transportation improvement from downtown Portland to Hayden Island or downtown Vancouver. Evaluation of an extension of this route into Clark County should be undertaken to determine whether it improves the viability of the corridor and to identify a potential route.

4. Likely transportation alternatives to serve bi-state travel could have significant impacts and benefits regionwide which must be carefully evaluated prior to embarking upon the improvement, including:
 - a. Consideration of whether or not to improve bi-state access raises significant questions regarding future growth patterns of the region that must be addressed in order to adequately determine long-range transportation needs;
 - Construction of new facilities through existing developed areas could have significant impact and identification of the need for and location of proposed facilities is important to preserve a right-of-way for future implementation.
 - Construction of new facilities through undeveloped areas could have significant impact on wetlands, forest lands, rivers and wildlife which must be carefully considered to avoid or minimize adverse impacts.
5. Insufficient information is available about the nature and volume of bi-state travel as well as the development objectives that would either be hindered by inaction or helped by possible improvements.

Proposed Actions

It is in the interest of the region to address bi-state travel concerns. It is important to better understand the nature of the long-range development and transportation issues in order to define the objectives to be met by improvement in bi-state accessibility. After the problems and objectives are properly defined, another decision will be required on whether or not to proceed with a comprehensive evaluation of alternative improvements. Aspects of the bi-state study that should be considered further are as follows:

- A. Land Use Planning - In order to properly define the bi-state transportation needs, it is important to first establish the land use plans to be served. As such, additional land use planning should be undertaken, as follows:
 - 1) In order to evaluate the needs for major bi-state transportation improvements, it is important to define the long-range regional objectives for growth and urban form. As such, a long-range (more than 20-year) future development vision for urbanization should be defined taking into consideration development constraints, economic development objectives, environmental concerns, the need

for public services, and implications to the Urban Growth Boundary.

This evaluation should be undertaken as a regionwide concern that includes adequate involvement throughout Multnomah, Clackamas, Washington and Clark Counties and takes into consideration development objectives of Columbia County. In addition, it should be carried out by the land use jurisdictions rather than the transportation jurisdictions.

- 3) The implication of not significantly improving bi-state accessibility should be evaluated to determine the severity of congestion problems and the long-term effect on development objectives.

B. Transportation Planning

The following transportation activities should be undertaken as a bi-state transportation accessibility study to address 20-year transportation needs:

- 1) Data and forecasts of bi-state travel movements should be improved and coordinated between Metro and Clark County IRC in order to agree on the scope of the problem to be addressed. This should include assessment of intra-regional and interstate freight movements.
- 2) Incremental improvements to the existing transportation system should be identified and the extent to which bi-state travel needs are met should be evaluated, including:
 - a. Implementation of planned improvements to I-5 at Portland Boulevard and at Marine Drive;
 - b. Implementation of incremental bus service expansion in the I-5 corridor;
 - c. Implementation of all feasible transportation system management strategies (e.g., ramp metering, bypass lanes for high-occupancy vehicles (HOV's), additional transit service, park-and-ride lots, employer-based incentive programs (such as flexible work hours, bus pass subsidies, priority parking for HOV's, etc.) and variable message signs) to maximize the use of existing facilities;
 - d. Identification of needed improvements on I-405 and I-5;
 - e. Identification of needed improvements to Cornelius Pass Road between U.S. 26 and U.S. 30; and

- f. Determination of the bi-state travel needs of the elderly and handicapped community.
- 3) a. Re-evaluation of the timing of the proposed I-5 North LRT and evaluation of the viability of extending it into Clark County.
- b. Dependent upon the conclusion of item B.1 (above), re-examine the long-term feasibility of LRT in the I-205 corridor into Clark County.
- C. Upon definition of the regional development objectives and transportation problems affecting bi-state travel, alternative transportation improvements to be considered in a further bi-state study should be identified.
- D. Financial participation from Oregon in the comprehensive study recommended by Clark County Intergovernmental Resource Center to the Washington Legislative Transportation Committee is not recommended. Instead, an agreement should be reached between Oregon and Washington jurisdictions on the financing of the work elements described above. As such, the roles, responsibilities, financing and timing for the Washington and Oregon jurisdictions involved in the bi-state study effort should be defined through the annual budget process.

a:/bsstudy
2-27-89

[JPACT Position Paper]Bi-State Transportation StudyFindings

1. Bi-state travel is an important aspect of the Portland[-Vancouver] regional transportation system and it is in the best interest of the [Portland-Vancouver] region that this part of the system function properly. Of particular note are the following:
 - a. Peak-hour travel in the I-5 and I-205 corridors is of comparable importance as the other regional corridors although the severity of the transportation problem is not as great as that existing in other corridors;
 - b. Acceptable operation of I-5 during off-peak hours is important to truck operations into surrounding port, distribution and industrial locations;
 - c. I-205 is expected to function as an I-5 bypass for through traffic; and
 - d. Improved access to and from prospective lower Columbia River port development sites will become more important over time as Port of Portland properties become fully developed.
2. Improvements to I-5 are planned and funded to partially alleviate traffic problems on I-5. Furthermore, [the] I-205 [bridge] has surplus capacity and is capable of absorbing additional traffic growth. As such, the need for improvements to serve bi-state travel is a long-term rather than a short-term concern.
3. Several transportation issues that would be part of a comprehensive bi-state study merit further investigation irrespective of the scope and schedule of a bi-state study.
 - a. Cornelius Pass Road is inadequate to meet growing traffic problems between U.S. 26 and U.S. 30 and should be addressed irrespective of whether a western beltway is pursued.
 - b. LRT in the I-5 corridor has been identified as a viable transportation improvement from downtown Portland to Hayden Island or downtown Vancouver. Evaluation of an extension of this route into Clark County should be undertaken to determine whether it improves the viability of the corridor and to identify a potential route.

Note: [Bracketed] language is proposed addition; ~~stricken~~ language is proposed deletion.

4. Likely transportation alternatives to serve bi-state travel could have significant impacts and benefits regionwide which must be carefully evaluated prior to embarking upon the improvement, including:
 - a. Consideration of whether or not to improve bi-state access raises significant questions regarding future growth patterns of the region that must be addressed in order to adequately determine long-range transportation needs;
 - Construction of new facilities through existing developed areas could have significant impact and identification of the need for and location of proposed facilities is important to preserve a right-of-way for future implementation.
 - Construction of new facilities through undeveloped areas could have significant impact on wetlands, forest lands, rivers and wildlife which must be carefully considered to avoid or minimize adverse impacts.
5. Insufficient information is available about the nature and volume of bi-state travel as well as the development objectives that would either be hindered by inaction or helped by possible improvements.

Proposed Actions

It is in the interest of the region to address bi-state travel concerns. It is important to better understand the nature of the long-range development and transportation issues in order to properly define the objectives to be met by improvement in bi-state accessibility. After the problems and objectives are properly defined, another decision will be required on whether or not to proceed with a comprehensive evaluation of alternative improvements. Aspects of the bi-state study that should be considered further, subject to the availability of resources, are as follows:

- A. Land Use Planning [- In order to properly define the bi-state transportation needs, it is important to first establish the land use plans to be served. As such, additional land use planning should be undertaken, as follows:

[1]] In order to evaluate the needs for major bi-state transportation improvements, it is important to define the long-range regional objectives for growth and urban form. As such, ~~an evaluation of possible~~ [a long-range (more than 20-year) future development areas [vision] ~~suitable~~ for urbanization in the next 25-35 years should be identified [defined] taking into consideration

development constraints, economic development objectives, environmental concerns and [,] the need for public services- [and implications to the Urban Growth Boundary.] In-addition,-the-implication-of-not-significantly improving bi-state accessibility should be evaluated to determine the severity of congestion problems and the long-term effect in these development objectives.

This evaluation should be undertaken as a bi-state [regionwide] concern that includes adequate involvement throughout the Metro region, including [Multnomah,] Clackamas, Washington and Columbia [Clark] Counties [and takes into consideration development objectives of Columbia County. In addition, it should be carried out by the land use jurisdictions rather than the transportation jurisdictions.]

- (2) The implication of not significantly improving bi-state accessibility should be evaluated to determine the severity of congestion problems and the long-term effect on development objectives.]

B. Transportation Planning

~~Consistent with the annual budget process,~~ The following transportation activities should be undertaken [as a bi-state transportation accessibility study] by ~~Metro or the appropriate implementing jurisdiction:~~ [to address 20-year transportation needs:]

- 1) Data and forecasts of bi-state travel movements should be improved and coordinated between Metro and Clark County IRC in order to agree on the scope of the problem to be addressed. This should include assessment of intraregional and interstate freight movements.
- 2) Incremental improvements to the existing transportation system should be identified and the extent to which bi-state travel needs are met should be evaluated, including:
 - a. Implementation of planned improvements to I-5 at Portland Boulevard and at Marine Drive;
 - b. Implementation of incremental bus service expansion in the I-5 corridor;
 - c. Implementation of transportation management programs, including rideshare, vanpool, flextime, etc. [all feasible transportation system management strategies (e.g., ramp metering, bypass lanes for high-occupancy

vehicles (HOV's), additional transit service, park-and-ride lots, employer-based incentive programs (such as flexible work hours, bus pass subsidies, priority parking for HOV's, etc.), and variable message signs) to maximize the use of existing facilities.]

- d. Identification of needed improvements on I-405 and I-5;
 - e. Identification of needed improvements to Cornelius Pass Road between U.S. 26 and U.S. 30; and
 - f. Determination of the bi-state travel needs of the elderly and handicapped community.
- 3) a. [Re-evaluation of the timing of the proposed I-5 North LRT and] evaluation of the viability of extending the ~~proposed LRT in the I-5 corridor~~ [it] into Clark County ~~should be evaluated~~.
- [b. Dependent upon the conclusion of item B.1 (above), re-examine the long-term feasibility of LRT in the I-205 corridor into Clark County.]
- C. Upon definition of the regional development objectives and transportation problems affecting bi-state travel, alternative transportation improvements to be considered in a further bi-state study should be identified.
- D. Financial participation from Oregon in the comprehensive study recommended by Clark County Intergovernmental Resource Center to the Washington Legislative Transportation Committee is not recommended. Instead, an agreement should be reached between Oregon and Washington jurisdictions on the financing of the work elements described above. [As such, the roles, responsibilities, financing and timing for the Washington and Oregon jurisdictions involved in the bi-state study effort should be defined through the annual budget process.]

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2-27-89

22500 NE 113th St.
Vancouver, WA
98682
January 18, 1989

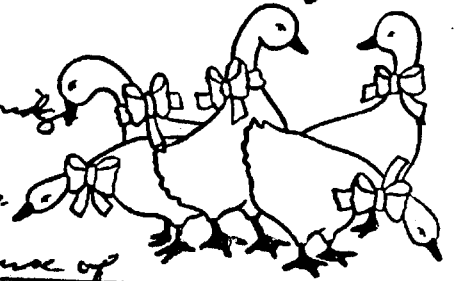
Mike Ragsdale, Chair
Metro Council
2000 SW First
Portland, OR 97201

Dear Mr. Ragsdale:

I have recently learned of the bi-state study proposed by the Washington IRL of a third north-south freeway route and a third highway bridge across the Columbia River.

I have recently moved to Clark County from Washington and had a house built near St. Helens. I enjoy greatly the rural aspect of Clark County, but even during the short 1 1/2 years I have been here, I have watched the burgeoning growth rates in the county, especially that in the area apparently served by the new I-205 bridge.

Although I know the I-5 bridge is packed ~~at~~ in the morning and evening, the I-205 bridge appears to have been the cause of



-2-

∴ retail and residential
increased development in those areas such
as Cascade Park, and the Vancouver Mall
area, and rural areas surrounding those
developments. Most of this has occurred
as a result of the completion of I-205 bridge.

The proposed third bridge would have the same
impact on the west side of the county. I
feel this is totally unacceptable. Although
it may help alleviate the traffic congestion
on I-5, I think it will more likely encourage
additional development in western Clark
County. This area includes valuable wildlife
habitat such as Smith & Bybee Lakes, the
Vancouver Lake lowlands, and the Ridgefield
National Wildlife Refuge. Canada geese use those
areas by the 10's of thousands, and they are valuable
not only to wildlife but to people, too, who
have moved here to escape the
smog of urban/industrial
development.

I acknowledge the congestion
problem on the I-5 bridge, and strongly urge

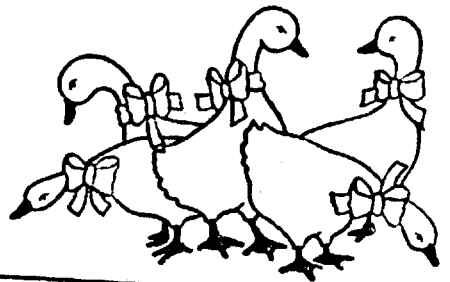


instead of a third bridge, that funds
be expended towards engineering evaluation
~~and~~ ~~cost~~ of a light rail system.
I feel this would be a much better and
more environmentally acceptable solution
to what I see as the real need - to provide
additional transportation to the Vancouver -
Portland commuters.

I thank you for the opportunity to comment.
I hope I have had some influence on the
decision the Joint Policy Advisory Committee
on Transportation to Metro makes.

Sincerely,

James R. Clapp



Forest Park Neighborhood Association

1819 N. W. Everett, #205

Portland, OR 97209

February 3, 1989

Andy Cotugno, Chair
TPAC
Metropolitan Service District
2000 S.W. First
Portland, OR 97201

Dear Andy:

At its meeting January 30th, the JPACT subcommittee referred back to you the question of a recommendation to J-PACT concerning the third bridge study.

Our neighborhood association would again like to reiterate its support for your original recommendation to J-PACT. We like the emphasis on light rail, the commitment to land use planning prior to transportation planning and the measured tone it takes toward embarking on a major new concept. Doing a thorough job with groundwork is essential to having the outcome be one that fits the region well. There is no reason to rush that process.

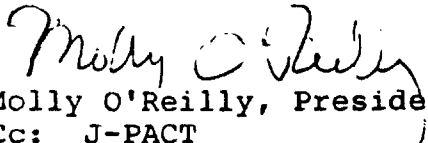
We encourage Metro and Clark County to build on the previous studies of a light rail link to Vancouver. Much work has been done on this option and it appears to hold excellent promise for relieving I-5 congestion.

Oregon will probably be considering ways to make additional gas tax money available to mass transit as a result of the current legislative session. It seems foolish to fund any major new transportation study prior to the outcome of that effort. The playing field for transit financing could be significantly different within the year, opening up innovative opportunities for the region.

Irreplaceable resources lie in the pathway of a projected western bypass across the Columbia River: Forest Park and its wildlife corridor to the coast range, Smith and Bybee Lakes, Sauvie Island and the Vancouver Lake lowlands. Any plan that might result in damage to these regional treasures should be avoided.

We strongly encourage you to return to J-PACT with your original recommendation intact.

Regards,


Molly O'Reilly, President
Cc: J-PACT

7 RECEIVED 572

2315 N. Broughton Ct.
Portland, OR 97217
February 3, 1989

Andrew Cotugno, Director of Transportation
Metro Service District
2000 S. W. 1st Ave.
Portland, Oregon

Dear Mr. Cotugno:

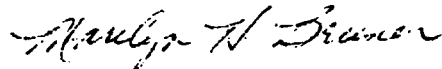
watching the many pros and cons of better transportation routes between
between Portland and Vancouver, I wonder if what seems the most logical solution
to me, a layperson, is feasible. Perhaps, it has been discussed and rejected,
but here it is.

A light rail line coming out Union Avenue (I believe this is the old route),
crossing the slough east of the bridge -- there is still remnants of the old
train pilings there--and a small park on Hayden Island/Tomahawk Island at this
spot. Come back toward I-5 along the street and cross the Columbia River on
the pilings of the I-5 Bridge between the north--bound and south-bound lanes,
(there seems to be enough room between them).

It seems this would be a great way to rejuvenate Union Avenue; there would
be light rail to Delta Park, the Raceway, Portland Meadows and the PI Building;
but the commuters especially would be relieved of the bottle neck, and it would
be a joint effort and cost by both states. And alternative could be Interstate
avenue, I suppose.

WHY WAIT TEN YEARS IT IS NEEDED NOW.

Sincerely,



(Mrs.) Marilyn H. Bruner

DON MERKT
1801 N.W. UPSHUR ST.
PORTLAND, ORE. 97209
(503 274-4400

Mike Ragsdale, Chair
Metro Council
20000 sw First
Port., Ore. 97201

1/28/89

Dear Mr. Ragsdale and Committee,

I'm writing to oppose the funding of any study for the westside bypass project.

The areas bisected by the proposed freeways could not withstand the impact of a high volume artery with all its parasitic accessories. Forest park and Sauvie's Island are unique amenities to have as part of Portland life. These places offer a rural experience within minutes of downtown portland.

What gives these places value is a tranquility and peacefulness, a sustaining ambience that very few cities in the world have. The qualities of these places are subtle and fragile, they cannot survive the air and noise pollution of a freeway.

Please cherish what we have by continuing the sensitivity of the people who had the foresight to create and protect these natural environments. Please vote against this proposal.

Sincerely,

Don Merkt

ARCHITECT

RECEIVED JAN 30 1989

JPACT %
Andrew C. Catugno
METRO
2000 S.W. First Ave.
Portland, OR 97201

1-24-89

Dear Sir,

I am expressing my opposition to the proposed study for a Third Columbia Bridge and north portion of the Westside Bypass. I am against the proposal for the following reasons. First, it would increase developmental pressures on already threatened agricultural/residential areas such as Forest Park, Jinton, and Saunie Island. There would be a negative impact on wildlife especially the Saunie Island Wildlife reserve, by disrupting migration patterns. There would be a negative impact on the residential communities near the proposed routes with increased noise, pollution, and traffic. An increase in bridges and highways also means an increase the money needed to maintain them.

Our limited resources should be directed toward providing the greatest long term benefits for the Metro Area and the region's livability. I believe the greatest benefits would come from spending to decrease congestion of individual commuter traffic on Highway 26 and I-5 by building

Lightrail or other rapid transit systems
along those routes. I will be attending
the meeting on Monday, January 30 to
observe how this situation develops.

Sincerely,

Suzanne and Barry Green
20531 N.W. Sauvie Island Road
Portland, OR 97231

S. Green
20531 N.W. Sawvie Island Road
Portland, OR 97201

Mike Ragsdale, Chair
Metro Council
2000 S.W. First
Portland, OR 97201

1-24-89

Dear Sir,

I am expressing my opposition to the three proposed routes for a third Columbia Bridge and north portion of the Westside Bypass. All of these routes would have a negative impact on the areas surrounding them.

There would be increased noise, pollution and traffic in residential and agricultural areas. A bridge anywhere on or next to Sawvie Island could affect the wildlife; especially bird migration patterns.

Our limited financial resources should be directed toward providing the greatest long term benefits for the METRO area and the region's livability. I believe the greatest benefits for money spent would come by spending to decrease commuter congestion on I-5 and Highway 26. This could be done by supporting the construction of a light rail, like MAX on Highway 84. We and others in the community will be happy to support this. However, we will fight the three proposed routes for a third Columbia Bridge.

Sincerely,
Suzanne and Barry Green

Richard Burke & Ellen Trygstad
5560 "A" SE 109th
Portland, OR 97266
(503) 761-5995

January 29, 1989

Mr. Mike Ragsdale, Chair
METRO Council
2000 SW 1st
Portland, OR 97201

Dear Mr. Ragsdale:

We are residents of Multnomah County, and would like to register our strong opposition to the Westside Bypass Study under consideration by METRO's Joint Policy Advisory Committee on Transportation.

The grounds for our objection to this potential highway project are several in number.

First and foremost is the threat to overall regional "livability" posed by the continuing reliance by the urban-area public upon private automobiles for commuting.

METRO and other governmental bodies in the region are no doubt aware that the Willamette Valley and southwest Washington are increasingly polluted and congested as a result.

We feel that all the affected municipalities should be making every effort to encourage development of a comfortable, safe, efficient and comprehensive public transportation system throughout the region. This goal seems all the more appropriate when one considers the strong evidence that the next century will very likely see significant constraints upon the availability and low cost of petroleum fuels for private transportation and commercial hauling.

It is our opinion that the approximately \$219 million which could be spent on the Westside Bypass would go much further in the long term if spent on transit improvements. One only needs to see the impact of automobile-favoring community planning in Silicon Valley in California, or the Princeton Corridor in New Jersey, to realize that all the glories of economic development foreseen for Washington County and southwest Washington could easily be tarnished by further congestion and commuter frustration. Transit expenditures in lieu of roads would yield better long-term prospects for economic development and environmental quality.

We do realize that the near-term problems of Washington-to-Oregon traffic are crying for immediate attention. While a north-south light rail would be the logical solution, in our opinion, we understand that interim measures would be needed, pending completion of such a rail line. Below are some suggestions to this end:

- 1) strong efforts and incentives to promote carpooling.
- 2) increased express C-TRAN and TRI-MET service, utilizing

alternate routes (e.g. Interstate or Vancouver Avenues) when the freeway is clogged.

- 3)publicization of the existing, excellent C-TRAN service from eastern Clark County via the I-205 bridge to the Gateway MAX station and downtown Portland via I-84.
- 4)greater restrictions on the numbers of multiple-axle trucks allowed to cross the Interstate bridge during peak commuting hours. (recent efforts to reduce freeway truck traffic at peak hours in southern California come to mind.)
- and, 5)increased efforts to encourage (compel ?) through-traffic to use I-205 enroute to Salem and Seattle.

We feel that the following are more reasons against construction of a Westside Bypass:

- 1)irrevocable damage to the contiguous Forest Park preserve.
- 2)reversal of the preservation measures underway for Smith and Bybee Lakes.
- 3)loss of topsoil-rich farmland to the road's right-of-way.
- 4)an inevitable degradation of safety and peace and quiet for residents of the Cornelius Pass/ Skyline area.
- and, 5)in the case of a Sauvie Island routing, irrevocable damage to a uniquely rural way of life, and to the wildlife under protection there.

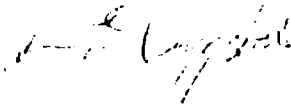
We sincerely hope that METRO will find our comments helpful in addressing this issue.

Very Truly Yours,

Richard Burke



Ellen Trygstad



Forest Park Association

PO Box 2413
Portland, Oregon 97208

OFFICERS

President Jim Thayer
Vice-President Lucille Beck
Treasurer Archie Strong
Secretary Bill Keil

January 17, 1989

Mike Ragsdale
Chair, J-PACT
Metropolitan Service District
2000 S.W. First
Portland, OR 97201

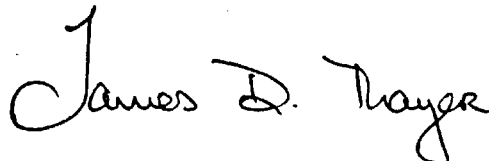
Dear Mike:

The Forest Park Association, having the enhancement and protection of Forest Park as its mission, has voted to oppose construction of any major new roadway that would cross the park or disrupt its wildlife corridor to the coast range.

In line with this resolution, we strongly urge J-PACT to reject the study proposal for a third bridge put forth by the IRC.

Please share this letter with other J-PACT members.

Warm regards,



James D. Thayer

Dedicated to Protecting and Enhancing Portland's Forest Park

January 25, 1989

Mike Ragsdale, Chair
Metro Council
2000 S. W. First
Portland, OR 97201

Dear Mr. Ragsdale:

I am writing to express my opposition to the proposed bi-state study of a third north-south freeway route and a third highway bridge across the Columbia River.

I understand that at the December J-PACT meeting, it was recommended not to fund the study. I hope this will be the ultimate outcome after the subcommittee appointed to "attempt to work out a compromise" has finished its deliberations. I feel in these times of limited resources, \$400,000 for such a study is somewhat extravagant. I must, however, state my main opposition to the proposed project is the detrimental effect it would have on Forest Park. Forest Park is one of Portland's greatest assets. A freeway going through it is unthinkable. More freeways are not what Portland needs. We must learn from the examples of other cities. Freeways produce a blight Portlanders can do without. I strongly urge your committee to support light rail over more freeways and not to approve the study.

Thank you.

Sincerely,

Margaret Zimet

Margaret Zimet
9775 S. W. Springcrest Drive
Portland, OR 97225

Lynn A. Kane
811 S.E. 41st Ave., #76
Portland, OR 97214-4453

January 25, 1989

Mike Ragsdale, Chair
Metro Council
2000 S.W. First
Portland, OR 97201

Dear Mr. Ragsdale:

I wish to express my opposition to the proposed study of the "Forest Park Freeway." The Portland metropolitan area possesses an exemplary mass transit system that could be expanded to relieve congestion on existing freeways. Mass transit holds at least three clear advantages over automobile travel.

- 1) On a per commuter basis, mass transit contributes less to air pollution.
- 2) Mass transit promotes more efficient fuel consumption, a worthy objective in light of the U.S.'s precarious dependency on oil from politically unstable nations.
- 3) Mass transit moves people in relatively less space.

This third comparison deserves further elaboration, as it touches upon the congestion issue which has given rise to the freeway study proposal. Reliable mass transit reduces the necessity for automobile traffic and thus stems congestion at its source. In contrast, freeways and the road networks that link them to new and existing development do nothing to relieve the pressure on commuters to travel by car. They may alleviate congestion for a time, but community expansion soon results in full-capacity utilization of these freeway-road networks when no attractive alternative is available for commuting. A light rail project, similar to the popular line from Gresham to Portland, could provide a comfortable commute while utilizing the existing system of roads and bus routes to feed passengers to the line.

I hope Portland continues to demonstrate its proven foresight in its development plans by striking down the freeway study proposal and by investigating mass transit options, particularly light rail, for dealing with all metro-area traffic congestion. Thank you for your time and consideration.

Sincerely,

Lynn A. Kane

Lynn A. Kane

RECEIVED JAN 24 1989

13900 NW Old Germantown Road
Portland, Oregon 97231
January 21, 1989

Bob Bothman
Director, Oregon Department of Transportation
Room 135
Transportation Building
Salem, Oregon 97310

Dear Mr. Bothman,

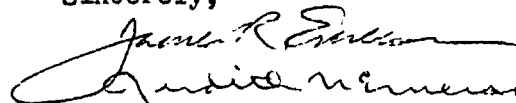
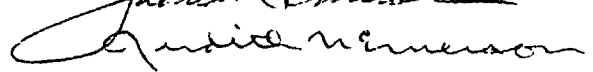
The more we find out about the proposed Northwest Bypass (the freeway from Highway 26 north to Highway 30, Rivergate, and West Vancouver), the more incredulous we become that concerned public officials are taking this idea seriously. The Northwest Bypass idea shows a shocking lack of regard for Oregon's land-use goals, the urban growth boundary, environmental protection, community response, effective use of public funds, and our transportation and energy future in the 21st century. It doesn't even deal with the Portland area's major transportation issues of today, such as the Sunset Highway connection to Portland.

Not one dime should be wasted studying the Northwest Bypass. Oregon jurisdictions should encourage their Washington counterparts to join us in realistic solutions, such as an I-5 light rail corridor, rather than dancing to their freeway tune. It is Oregon that would bear the cost of a new Willamette River highway bridge, and most of the cost of a new Columbia River bridge. The entire Northwest Bypass proposal sounds like a self-serving wish list from a minority of landowners and business interests in West Vancouver and Washington County.

The most dismaying aspect of the proposal is its vision of Portland's land-use and environmental future. We are blessed with a unique situation of inestimable value: rather than extending for miles in every direction, Portland's urban texture is split by a wedge of park and rural land extending virtually from downtown right out to the Coast Range. This serene retreat is one of the major factors in Portland's liveability, affording a close-in rural experience for hikers, bicyclists, and Sunday drivers, and enhancing wildlife and watersheds. It would be a desecration to cut a freeway, with its attendant noise and development, through this land. The same can be said of its effects on Sauvie Island, Smith and Bybee Lakes, and Vancouver Lake. The freeway is not merely unnecessary; it is preposterous.

Let's make sure that our public actions enhance the Portland area instead of degrading it. The Northwest Bypass would turn Portland into a city that, like Los Angeles, "used to be a nice place to live." Instead, let's spend our transportation dollars on problem areas in existing corridors, and on extending the light rail grid. In doing so we not only preserve qualities we value, but also enhance our opportunities for economic development in the city.

Sincerely,

James R. and Judith N. Emerson

cc:
Commissioner Pauline Anderson
Commissioner Earl Blumenauer
Commissioner Bonnie Hays
Governor Neil Goldschmidt
Andy Cotugno, METRO

Citizens For The Preservation Of Skyline Ridge
Neighborhood Association
16340 N. W. Rock Creek Road
Portland, Oregon 97231

January 23, 1989

Mike Ragsdale
Metro

2000 SW First Ave.
Portland, Ore. 97201

Dear Mr. Ragsdale,

I am writing on behalf of the nearly 300 families who comprise the Citizens for the Preservation of Skyline Ridge Neighborhood Assn. (CPSR). Since we have only recently been formally recognized, let me clarify our boundaries. A bit of imagination is necessary in order to visualize our far-flung edges. Pretend your driving outbound from Portland on Highway 30, through Linnton to N.W. Newberry Road. This intersection is the starting place. In your minds eye travel up the steep, windy, wooded Newberry Road to the intersection at Skyline Blvd. Turn right, as you journey outbound, past the grange, notice the lovely barns, well-spaced homes and wide open spaces. The CPSR boundary follows the Washington County boundary in a stair-step across the westside of the ridge. Did you see a cow? Totem Pole? Still travelling outbound on Skyline, one crosses over Cornelius Pass Road and up again to the ridge top where gorgeous views of Mt. St. Helens and Mt. Adams can be enjoyed on a clear day. Tonight the moonrise was spectacular. Looking the other way at night, the Tualitan Valley below sparkles with lights, even when its pouring rain. Further out, CPSR continues to the Columbia County line at Dixie Mountain. There the boundary turns East down the mountainside to Highway 30. Turn right, inbound now, the road which parallels the water that embraces Sauvies Island, serves as the boundary back to Newberry Rd.

The feeling and flavor of our neighborhood is distinctly rural, an ambiance we cherish. Our character is rich in diversity. We are proud to include people of all ages making our lives on these slopes in a variety of ways. Some of us are recent transplants. Others have roots three generations deep on these hillsides.

I have been asked to write and urge you to resist IRC pressure. **DO NOT FUND THE WEST-SIDE BYPASS FREEWAY STUDY**, which would explore an unneeded freeway and third bridge to Washington adjacent or through our neighborhood. My constituency has aligned itself with the Portland Audubon Association, The Northwest District Association; the Forest Park Neighborhood Association; and other concerned groups to stop this study.

We support the N.W.A.A. position paper opposing the funding of the study for all the sensible reasons stated in their Nov. 21, 1988 policy statement.

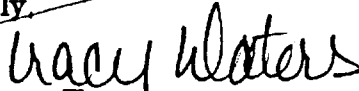
1. The goals of the study are unclear.
2. The impact on Westside quality of life is too great
3. Light Rail to Vancouver deserves exploration.
4. Limited resources for Transportation Planning might better be spent on problems identified by Oregonians.
5. Land Use Approvals have not been obtained.

CPSR members are fervently dedicated to maintaining our area as a wildlife corridor. We enjoy the seasonal migration of animals who travel from the Coast Range to Forest Park. We treasure the geese and swans who fly overhead. We respectfully request that you honor the Oregon Comprehensive Plan which protects our adjacent wetlands.

We are encouraged by the findings of the TPAC Bi-State Transportation Study (12/2/88). We support their "Big Picture" approach to investigating future transportation questions. We expect you and your colleagues will heed TPAC'S expert recommendation. **DO NOT FUND THIS STUDY.**

It is our hope that during this 60 day postponement period you have been exposed to the wishes and opinions of the many groups and individuals who have come together in coalition to oppose this study. Since members of our neighborhood association are some of the most at risk, to be directly affected by these unwelcome infrastructure expansion notions, we are perhaps the most dedicated to oppose them. Again, the CPSR respectfully requests that you vote to deny the allocation of funds for this unnecessary endeavor we plan to oppose forever. Please enter our position as part of the official record.

Sincerely,



Tracy Waters

Chair, CPSR Transportation Committee

From the desk of
SUSAN NOLTE, D.V.M.

Metro Council
2000 SW. First
Portland, OR 97201

Susan Nolte
Lee Grunes
17055 N.W. Springville Rd.
Portland, Oregon 97229

Dear Mr. Ragsdale,

There are many reasons we chose to purchase an existing home on Springville Rd. One definite plus was the relative proximity of Metro public transit system (the bus stops next door to our home at the Portland Community College at Rock Creek). Another very strong consideration was nearby Forest Park. This resource influenced our decision more than any other factor (job location, style of home, lot size, etc).

We, therefore, wholeheartedly endorse the construction of a light rail system to the westside in lieu of a beltway through Forest Park. This would significantly impact the wetlands North and east of the ridge comprising Forest Park. It would also disrupt

the corridor to the coastal range that is a lifeline in maintaining the park as a unique wildlife ecosystem. I heard one of our Oregon legislators refer to our state as "the environmental jewel of the nation"; to maintain that well deserved description perhaps we need to be more innovative and far sighted. This includes realizing a full appreciation of our natural resources before they are thoughtlessly squandered. I realize growth and expansion will occur regardless of the outcome of this current debate but alternatives which allow us to preserve the parkland (which should be our crown jewel) need to be given more than just a brief scrutiny. Thank you.

Sincerely,
Susan M. Nolte DVM
Lee A. Gaines PhD

January 17, 1989

Members of the Joint Policy Advisory
Committee on Transportation (JPACT)

Re: Third Bridge/Forest Park Freeway

Greetings:

West Hills and Island Neighbors ("WHI") would like to express its concerns regarding the proposal presently before JPACT to fund a study of a freeway between U.S. 26 and I-5 north of Vancouver, Washington. While we are informed that a particular route for this freeway has not been proposed, we do understand that such a freeway would extend north from U.S. 26 (somewhere near its intersection with Cornelius Pass Road) to the State of Washington, extending through northeast Washington county, over Skyline ridge, across the Forest Park corridor, and descending the east slope of the Tualatin mountains to cross either the Multnomah Channel and Sauvie Island or the Willamette River, and finally bridging the Columbia River near Vancouver Lake.

WHI is a neighborhood association of residents living on Sauvie Island, in the hills overlooking the island, and along U.S. 30 north of Linnton. We are primarily concerned that such a freeway would change our neighborhood in a way which is incompatible with the existing natural environmental features which have been identified and protected by state and local land use plans.

Looking at a map of the Portland area it will be readily apparent that development about the central city has not been symmetrical. Specifically, the northwest quadrant between U.S. 26 and the Columbia River has not been developed to the extent that the other three quadrants have. While there may be many reasons for this pattern, chief among them are the existence of two predominant natural features: (1) the rather steep east slope of the Tualatin mountains (also known as Skyline ridge or the West Hills), most of which has been preserved in a magnificent city park -- Forest Park; and (2) Sauvie Island, a large estuarial island formed where the Willamette River joins the Columbia River. Development in the area has been mostly residential, and mostly confined to the margins on either side of the Multnomah Channel. Under state and local land use plans the bulk of the area has been designated for farm, forest, or wildlife refuge/game management uses. Significant portions of Sauvie Island and much of the area along the west bank of the Multnomah Channel are wetlands. The urban growth boundary is generally co-extensive with the City of Portland boundary approximately one mile north of Linnton.

The notion of a Forest Park corridor should be distinguished from the specific park boundaries of Forest Park itself. From the northern end of Forest Park a corridor of largely undeveloped forest lands extend north past Dixie Mountain and then west all the way to the Coast Range. This corridor makes Forest Park a very unusual city park in that it is not an "island" of park in the midst of developed urban land, but is connected to the larger coastal mountain ecosystem by this corridor.

By any route the proposed freeway would sever this corridor. By any route such a freeway would occupy farmland in Washington County and/or on Sauvie Island. By any route such a freeway would cut through forest land and across valuable wetlands. However, we do not perceive that the most severe damage to these resources would be caused by the physical freeway itself, but by the development which would inexorably follow. (The premise that development will follow the freeway is believed to be a valid premise as recently demonstrated by the dramatic development of Sunnyside and Clackamas brought about by I-205.)

Oregon's system of land use planning to discourage urban sprawl and preserve valuable natural resources (not necessarily harvestable resources) works. The State of Oregon, the City of Portland, Multnomah County, and Washington County have all designated this area for significant farm, forest, and natural resource uses. A major freeway, situated beyond the urban growth boundary, is incompatible with the carefully considered existing land use plans for this area.

Aside from the partially parochial views expressed above, the third bridge/Forest Park freeway idea is flawed in the following respects:

(a) although it purports to be aimed at alleviating congestion on I-5, it appears to be more motivated by development interests in the Vancouver Lake area;

(b) the I-205 Glen Jackson bridge has excess capacity;

(c) light rail in the I-5 corridor would appear to be more suited to alleviating congestion on I-5, and would have the added benefits of reducing overall commuter traffic and could bring added development to North and/or Northeast Portland neighborhoods;

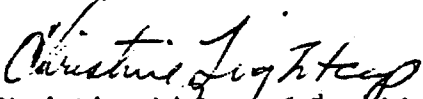
(d) philosophically, the proposal appears to be pushing a solution before the problem has been adequately defined; and

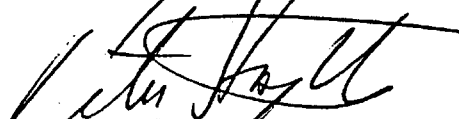
(e) finally, although pressure for the project seems to be coming from Washington, the financial burden of the project would fall disproportionately on Oregon -- which would have to surmount or tunnel through the Tualatin mountains; bridge the Willamette River or the Multnomah Channel; and fund the major portion of a Columbia River bridge (since the center of the shipping channel is closer to the Washington shore).

Accordingly, WHI joins the Audubon Society, the Sierra Club, the Northwest District Association, the Linnton Community Center, the Forest Park Neighborhood Association, and JPACT's own staff study in urging JPACT to decline to fund a study for this ill-conceived freeway.

Very truly yours,

West Hills and Island Neighbors


Christine Lightcap, President


Peter Staples, Vice President

JPS:kk

Members of JPACT

Governor Neil E. Goldschmidt

Attn: Gail Achterman

Ms. Vera Katz

Mr. Bob Shoemaker

Metropolitan Service District

Attn: Rena Cusma

Audubon Society

Attn: Mike Houck

Sierra Club

Attn: Bob Smith

NWDA

Attn: Chris Wrench

Linnton Community Center

Attn: Joan Chase

Forest Park Neighborhood Assn.

Attn: Molly O'Reilly

DEAR MR. RAGSDALE,

AS I CAN NOT ATTEND THE JAN 30 MEETING
(DISCUSSING THE PROPOSITION OF A WESTSIDE BY-PASS),

I AM WRITING YOU.

THE MONEY IS NEEDED FOR MUCH MORE
PRACTICAL, ECONOMICAL AND ECOLOGICAL REASONS.
PLEASE CONSIDER I-5 DEVELOPMENT, LIGHT-RAIL
ON THE SUNSET HIWAY. FOREST PARK NEEDS
TO BE LEFT ALONE. NOT ONLY WOULD A STUDY
OF THIS AREA BE WASTEFUL, BUT ALSO A STEP IN
THE WRONG DIRECTION. THANK YOU FOR LISTENING.

JOHN WRIGHT
2486 NW WESTOVER #205
PORTLAND 97210

January 21, 1989

Dear Mr. Ragsdale,

Being a resident of Sauvie Island I am extremely concerned about the proposed 3rd Columbia River Bridge to cross over the island. It amazes me that the people in this country, especially Oregon, are still considering building even more freeways which encourages even more automobile usage. In my mind this is a very out-dated planning proposal. In planning for the future light rail should be our only focus.

The proposed money for the funding of the Westside Bypass should be spent on a light rail study.

The thought of a freeway cutting through this wildlife area is a nightmare-PLEASE DON'T LET THIS HAPPEN!

Sincerely,



Ms. Debrah A. Miles

Debrah A. Miles
31100-0 N. W. Reeder Rd.
Portland, Or. 97231



Robert D. Hostetter
14295 S.W. Wilson Drive
Beaverton, OR 97005

January 21, 1989

Dear Mike,

I appreciate the concern of the Portland Audubon Society about the proposal for a westside bypass highway to connect I-5 in Oregon with I-5 in Washington west of Beaverton and Portland. However, I believe such a connection would be desirable and inevitable. Light rail connecting Forest Grove to Portland is in no way a substitute for the bypass, even though such a rail line is needed to relieve traffic on Canyon Road and even though such a rail line will never pay for itself — but also is inevitable.

My concern is that the westside bypass highway be located in such a manner that it will do the least harm to Portland Forest Park and other "natural" areas. Also, further westward expansion of Beaverton's and Portland's residential and business areas should not be beyond present urban growth boundaries. It would be far better to rebuild presently developed areas than to divert irreplaceable farm and forest land to urban growth. It would be far better to build new cities in north central Oregon than to allow Portland to become inefficiently big.

Robert D. Hostetter

1 RECEIVED JAN 12 1983

Portland Ore.
Jan. 11 - 83

Andrew Catugno

Dear Mr. Andrew Catugno

I hope you will decide not to put a third Columbia Bridge and the North Part of Westside By-pass. It'll spoil the quiet & beauty of our Forest Park and make a mess out of the Lemmon area. We've had more than our share of developers changing the wonderful face of Portland and surrounding area. Just work on the existing roads — they could be made to do the job.

Please don't put the bridge or By Pass here.

Thank you for taking time to
read my letter.

Sincerely,

Mary A. Anderson
N.W. Spungate Rd.
Portland Or. 97229

January 20, 1989

Kenneth I. Peters
12624 N.W. Barnes Road, Unit 7,
Portland, Oregon 97229
643-6490

Mike Ragsdale, Chair
Metro Council
2000 S.W. First,
Portland, Oregon 97201

Dear Sir:

I regret that I will not be able to attend a meeting you are to have on Monday, January 30th therefore:

Let me state that that I am utterly against any highway between the Sunset Highway and I-5 in or north of Vancouver, Washington. The thought of such a road is so abominable that I don't even want it studied.

Being reasonable, I reluctantly concede that there is a need for a 99W bypass around Tigard that might also function to relieve pressure for a high usage road between Wilsonville and Newburg. Such a road should be built for this purpose only and should be built so as not to encourage continuing on to the northwest.

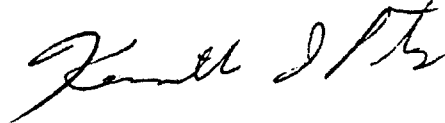
Building the Westside Bypass between 99W and the Sunset Highway would have 2 negative impacts. First, it would destroy the urban growth boundary in southern Washington County. Second, it would create pressure to have this same highway extended to Highway 30 and into Washington State.

Describing the damage done by having a highway between the Sunset highway near Cornelius Pass Road and I-5 in or North of Vancouver would do far more environmental damage than I could even outline in a short letter. Only if such a highway were built in a total tunnel environment might it be conceivably acceptable from an environmental point of view. Even in a total tunnel alignment it would still hurt the urban growth boundary.

As an alternative, we need light rail. First we need we need the Westside route and then lines to Vancouver and Tualatin/Tigard. Light

rail will protect the urban growth boundry. A surface alignment of the West-side light rail line would add to the scar made by the Sunset highway thru the Tualatin Mountains. I therefore encourage a long tunnel alignment.

Sincerely,



Mrs. Garnett E. Cannon
Apt. 1121, Terwilliger Plaza
2545 S.W. Terwilliger Blvd.
Portland, OR 97201

Portland, OR
Jan 23, 1989

Mike Ragsdale, Chairman
Metro Council
2000 S.W. First
Portland, OR. 97201

Dear Mr. Ragsdale,

The freeway that you are studying must not be approved. Please do not ruin Forest Park, a unique area of Portland; don't decimate the Rivergate wetlands and Sauvie Island. A light rail into Washington County would be cheaper, would relieve the congestion and would not be adding more concrete over the river areas. Please do not spend money for funding such a project!

Yours truly,

Mrs. Garnett E. Cannon

January 23, 1989

Mike Ragsdale, Chair
Metro Council
2000 S.W. First
Portland, OR 97201

Dear Councilor Ragsdale:

I am writing to urge you to reject any request for funding for a study on a third Columbia River bridge on the westside.

This project is ill-considered, and extremely premature. Long-range land use planning has not yet been completed for the areas that would be impacted by a third bridge. The correct sequence is to go through the land-use planning process, for which citizen involvement is imperative, before any bridge study is initiated. I fear that this project, under the guise of a "study", would merely be a fast-track to an expensive and extremely disruptive project that would principally benefit large landowners in Washington State -- who are also trying to by-pass citizen involvement in planning for this portion of Clark County.

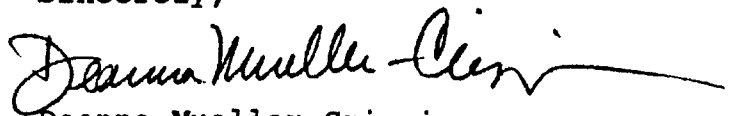
This issue should not be subject to a "compromise." As the Oregonian (December 16, 1988) stated, incremental improvements to the existing transportation system need to be identified and evaluated. Recommending the expenditure of significant amounts of public funds on a premature "feasibility" study for a third bridge is irresponsible.

What should in fact be studied now is light rail in the I-5 corridor, which has a much better chance of reducing congestion than would the additional auto-dependent development that would follow a new westside beltway. The goals and objectives of the Regional Transportation Plan should be followed.

I understand that an Ad Hoc Bi-State Committee will be making a recommendation on this issue to J-PACT, of which you are a member, on January 30. I urge you to reject funding of this study.

Thank you for your consideration.

Sincerely,



Deanna Mueller-Crispin
8570 S.W. White Pine Lane
Portland, OR 97225

TIM MACKANESS 3125 SE VAN WATER STREET PORTLAND, OREGON 97222 (503) 659-8833 654 5349

Jan 24, 1989

Mike Ragsdale, Chair
Metro Council
2000 S. W. First
Portland, Or 97201

Re: New Columbia River Bridge

Dear Mike Ragsdale,

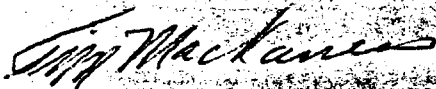
I want to register my view on the funding of this study for new bridge project.

I feel that we must look to mass rapid transit. Please do not allow a compromise which will head us toward a new freeway system which will only postpone the problem.

Please do not fund the study. I feel our wetlands are too precious to further diminish with more freeways. We don't need \$400,000.00 for the study. Just invite anyone to take a drive anywhere on the Sauvie Island this week in the morning before work.

Please let's save this area and use the transportation corridors we have. Light rail must be the answer. Eventually we'll all be grateful for the preservation this special wet lowland area.

Thank you,



Tim Mackaness

Judy Nylin
3125 Van Waters
Portland, Oregon 97222

Jan 24, 1989

Mike Ragsdale, Chairman
Metro Council
2000 S. W. First
Portland, Or 97201

Re: 3rd Columbia R. Bridge and Westside Bypass

Dear Mr. Ragsdale,

This is the first letter I have ever written to address an issue like this bridge across our wetlands and rich bottom land. I think if a study is funded the committee is under estimating the public outcry that will result from any attempt to molest our bird paradise. The study would be a waste of taxpayers money.


Please do not allow a compromise which will disturb Sauvie Island and adjacent wet lands. This waterfowl area which is so close to downtown Portland is resource we can not allow to be compromised in favor of more automobiles.

We must look to an expanded mass rapid transit system for the long term solution.

The proposed study should not be funded and no compromise should made.

Thank you for your time.

Sincerely,


Judith A. Nylin



Oregon
Road Runners Club

PO Box 549 · Beaverton, OR 97075 · 0549 · (503) 626-2348

January 25, 1989

Mike Ragsdale, Chair
Metro Council
2000 SW First Avenue
Portland, OR 97201

Mike:

Previous commitments prevent me from attending the January 30 meeting concerning the Forest Park Freeway project. As stated previously, the Oregon Road runners Club and its 6,000 members are on record as opposing any plans or even any thoughts of carving a freeway through Forest Park. This is a bad idea, and taxpayers' money should not be spent on it.

Sincerely,



Paul D. Vanture
President



Oregon
Road Runners Club

PO Box 549 · Beaverton, OR 97075 · 0549 · (503) 626-2348

8311 SW 3rd Avenue
Portland, Oregon 97219
November 23, 1988

↑ RECEIVED JAN 2 6 1989

Commissioner Mike Lindberg
City Hall
1220 SW Fifth Avenue
Portland, OR 97204

Dear Commissioner Lindberg:

I have been informed that the Joint Policy Advisory Committee on Transportation will consider a proposal for a study to determine the feasibility of placing a third bridge from Washington to Oregon. One of the sites proposed would place an access (possibly a freeway) through Forest Park. On behalf of the 6000 members of the Oregon Road Runners Club, I strongly recommend that this proposal not be considered.

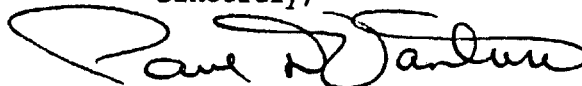
Forest Park is unique among city parks, and it is one of the largest of its kind in the nation. The trails system is used by thousands of people every week. It is a treasure that should be kept in its present state for all of posterity. Oregonians cherish the quality of life we have here. Although Portland is becoming more of a major city, it is not sufficient reason to destroy what is beautiful to make us like other major cities.

A great deal of work, much of it by volunteers such as the Oregon Road Runners Club, has gone in to improving trails, making access to handicapped people, and marking the trails. It would be a crime to cut the park in two with a roadway that not only could not be crossed but would destroy much of what Forest Park represents to our people. I have lived in a great many areas of this country, and I can tell you that you will not find a resource like this anywhere.

There are certainly better solutions to the problem of traffic. For one, improvement of the I-5 corridor in north Portland and the bridge across the Columbia River should be paramount. Once on the Washington side, the road system is good and allows a free flow of traffic which is not found on the Oregon side. A concomitant solution would be to extend the light rail system along this corridor from downtown Portland across the Columbia to the Washington side.

It is a poor solution to destroy part of a unique natural resource to the city. The Oregon Road Runners Club will oppose any recommendation to proceed with such a study and will work to ensure its defeat if it carries.

Sincerely,



Paul D. Vanture
President

Copies to: Members of the Joint Advisory Committee on Transportation

Commissioner Pauline Anderson, Multnomah County
Commissioner Earl Blumenauer, City of portland
Robert Bothman, Director, Oregon Department of Transportation
Tom Brian, Mayor of Tigard
Wade Byers, Jr., Mayor of Gladstone
Councilman Scott Collier, City of Vancouver
James E. Cowen, General Manager, Tri-Met
Gary F. Demich, District Administrator, WSDOT
Councilor Jim Gardner, Metro
Fred Hansen, Director, Department of Environmental Quality
Commissioner Bonnie Hays, Washington County
Commissioner Ed Lindquist, Clackamas County
Councilor Marge Schmunk, City of Troutdale
Councilor George Van Bergen, Metro Council
Commissioner Vern Veysey, Clark County
Councilor Richard Waker, Metro
Robert L. Woodell, Executive Director , Port of portland

25 Jan 1989

2806 N.E. 11th
Portland, OR 97212

Mike Ragsdale, Chair
Metro Council
2000 S.W. First
Portland, OR 97201

Dear Mr. Ragsdale;

I am writing to express my concern that a beltway, or some form of automobile dependent freeway, be constructed to join the Vancouver Lake lowlands to the Sunset freeway. Given that there are lakes, wetlands, and Sauvie Island in this area, I urge you to not support further automobile dependent development in this area.

It seems responsible to plan for a future less dependent on personal automobiles. To that end I would hope you would support development of light rail in the I-5 corridor and the funding of a study which would take advantage of the existing Burlington Northern freight line which extends over Cornelius Pass and across the river. This would expedite traffic between Washington and Clark counties. Thank you for your consideration of this view.

Sincerely,

A handwritten signature in black ink, appearing to read 'Barbara Lear', with a long horizontal flourish extending to the right.

Barbara Lear

347 N. E. Holman St.

Portland, OR 97211

Jan. 23, 1989

Mike Ragsdale, Chair

Metro Council

2000 S. W. First

Portland, OR 97201

Dear Sir:

I will be unable to attend and observe the J-FACT meeting on January 30 at 1:30 pm, so I am writing in advance to register my opposition to funding the bi-state study of a proposed third north-south freeway and third highway gridge across the Columbia. The proposed freeway, in the preliminary descriptions published so far, appears to very little to alleviate the well-documented traffic bottleneck between Portland and Washington Douny, while encouraging the suburban sprawl from which Washingron County is already suffering. That anyone could seriously porpose running a freeway through Forest Park is, to me, incomprehensible. As a former resident of North Portland, I must point to the tireless efforts of the North neighborhood associations to save Smith and Bybee Lakes and the

wetlands and heron rookery from previous development pressures -- now to be buried under a new freeway of dubious benefit? No, if there is money in ODOTs coffers, let it be spent on less grandiose studies, such as the feasibility of running light rail out the west side, improving the downtown access to the existing west side highways, etc. Time and money spent on the proposed study would be time and money squandered.

Sincerely,

A handwritten signature in cursive script that reads "Andrea K. Frost". The signature is written in dark ink and is positioned to the right of the typed name.

Andrea K. Frost

Jan. 25, 1989

Mike Ragsdale, Chair
Metro Council
200 SW First
Portland, Or. 97201

Dear Mr. Ragsdale,

I will be unable to attend the meeting concerning the study proposed by Washington State on Jan 30. because of my work schedule. However, I would like to encourage you not to fund this study - The damage to Forest Park especially, but also to Smith & Bybee Lakes, Swan Island & the Rivergate wetlands would be irreparable - Portland is a beautiful green city - Please help it stay that way -

Thank you for your attention.

Sincerely,
Sherilyn Ferguson
406 SW Vermont
Portland, Or. 97219



Vera Katz

SPEAKER
OREGON HOUSE OF REPRESENTATIVES

Copy to Andy... Stand on... Blue... Sh... 2/20/89

RECEIVED JAN 26 1989

10 January 1989

Steve Fosler, President
Northwest District Association
1819 N.W. Everett
Portland, OR 97209

Dear Mr. Fosler: *Steve*

Last week, I met with Bob Bothman, the Director of the Oregon Department of Transportation (ODOT), concerning the proposed study for a third bridge over the Columbia River currently being proposed by the Intergovernmental Resource Center. As a result of our discussion, I feel confident that the study will not be approved.

ODOT's representative on JPACT opposed the bridge study and will continue to do so in future meetings. ODOT believes that any discussion of a new bridge should come after -- not before -- a thorough study of transportation problems and solutions in the I-5 and I-205 corridors. Plans for specific projects like the bridge should not be developed prior to agreement on the transportation needs, goals and objectives of the region.

I, too, am unconvinced of the need for an additional bridge over the Columbia. If the problem being addressed by the bridge is congestion on the interstate, then options such as light rail and spot improvement should be pursued to resolve the problems. If the bridge is designed to open up land for development, then a thorough land use study should be conducted listing potential impacts on surrounding areas. However, until these questions are answered, I can not support the study.

I will continue to monitor this issue until a final resolution is found. Please feel free to contact my office if I can be of any further assistance.

Sincerely,

Vera

Vera Katz
Speaker of the House

*1-17
cc: adams
elliott*

VK:lfa

cc: Bob Bothman, ODOT Director
Chris Wrench, NWDA Transportation Committee

RECEIVED DOT DIRECTOR						
REFER TO <i>Fosler</i>						
JAN 12 1989						
FOR						
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Vera Katz

SPEAKER

OREGON HOUSE OF REPRESENTATIVES

10 January 1989

Molly O'Reilly, President
Forest Park Neighborhood Association
1414 N.W. 53rd
Portland, OR 97210

Dear Ms. O'Reilly:

Molly,

Last week, I met with Bob Bothman, the Director of the Oregon Department of Transportation (ODOT), concerning the proposed study for a third bridge over the Columbia River currently being proposed by the Intergovernmental Resource Center. As a result of our discussion, I feel confident that the study will not be approved.

ODOT's representative on JPACT opposed the bridge study and will continue to do so in future meetings. ODOT believes that any discussion of a new bridge should come after -- not before -- a thorough study of transportation problems and solutions in the I-5 and I-205 corridors. Plans for specific projects like the bridge should not be developed prior to agreement on the transportation needs, goals and objectives of the region.

I, too, am unconvinced of the need for an additional bridge over the Columbia. If the problem being addressed by the bridge is congestion on the interstate, then options such as light rail and spot improvement should be pursued to resolve the problems. If the bridge is designed to open up land for development, then a thorough land use study should be conducted listing potential impacts on surrounding areas. However, until these questions are answered, I can not support the study.

I will continue to monitor this issue until a final resolution is found. Please feel free to contact my office if I can be of any further assistance.

Sincerely,

Vera

Vera Katz
Speaker of the House

VK:lfa

: Bob Bothman, ODOT Director

RECEIVED DOT DIRECTOR						
REFER TO <i>Boyles</i>						
JAN 12 1989						
FOR						
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BANKS & NEWCOMB

LAWYERS

209 S.W. OAK STREET

PORTLAND, OREGON 97204-2740

TELEPHONE: (503) 222-7475

TELECOPIER: (503) 227-8840

January 27, 1989

Mike Ragsdale
Metro Council
2000 S.W. First Avenue
Portland, Oregon 97201

Re: Proposed Bi-State Study of Third North-South
Freeway and Third Bridge Across Cumbia

Dear Mr. Ragsdale:

"Oregon - Things Look Different Here." This slogan embodies a sense of pride about the unique natural scenery of Oregon, our enlightened land-use policies, and our willingness to look at creative solutions to political, economic and social problems.

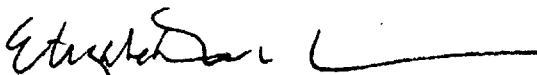
The Washington Intergovernmental Resource Center's proposed study of a north-south freeway route and third bridge across the Columbia lays the foundation for short-sighted development of one of the few remaining unspoiled quadrants of the metropolitan area. Such development, with its necessary emphasis on freeway construction as the only means to solve traffic congestion problems in the I-5 corridor, virtually insures that in future years our slogan might as well be "Oregon - Things Look Just Like Everywhere Else Here."

There are numerous alternatives that need to be explored before we even contemplate undertaking action that would irrevocably alter our precious Forest Park, impact Sauvie Island, Smith and Bybee Lakes, and spawn the type of unsightly commercial development that may be found along every major freeway interchange in this country.

Resources for transportation planning in this region are limited. The funds to be used in the proposed IRT study would be better spent on studies of light rail or improvement of the link between Highway 26 and I-405.

I hope that you will consider seriously the message that we will be sending about our vision of the future of the Portland metropolitan area if we approach the problems of traffic congestion and economic development by funding the study proposed by the IRT. I urge you to take a firm stand against funding the study.

Very truly yours,


Elizabeth Newcomb

EN:b11

METRO

There are three roads connecting Washington County to the State of Washington, East Portland, Southeast Portland and downtown Portland -- Sunset Hwy, Cornell Road and Barnes-Burnside.

The last improvements affecting road carrying capacity on Burnside and Cornell were the tunnels completed by the WPA in 1940. In the 1940's, the Sunset was made four lanes. It is still four lanes, except for the six lanes in and immediately preceding the tunnel area which was constructed in 1968.

The population of Washington County in 1940 was 39,000. In 1968, the population was 93,000. The population in 1988 is 287,000. The population projected by Washington County for 1995 is 340,000.

The situation is worse than it appears on the surface. In almost any other situation, there are neighborhood streets which could handle the overflow. For example, on the east side, if the Banfield were crowded, you could take many alternatives such as Sandy Blvd, Glisan, Marine Drive, Columbia, Stark, Halsey, etc. In the case of the west hills, there are no other through streets. Those are the only passes through the hills.

A problem exists. It has existed for a long time. Doing nothing is no solution.

Some say that mass transit will cure everything. They overlook that mass transit exists in the form of buses and it has not solved the problem.

Some say that west-side light-rail will cure this problem, AIDS and the common cold. There is no basis to support any of these claims. The proposed light-rail system would go only to downtown Portland. Statistics indicate that only 22 % of the auto traffic goes to downtown Portland. Even if light-rail made a dent into this percentage, the relief would not be sufficient.

Some people are opposed to roads, in general, and to freeways, in particular. The claim is that freeways cause growth. This is a myth unsupported by empirical evidence. An examination of the facts reveals that the roads followed the growth. Washington County and Gresham illustrate the fact that growth has occurred in the absence of a good transportation system. In Los Angeles, the freeways were constructed long after the growth. It is interesting to note that there has been very little change to the area surrounding first freeway in that system, the Pasadena freeway, even after all of these years.

A policy inconsistency exists. We support economic development and the jobs and housing that result. At the same time, we do not support the growth of the infrastructure to support the

businesses or people that work in those locations. The Price-Waterhouse poll of top business executives demonstrates the need business has for relief.

We "micro-manage" the streets from the nearest arterial through the subdivision but we do not "macro-manage" the movements or flows out of the immediate vicinity.

One of the major purposes of a freeway is often overlooked. Freeways are not just more effective movers of vehicles. They remove traffic originating outside neighborhoods from those neighborhoods.

The southern bypass from I-5 to the Sunset near Cornelius Pass Road is part of the existing transportation plan. That will not relieve the Sunset traffic volume, it will, probably, make it worse. As in the case of 217, more traffic gets funnelled to the Sunset than away from it.

In addition to the Washington County considerations, a problem exists now on I-5 between Portland and Vancouver. It's not just a peak hour problem. The back-ups all the way to the Going Street overpass are no longer unusual in the nonpeak hours. The relief from the I-205 bridge didn't last all that long, due mainly to the fact that it was constructed long after the time that was appropriate.

Bearing in mind that anything set in motion now will not become a reality until the year 2000, we must not deceive ourselves that the problems do not exist when we are unwilling to face them. In the real world, no solution is without its shortcomings. What's on the table is a starting point. If anyone has a better, realistic plan, the study process should reveal it.

MELVIN Y. ZUCKER
2222 N.W. RAMSEY DR
PORTLAND OR 97229
503-228-0159

MEETING REPORT
AD HOC BI-STATE SUBCOMMITTEE

The ad hoc Bi-State Study subcommittee of JPACT met on Monday, January 30, at 1:30 p.m. at Metro in the Council Chamber to evaluate the staff's recommendation on the Bi-State Study.

Those present were: Committee Chair Earl Blumenauer (City of Portland Commissioner), Bob Bothman (Director of ODOT), Gary Demich (District Administrator of WSDOT), Commissioner John Magnano (Clark County), and Les White (C-TRAN) standing in for Scott Collier (City of Vancouver).

Earl Blumenauer agreed to chair the meeting with the chair passing to a Washington representative for the next meeting to be held in Clark County.

After introductions, Andy Cotugno recapped the history of the issue and reviewed the proposed position paper from TPAC to JPACT (attached). Earl Blumenauer and Bob Bothman reiterated their interest in emphasizing land use planning, evaluation of the scope of the bi-state transportation problem and advancing I-5N LRT. In addition, they indicated that it is premature to commit to a comprehensive evaluation of new bridge proposals.

John Magnano, Les White and Gary Demich emphasized the need to get going on a bi-state effort and felt that their interests are not too different from the JPACT proposal. Gary Demich presented a proposed position paper. In reviewing the paper, the committee identified four key areas of difference as follows:

- . A need to re-examine the timing and priority of extending LRT into Clark County in either or both the I-5 and I-205 corridors.
- . Develop long-range regional growth trends/scenarios.
- . Develop appropriate river crossing concepts given the land use objectives and the travel demand forecast.
- . Identify the criteria for determining how the region can move from the initial study to a refined alternatives analysis that could result in a regionally accepted alternative for maintaining mobility across the Columbia River.

Following discussion by the Committee, the following public testimony was taken:

Mike Houck, Audubon Society of Portland, testified in opposition to a third bridge, supporting incremental bus service and LRT. He emphasized the need for land use planning and was adamantly opposed to pursuing a bridge without adequate land use planning.

Jim Howell, representing Citizens for Better Transit, supported pursuit of an LRT alternative. A third bridge that is LRT has been looked at and should be pursued. He clarified that LRT is a 12-lane freeway.

William "Mikey" Jones, a resident of North Portland, indicated that the problems in the I-5 corridor are severe and need to be resolved, questioning why it isn't included in the Regional Transportation Plan. He supported the pursuit of LRT and was concerned that we shouldn't overlook it being our problem as well as Vancouver's.

Doug Bartley, representing Earth First, spoke of the Tualatin to Hillsboro segments being a land use catastrophe. He pointed out that the RTP is designed to accommodate growth and that this should not be our objective. He noted that the RTP with its highway emphasis contributes to urban sprawl and innercity traffic problems. If growth must be accommodated, he suggested directing it to areas already served.

Mr. Bartley also spoke of the disproportionate allocation of funds to highways, 85/15. He noted that the LRT priorities are wrong and that, for the price of westside LRT, we could develop the I-5N, Milwaukie and I-205 LRT to the airport.

Mr. Bartley further recommended that the issue of goods movement also be addressed as well as people movement as it pertains to rail.

Ray Polani, representing Citizens for Better Transit, testified that rail transit is not being given priority attention or the financial support it warrants. He felt JPACT should address this before we face a Los Angeles-type problem. He recommended immediate initiation of a federal AA/EIS for I-5N LRT.

Bob Dreyfuss, a resident of Clark County, stated that land use planning should come first, citing the need to build roads to serve land use plans. He emphasized the importance of Clark County having a plan before a highway map can be finalized. He felt that better mobility to Clark County would not be good inasmuch as it would lose its individuality as more of a bedroom community to Portland.

Mark Pengilly, a resident of Northeast Portland, was concerned that we would have California-style sprawl if we rushed ahead with new bridges. He felt we should focus on urban densities and mass transit alternatives.

Karin Hunt, representing the Skyline Ridge Neighborhood Association, testified that the area north of Newberry would be most severely impacted by these proposals. She supported TPAC's recommendation. It was noted that the area north of Newberry has

recently been recognized by the Multnomah County Plan findings.

Molly O'Reilly, Forest Park Neighborhood Association, felt that the JPACT proposal places the onus of LRT on Clark County, questioning whether it should be extended further into Clark County. She cautioned the Committee not to rush into the project and the need to do it right. She expressed concern over possibly jeopardizing our environmental assets. She suggested proceeding with I-5 LRT, as should Clark County.

Reverend Okulam indicated her concern over any study that would bisect Forest Park or the area north of Forest Park. She was in support of a study but opposed to a Western Bypass alternative. She encouraged reading of "One City's Wilderness," available at the Oregon Historical Society.

Ellen Vanderslice, representing the Northwest District Association, stated her opposition to any freeway through the northwest quadrant, but supported I-5 LRT.

Mary Lou Moser testified that she participated in the Vancouver Lake/Habiteck study. She noted that many attempts have been made to undercut the Habiteck conclusions. Ms. Moser felt that Clark County's intent from the onset was for a third bridge into the Vancouver Lake lowlands. Ms. Moser supported LRT but was opposed to any study that would even consider an option entering the lowlands.

Marcie Houle, a Portland resident, cited the importance and uniqueness of the Forest Park area from a wildlife and biological standpoint. A wildlife corridor connecting to Forest Park is critical to maintaining close-in unique wildlife populations.

Troy Woody, a resident of Southeast Portland, stated that he was a biology major and was concerned about disrupting the Forest Park area. He noted the lack of fossil fuels for the future, indicating that the emphasis should not be on auto solutions.

Ken McFarling, representing the Oregon Association of Railway Passengers, felt that the RTP is imbalanced, with too great an emphasis placed on highway improvements. He thought the subcommittee should follow Commissioner Blumenauer's lead in testifying on the RTP -- that there should be greater emphasis on LRT. He cited the need for rail incentives rather than disincentives.

Karen Larsen, a resident of Sauvie's Island, noted that Portland has grown and, to accommodate future growth, she encouraged LRT as the option to follow. She expressed concern about bridge impact on Sauvie's Island.

Barbara Walker, a Portland resident, testified that an effort for

land use planning should be conducted first, that there was no justification for spending \$3,700,000 on a transportation study that would violate so many land use objectives, that the focus instead should be on other unfunded projects already in the plan, and that the funds for the study should be directed to the I-5N LRT study.

William Driver, a Portland area resident, felt his tax dollars were being used to build a road that would produce developmental profits.

Teresa Delorenzo, a Northwest Portland resident, spoke in opposition of the proposed bridge/freeway, questioning the assumption that growth is good or inevitable. She noted the implicit assumption that people should be able to travel wherever and whenever they please via car. She suggested being more imaginative about the quality of life and transportation, such as the use of bikepaths, trains, buses, and ferries.

Charlotte Corkran, a Northwest Portland resident, spoke of the need to limit growth and individual use of passenger vehicles -- in the same way that traffic speed is controlled on roads. She encouraged the use of alternatives other than one-person auto usage. She stressed the need for land use planning for systems that are more reasonable and more attractive than passenger cars. She was supportive of better utilization of existing facilities, maintaining open space and a return to the use of rail transportation.

The Committee referred the original JPACT position paper and the Clark County alternative back to TPAC to consider and develop a recommendation. The Committee members further agreed to hold a follow-up meeting for additional review, if deemed necessary after the TPAC meeting, on either February 27 or March 6 at 3:30 p.m. in Clark County.

ACC:lmk

bsmr0130.min

Bi-State Transportation Study

Findings

1. Bi-state travel is an important aspect of the Portland regional transportation system and it is in the best interest of the region that this part of the system function properly. Of particular note are the following:
 - a. Peak-hour travel in the I-5 and I-205 corridors is of comparable importance as the other regional corridors although the severity of the transportation problem is not as great as that existing in other corridors;
 - b. Acceptable operation of I-5 during off-peak hours is important to truck operations into surrounding port, distribution and industrial locations;
 - c. I-205 is expected to function as an I-5 bypass for through traffic; and
 - d. Improved access to and from prospective lower Columbia River port development sites will become more important over time as Port of Portland properties become fully developed.
2. Improvements to I-5 are planned and funded to partially alleviate traffic problems on I-5. Furthermore, I-205 has surplus capacity and is capable of absorbing additional traffic growth. As such, the need for improvements to serve bi-state travel is a long-term rather than a short-term concern.
3. Several transportation issues that would be part of a comprehensive bi-state study merit further investigation irrespective of the scope and schedule of a bi-state study.
 - a. Cornelius Pass Road is inadequate to meet growing traffic problems between U.S. 26 and U.S. 30 and should be addressed irrespective of whether a western beltway is pursued.
 - b. LRT in the I-5 corridor has been identified as a viable transportation improvement from downtown Portland to Hayden Island or downtown Vancouver. Evaluation of an extension of this route into Clark County should be undertaken to determine whether it improves the viability of the corridor and to identify a potential route.
4. Likely transportation alternatives to serve bi-state travel could have significant impacts and benefits regionwide which

must be carefully evaluated prior to embarking upon the improvement, including:

- a. Consideration of whether or not to improve bi-state access raises significant questions regarding future growth patterns of the region that must be addressed in order to adequately determine long-range transportation needs;
 - Construction of new facilities through existing developed areas could have significant impact and identification of the need for and location of proposed facilities is important to preserve a right-of-way for future implementation.
 - Construction of new facilities through undeveloped areas could have significant impact on wetlands, forest lands, rivers and wildlife which must be carefully considered to avoid or minimize adverse impacts.
5. Insufficient information is available about the nature and volume of bi-state travel as well as the development objectives that would either be hindered by inaction or helped by possible improvements.

Proposed Actions

It is in the interest of the region to address bi-state travel concerns. It is important to better understand the nature of the long-range development and transportation issues in order to properly define the objectives to be met by improvement in bi-state accessibility. After the problems and objectives are properly defined, another decision will be required on whether or not to proceed with a comprehensive evaluation of alternative improvements. Aspects of the bi-state study that should be considered further, subject to the availability of resources, are as follows:

A. Land Use Planning

In order to evaluate the needs for major bi-state transportation improvements, it is important to define the long-range regional objectives for growth and urban form. As such, an evaluation of possible future development areas suitable for urbanization in the next 25-35 years should be identified taking into consideration development constraints, economic development objectives, environmental concerns and the need for public services. In addition, the implication of not significantly improving bi-state accessibility should be evaluated to determine the severity of congestion problems and the long-term effect in these development objectives.

This evaluation should be undertaken as a bi-state concern that includes adequate involvement throughout the Metro region, including Clackamas, Washington and Columbia

Counties.

B. Transportation Planning

Consistent with the annual budget process, the following transportation activities should be undertaken by Metro or the appropriate implementing jurisdiction:

1. Data and forecasts of bi-state travel movements should be improved and coordinated between Metro and Clark County IRC in order to agree on the scope of the problem to be addressed. This should include assessment of intraregional and interstate freight movements.
 2. Incremental improvements to the existing transportation system should be identified and the extent to which bi-state travel needs are met should be evaluated, including:
 - a. Implementation of planned improvements to I-5 at Portland Boulevard and at Marine Drive;
 - b. Implementation of incremental bus service expansion in the I-5 corridor;
 - c. Implementation of transportation management programs, including rideshare, vanpool, flextime, etc.
 - d. Identification of needed improvements on I-405 and I-5;
 - e. Identification of needed improvements to Cornelius Pass Road between U.S. 26 and U.S. 30; and
 - f. Determination of the bi-state travel needs of the elderly and handicapped community.
 3. Evaluation of the viability of extending the proposed LRT in the I-5 corridor into Clark County should be evaluated.
- C. Upon definition of the regional development objectives and transportation problems affecting bi-state travel, alternative transportation improvements to be considered in a further bi-state study should be identified.
- D. Financial participation from Oregon in the comprehensive study recommended by Clark County Intergovernmental Resource Center to the Washington Legislative Transportation Committee is not recommended. Instead, an agreement should be reached between Oregon and Washington jurisdictions on the financing of the work elements described above.

a:/bsstudy
12-2-88

Columbia River Crossing Accessibility Study: Proposed JPACT Subcommittee Position Statement

Introduction

Today's traffic congestion problems on I-5 and increasing traffic volumes on I-205 are the symptoms of a growing transportation system imbalance between the Washington and Oregon portions of the Portland-Vancouver Portland metropolitan area. It is essential to immediately initiate a long-range planning process for the development of a truly integrated regional transportation system that will maintain mobility across the Columbia River. It is important to initiate the study now in order to ensure flexibility in the identification and evaluation of policy alternatives.

Needs And Opportunities - There appears to be general agreement that at a minimum the following needs and opportunities should be addressed in a bi-state transportation study.

- Bi-state travel between the Vancouver and Portland metropolitan region is a critical component of the regional transportation system. It is in the best interest of the region to ensure that mobility between the two regions is maintained.
- The region has a window of opportunity now to move toward an integrated four-county, Portland-Vancouver Metropolitan Area light rail transit system.
- Today's evening peak-hour traffic volumes northbound on the Interstate Bridge exceed the previous 1982 (pre-I-205) volumes. The morning peak-hour traffic volumes southbound on the Interstate Bridge have matched the previous 1982 traffic volumes.
- Acceptable truck operations on I-5 are important for freight distribution to/from the ports, the industrial centers and other freight distribution points along the I-5 corridor.
- Maintaining mobility and access to/from prospective lower Columbia River development sites will become more important as the port and industrial properties become more developed.
- Insufficient information is available on the volume and origins/destinations of future intraregional and interregional travel as compared to today's volumes.

Recommendations - While we feel that it is desirable to commit to both Part A and Part B of the work scope as defined in the Columbia River Crossing Accessibility Study, however, it is crucial to begin a bi-state study process. Therefore, we accept the general direction as described in the Metro staff report with the following clarifications.

- Initiate a bi-state Columbia River crossing accessibility study process that would result in establishing the foundation necessary for undertaking a full alternative analysis.
- Undertake the following tasks as an initial study that would provide the foundation for a full alternatives analysis.
 - Re-examine all feasible transportation system management strategies (e.g. ramp metering, bypass lanes for high-occupancy vehicles (HOV's), additional transit service, park-and-ride lots, employer based incentive programs (such as flexible work hours, bus pass subsidies, priority parking for HOV's , etc.), and variable message signs) to maximize the use of existing facilities.
 - Re-examine the timing and priority of extending light rail transit into Clark County in either or both the I-5 and I-205 corridors.
 - Develop the community involvement program.
 - Collect available and relevant data.
 - Develop a consolidated regional travel forecasting model.
 - Develop baseline 2010 population and employment forecasts.
 - Develop long-range regional growth trends/scenarios.
 - Develop and analyze cross river travel demand.
 - Identify consequences of a policy not to maintain accessibility and how congestion will effect land use patterns and overall economic development of the region.
 - Develop appropriate river crossing concepts given the land use objectives and the travel demand forecast.
- Describe the roles, responsibilities for the Washington and Oregon jurisdictions involved in the bi-state study effort.
- Establish an appropriate allocations of financial responsibility for the bi-state study.
- Establish a time schedule for completing the initial study effort.
- Identify the criteria for determining how the region can move from the initial study to a refined alternative analysis that could result in a regionally accepted alternative for maintaining mobility across the Columbia River.

7 RECEIVED FEB 11 1989

Vancouver Wildlife League

P. O. Box 1662

Vancouver, Washington 98661 8



February 7, 1989

Andy Cortugno, Director
Metro Transportation Planning
2000 SW First
Portland, Ore. 97201

Dear Mr. Cortugno

Please be advised the Vancouver Wildlife organization is adamantly opposed to the \$785,000 study proposed by the Intergovernmental Resource Center of Vancouver Washington. The Clark County land area that would be impacted by the construction of a third bridge and the subsequent transportation corridor has twice been the subject of intense study for proper land zone determination. The Vancouver Lake Task Force Study of 1973 and the Habitek Study of 1986 lent overwhelming support to an Agriculture-Wildlife designation for the Vancouver Lake lowlands.

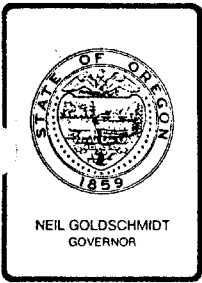
Whereas Metro has determined that a light-rail-line along the I-5 corridor is feasible, it is our judgment that future emphasis to resolve the traffic impasse should be directed toward solutions which will have the least impact on our environment and livability. Certainly light-rail and modification of the existing I-5 corridor would have the lesser impact.

We respectfully request this statement be included in the record.

Sincerely

John Ritter
John Ritter, President
Vancouver Wildlife

RECEIVED



Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer To
File No.:

PLA

February 9, 1989

James R. and Judith N. Emerson
13900 NW Old Germantown Road
Portland, OR 97231

Thank you for your letter of January 21 concerning the Westside Bypass and the proposal to build a third bridge over the Columbia River. I, too, share your concern about the importance of Sauvie Island and the other natural resources in Oregon and southwestern Washington.

The Department of Transportation will not take a position on the issue until the local governments in this region consider long-range development and transportation demands.

We are particularly concerned that a land-use vision be set for this region and the state before we begin to look seriously at any proposal.

I appreciate your active concern and value your opinion on this important topic.

Robert N. Bothman
Director

- cc Governor Neil Goldschmidt
- Commissioner Pauline Anderson
- Commissioner Earl Blumenauer
- Commissioner Bonnie Hays
- Andy Cotugno

13900 NW Old Germantown Road
 Portland, Oregon 97231
 January 21, 1989

Bob Bothman
 Director, Oregon Department of Transportation
 Room 135
 Transportation Building
 Salem, Oregon 97310

Dear Mr. Bothman,

The more we find out about the proposed Northwest Bypass (the freeway from Highway 26 north to Highway 30, Rivergate, and West Vancouver), the more incredulous we become that concerned public officials are taking this idea seriously. The Northwest Bypass idea shows a shocking lack of regard for Oregon's land-use goals, the urban growth boundary, environmental protection, community response, effective use of public funds, and our transportation and energy future in the 21st century. It doesn't even deal with the Portland area's major transportation issues of today, such as the Sunset Highway connection to Portland.

Not one dime should be wasted studying the Northwest Bypass. Oregon jurisdictions should encourage their Washington counterparts to join us in realistic solutions, such as an I-5 light rail corridor, rather than dancing to their freeway tune. It is Oregon that would bear the cost of a new Willamette River highway bridge, and most of the cost of a new Columbia River bridge. The entire Northwest Bypass proposal sounds like a self-serving wish list from a minority of landowners and business interests in West Vancouver and Washington County.

The most dismaying aspect of the proposal is its vision of Portland's land-use and environmental future. We are blessed with a unique situation of inestimable value: rather than extending for miles in every direction, Portland's urban texture is split by a wedge of park and rural land extending virtually from downtown right out to the Coast Range. This serene retreat is one of the major factors in Portland's liveability, affording a close-in rural experience for hikers, bicyclists, and Sunday drivers, and enhancing wildlife and watersheds. It would be a desecration to cut a freeway with its attendant noise and development, through this land. The same can be said of its effects on Sauvie Island, Smith and Bybee Lakes, and Vancouver Lake. The freeway is not merely unnecessary; it is preposterous.

Let's make sure that our public actions enhance the Portland area instead of degrading it. The Northwest Bypass would turn Portland into a city that, like Los Angeles, "used to be a nice place to live." Instead, let's spend our transportation dollars on problem areas in existing corridors, and on extending the light rail grid. In doing so we not only preserve qualities we value, but also enhance our opportunities for economic development in the city.

Sincerely,

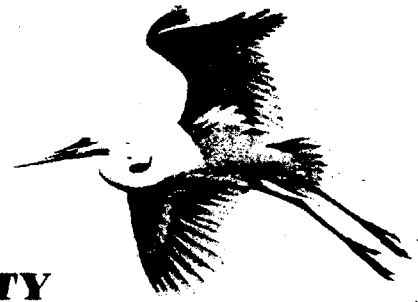
James R. Emerson
Judith N. Emerson

James R. and Judith N. Emerson

cc:
 Commissioner Pauline Anderson
 Commissioner Earl Blumenauer
 Commissioner Bonnie Hays
 Governor Neil Goldschmidt
 Andy Cotugno, METRO

RECEIVED STATE HWY ENGR									
JAN 25 '89									
ASSIGNED TO <i>Don Adams</i>									
FOR									
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VANCOUVER AUDUBON SOCIETY

P.O. Box 1966
Vancouver, WA 98668-1966
February 25, 1989

Joint Policy Advisory Committee on Transportation
Metro
Care of Andy Cotugno
Transportation Director
2000 SW 1st Avenue
Portland, OR 97201-5398

Sirs:

People throughout the country are finally begining to realize that wetlands are something to keep and treasure - not something to fill, drain, or destroy in order to make way for more intensive economic uses. Wetlands are needed for their own uses - wildlife habitat and regulation of flood waters.

The Vancouver Lake lowlands is an area of particularly valuable wetlands - valuable not so much for their character, as for their location. They offer habitat for many varieties of wildlife, including sandhill cranes, tundra swans, bald eagles and thousands of geese.

From the viewpoint of the animals, the Vancouver Lake lowlands are special because they are between Sauvies Island and the Ridgefield Wildlife Refuge. Thus they form a link in the chain of habitats from northwest Portland to northwest Clark County. This is an unusual situation because, in most urban areas, wildlife habitat has become more and more cut up. Fragmentation of habitat is the death of wildlife. Scattered bits and pieces of wetlands will not support wildlife.

From the viewpoint of humans who appreciate wildlife, the Vancouver Lake lowlands are special because they are close to the city. A drive of less than an hour can take a citizen of Clark County to a place where he or she may view wild creatures in their natural state. Even people from Portland visit the Vancouver Lake lowlands.

About two years ago, the Clark County commissioners strengthened the zoning that protected the lowlands and the wildlife habitat. For this they are to be commended. Since that time, however, those who wish to develop the lowlands have attempted, by various devious means, to undo what the commissioners achieved.

This proposed study of a third bridge over the Columbia that has been requested by the Intergovernmental Resource Center of Clark County (IRC) appears to be part of such attempts. Even those who say they want to protect the lowlands, while at the same time favoring such a study, do not seem to be fully aware of the danger this proposal poses to the wetlands and the wildlife habitat. They do not realize that reduction of habitat in one area decreases the ability of habitats in other areas to serve wildlife. Reduction of habitat in the Vancouver Lake lowlands will reduce the carrying capacity of both the Ridgefield Wildlife Refuge and Sauvie Island.

We are not confident that the IRC, or anyone else pushing for this study, can make a truly objective study of the best means of transporting people across the Columbia. There have been too many statements (illustrated with maps) concerning the desirability, from a purely highway engineer's point of view, of course, of a third bridge in just this location. There are too many people more interested in short-term financial gains rather than the long-term community interests who are directly or indirectly involved in this proposal.

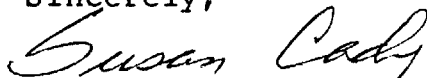
We are not confident that consideration of light rail or other alternatives to a third bridge in this location will get the in-depth study required. We fear that such alternatives will be given lip service only, a cursory glance before being dismissed as not desirable.

We are not confident that the IRC, the Washington Department of Transportation, or any of the economic interests involved with the lowlands have either the knowledge or concern for wildlife to do justice to this issue. We fear that those who want this study are not aware of the necessity of leaving the wetlands alone - totally. We are concerned that they do not understand the difficulty of mitigating for lost wildlife habitat.

We are not confident that the people involved in this study will heed current planning and zoning. Nor are we confident, except where they hope to profit from the resultant changes, that they either know or care what the effects of the bridge and highway will have on the present land uses and plans.

We fear that this proposed study will be nothing but a justification document for the destruction of the Vancouver Lake lowlands. Therefore, the Vancouver Audubon Society opposes this study and requests that J-PACT reject the proposal to fund it.

Sincerely,

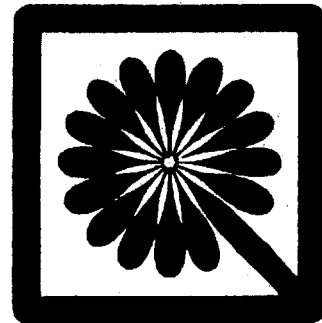


Susan Cady, Conservation Chair
Vancouver Audubon Society

cf. Earl Blumenauer, Commissioner, City of Portland
Joe King, Speaker of the House, Washington Legislature
David Cooper, Member, House Transportation Committee,
Washington Legislature

Northwest District Association

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Let's Plan for Livability



March 4, 1989

COPY

Governor Neil Goldschmidt
Governor's Office
State Capitol
Salem, Oregon 97310

Dear Governor Goldschmidt:

In accord with Washington State Governor Booth Gardner's message which is attached, the Northwest District Association is working in every way possible to further the cause of light rail. We are trying to facilitate speeding up the schedule for light rail between Portland and Vancouver along the I-5 corridor. We support studies to make transportation projections agree between the two planning jurisdictions of Metro and the Intergovernmental Resource Center in the Vancouver area. We have been very active in support of good regional planning in general.

But we call your attention to the fact that Washington State officials are pushing a very dangerous document onto Oregon and calling it good long-range planning. This dangerous document is the "COLUMBIA RIVER CROSSING ACCESSIBILITY STUDY" prepared for the Legislative Transportation Committee of Washington State by the Intergovernmental Resource Center. It is essential that Oregon resist adoption of this document. We were extremely concerned when we learned that Governor Gardner had approached you personally in behalf of this study. It puts transportation planning in the driver's seat of regional development, saying openly that the Westside Beltway would open up lands to development. This is its goal.

Transportation planning committees in Oregon have reacted to this proposed study with what we consider appropriate reactions - namely, horror and alarm. Official adoption of responses saying that land use studies must come first have merely enraged Washington State people. They are unable or unwilling to accept the premise of Oregon planners and residents that before we build a freeway through north Washington County, Forest Park, Sauvie Island, Smith and Bybee Lakes and the Vancouver Lake Lowlands we should be sure that we want the Urban Growth Boundary to move outward over north Washington County with automobile-dependant development of the kind that cannot be served with mass transit. Washington State officials are contemptuous of our point that such development would inevitably spawn more and more freeways through Forest Park - they brush such concerns aside and repeat the litany that we must plan for the Westside Beltway NOW. Please do not be lulled by assurances that the document they want us to adopt would look at all alternatives. It puts a line on the map showing the Westside Beltway and once they have that in place they can apply for Federal funding for an "Interstate" through the Vancouver Lake Lowlands. Planning is helpless before the snowballing effect of projected Interstate projects. **IT IS ESSENTIAL THAT WE KEEP CONTROL OF OUR TRANSPORTATION PLANNING.** To do that it is essential that we refuse to adopt the IRC study document. JPACT is going to be asked on March 9th by TPAC to request long-range land-use and regional land-form studies. These are the vital prologue to the long-range transportation efforts that Washington State is proposing. Please support following this sequence. Please do not ask Metro to delay

page 2

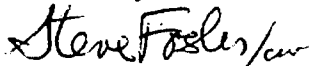
adoption of the Regional Transportation Plan so that Washington State lobbyists can interfere for an even longer time than they already have in the process.

A need for bi-state cooperation is obvious. A need for bi-state planning of transportation projects is a given. What that bi-state activity should be based on, however, is mutual respect. The behavior of the Washington State people involved in this so far has not shown respect for the Oregon priorities and process. On the contrary - contempt has been shown not only for Oregon concerns but for residents of the Vancouver area who want to preserve the environmental sanctuary designation for the Vancouver Lake Lowlands. There is very strong evidence that the project has as a major goal the transformation of the Vancouver Lake Lowlands from an environmental sanctuary into an industrial zone.

The Northwest District Association has maintained a position of strong inter-governmental cooperation so far in its efforts to preserve this dense, mixed-use inner city neighborhood. Nothing that we now ask would violate this position. If Governor Gardner is asking for something compatible with the message he gave at the energy conference on February 9th, "Global Warming - a Northwest Perspective" that something should be a speeded-up light rail project between Portland and Vancouver, not a new freeway. We would support such a request. If, however, he is asking for delay in the Regional Transportation Plan so Washington State can wreck it, we oppose that with all our strength.

Thank you for your attention. Our neighborhood is vitally involved in this issue because we lie directly in the path of increased commuter traffic across the west hills. Additional routes through the hills, which we believe would follow construction of the West side Beltway, would literally wipe us off the map.

Sincerely,



Steve Fosler, President

cc: Mike Ragsdale, Metro Council President
Andy Cotugno, Chief Transportation Planner, Metro
Portland Commissioner Earl Blumenauer
Speaker Vera Katz

More efficient use of energy advised

Conference examines threat of global warming

By RICHARD L. HILL
of The Oregonian staff

TUMWATER, Wash. — In a theme reminiscent of the last decade's energy crisis, speakers at a regional conference urged more efficient use of fuels as an immediate step to mitigate the harmful effects of a possible global warming.

Washington Gov. Booth Gardner said that "the best thing we can do is use our energy — especially fossil fuel — more efficiently."

Gardner made his remarks Feb. 9 to about 300 people attending the daylong conference, "Global Warming — a Northwest Perspective," sponsored by the Northwest Power Planning Council.

Despite scientists' uncertainties about the threat of an increase in the so-called "greenhouse effect," Gardner said that policymakers must begin making decisions now. "If we wait 10 to 20 years to try to find out more specifics about the problem as the result of scientific debate, it could easily be too late."

Scientists think that an increase in atmospheric concentrations of carbon dioxide and other trace gases will trap additional solar radiation, causing an increased average warm-

ing of the Earth's surface. With computer models, they have estimated a possible temperature rise from 6 to 10 degrees Fahrenheit sometime in the next century.

However, scientists still cannot predict precisely how fast this man-made warming may develop or what its effects might be.

Conference speakers said increased warming could have a negative impact on Northwest fisheries, hydroelectric power, agricultural and forestry production, and water supplies and quality.

Transportation is an especially important area, Gardner said, because motor vehicles are "the biggest source of carbon dioxide in Washington and probably the entire Northwest."

"We have to increase, not relax, fuel-efficiency standards," he said. "We must make greater use of car pools, van pools and buses. We can make public transportation far more efficient than it is today, and we could look for good ways to reduce the demand for transportation through better land-use planning.

"These actions would not only reduce carbon dioxide production,

Please turn to
ENERGY, Page B2



"The best thing we can do is use our energy — especially fossil fuel — more efficiently. . . . If we wait 10 to 20 years to try to find out more specifics about the problem as the result of scientific debate, it could easily be too late."

— Gov. Booth Gardner

The Oregonian
Feb. 16, 1989

p. 2

but reduce air pollution and traffic congestion as well."

. . . He added that increased economic growth did not have to be accompanied by increased energy use.

↑ RECEIVED MAR 7 1989

Apt. 1121 Terwilliger Bldg.
2545 S.W. Terwilliger Bldg.
Portland, OR 97201
March 5, 1989

Andy Cotugno
Chair I-Pact
Metro
2000 S.W. First
Portland, OR 97201

Dear Andy Cotugno,

It seems the Washington State officials are
are still pushing for funding a study on a
thoroughfare through the Vancouver Lake wetlands
and the Forest Park area of Oregon. We must not
fund this study as it is definitely ruinous to our
section of Oregon that it would go through.

There can be many improvements made in the
existing systems of transportation over I-5 and I-205
and this should be seriously worked over before
disposing of our countryside that can never be
brought back. We do need a light rail system
to the Beaverton area but please do not buckle
under to a funding for study that would
undoubtedly give Washington members the edge
in getting the bridge they desire.

Sincerely
Russ Cannon

I would like this directed to the
members of J-PACT. Thank you.
Chris Wrench

3103 NW Wilson St.
Portland, Oregon 97210
March 5, 1989

Governor Neil Goldschmidt
Governor's Office
State Capitol
Salem, Oregon 97310

COPY

Dear Governor Goldschmidt:

My friends in Vancouver tell me that Governor Gardner of Washington State has approached you personally to ask for support of bi-state transportation studies that pencil in an interstate freeway on the map before land use studies are done regarding its impact. If this is true, and I hope it is not, then he is certainly acting in a way that contrasts with the attitude he expressed to the conference on Feb. 9th about global warming and what we must do to halt it.

Governor Gardner told the conference that we "have to increase, not relax, fuel efficiency standards. We must make greater use of car pools, van pools and buses. We can make public transportation far more efficient than it is today, and we could look for good ways to reduce the demand for transportation through better land-use planning."* That message is directly contradicted by the plans of Washington State to build an interstate freeway through north Washington County, with inevitable urban sprawl and the kind of development that can never be served by public transportation. He advises that we can "reduce the demand for transportation through better land-use planning," but when Oregon transportation planners request some Washington officials and planners to do exactly that, he phones the Governor of the Oregon and tries to get a delay in adoption of our regional transportation plan so Washington people can try to force their freeway on us for an even longer time and with even greater pressure.

As I say, I hope the information I received about this phone call to you is mistaken. However, if it is true, you should take into consideration the tax situation between Oregon and Washington. They want to live where they don't pay property taxes, and shop where they don't pay sales tax. They want to lure our industries over there on the basis of no property taxes, but let them warehouse and buy over here where there is no sales tax, thereby causing truck traffic over the river of a magnitude that no amount of bridges could serve! We might as well pave over the Columbia and be done with it. Maybe Oregon should start thinking in terms of controlled congestion over the river, instead of infinite access.

* emphasis mine. Quote from Oregonian article Feb. 16, 1989

I also think you should wonder what personal motivations might lie behind this phone call. The attorney for several property owners in the Vancouver Lake Lowlands who don't like its zoning as environmental sanctuary and want industrial zoning happens to be Bob Schaefer, the ex Speaker of the House in Washington, who held up Columbia Gorge legislation until the Trust for Public Land finally bought his St. Cloud Ranch for one-third more than fair market value. He is a man of great influence in Washington State, and when he was Speaker, he got a road built into the Vancouver Lake Lowlands which presently deadends there, but which - big surprise - would connect with the "third bridge" which the bi-state study is proposing.

In other words, Oregon is frustrating the intentions of a big power broker in Washington State when it says, "Whoa, we want to study land use implications BEFORE we approve this as a transportation issue. Maybe we don't even want it as a hypothetical line on the map, because that has consequences that we don't yet know that we want - - " "Unacceptable!" yell the Washington people. Yes, that's what they are yelling. Oregon transportation planners and citizens apparently have no right to frustrate the intentions of Washington State. Bi-State study? Great, let's study building the I-5 light rail. "Not good enough!" yells Washington. Their behavior has been outrageous, and anyone who can voice the beliefs that Governor Gardner expresses at that energy conference should take a good look at what is going on and then question whether a good faith exploration of alternatives is being proposed or a strong-arm action to build a freeway through environmental sanctuaries so some private developers can make a bundle.

I urge you to move very cautiously when a neighbor asks you to intrude on a regional transportation planning process on the basis that his jurisdiction needs more time, or factors still in process need to be addressed. Maybe the real truth is that there are hidden factors nobody is speaking about?

Everybody is in favor of good long-range planning! Some people, however, think it should all be done with their intentions put on the map before we start. That's what the proposed bi-state study consists of, as of right now.

Thank you very much for your time and attention.

Sincerely,



Chris Wrench (Ms.)

1RECEIVED MAR 8 1989

8440 SW Godwin Ct.
Portland, Oregon 97223
7 March 1989


Mr. Andrew Cotugno, Chairman
Metro TPAC
2000 SW First Avenue
Portland, Oregon 97201

Dear Mr. Cotugno:

We encourage you to continue to work to see that no money is spent and no further staff time (and citizen time) is committed to the study of a third bridge across the Columbia River in the vicinity of Vancouver Lakes and Forest Park, linking to the Sunset Highway. Some things in life are intuitively obvious and destruction of the region's premier Forest Park with a freeway is one of those things. Only more injudicious would be the waste of public resources to study such an unwise action.

In contrast, we propose an acronym: RAIL, to stand for "realistic alternative for intercity linkage" and hope you will use your position and resources to work for construction of a light rail line in the I-5 corridor tying Vancouver to Portland and points south. This we support and will work with you to bring to reality.

Sincerely,



Mr. and Mrs. William J. Moore

Barbara D. Halverson
1697 NW Midlake Lane
Beaverton, OR
97006

T RECEIVED MAR 8 1989

March 6, 1989

Andy Cotugno, Chairman TPAC
METRO
2000 SW First
Portland, OR 97201

Dear Mr. Cotugno:

I am writing to urge you to vote against any funding for the Third Bridge study proposal.

We have such unique treasures in our extensive Forest Park and in the wetlands of Sauvie Island. It is so important that we don't let the metropolitan expansion interfere with them.

Please urge the committee to study light-rail along the I-5 corridor to Vancouver as the best method of quickly moving large numbers of people.

Also, long range land-use planning defining where metropolitan expansion should be encouraged and where discouraged needs to be addressed before studying transportation routes along the west side of I-5.

Let's not use taxpayer monies to fund a study we taxpayers don't need nor want.

Sincerely,


Barbara Halverson

STAFF REPORT

Agenda Item No. _____
Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 89-1063 FOR THE PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE INTERSTATE TRANSFER FUNDS FOR THE KING-HARRISON/42ND AVENUE PROJECT

Date: January 27, 1989

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would authorize the transfer of \$178,500 from the McLoughlin Reserve (currently with a balance of \$3,181,110) to King-Harrison/42nd Avenue project.

TPAC has reviewed this TIP amendment and recommends approval of Resolution No. 89-1063.

FACTUAL BACKGROUND AND ANALYSIS

Metro Resolution No. 86-632 adopted a McLoughlin Boulevard Improvement Program and allocated Interstate Transfer funds to that end (see Attachment A) including a reserve for later allocation toward highway improvements arising from the east/west traffic circulation study, and/or further allocation to the McLoughlin Boulevard project and/or allocation toward LRT in the Milwaukie corridor.

The city of Milwaukie has requested that \$178,500 from the McLoughlin Reserve be allocated to the King-Harrison/42nd Avenue project for federal obligation in Spring, 1989. The project meets the objectives of the Southeast Corridor Study by facilitating traffic movement in the King-Harrison corridor and will serve as a partial solution to east/west traffic flow problems in the southeast area. Further, use of reserve funds on this project would be consistent with the intent of Resolution No. 86-632.

This action constitutes the first instance of using the McLoughlin Reserve, and the TIP Subcommittee agreed that the use of Reserve funds was appropriate for this one project this one time. Other projects resulting from completion of the east/west study will form a package of recommended improvements for the area. Until the study is complete, and until more precise funding needs are known as to the McLoughlin Boulevard project and LRT in the corridor, further draws on the Reserve will not be authorized.

The Southeast Corridor Technical Advisory Committee concurs in use of the reserve funds for this project.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1063.

BP:mk
STAF0127.RPT
02-15-89

ATTACHMENT A

STATUS OF MCLOUGHLIN CORRIDOR IMPROVEMENT PROGRAM

PAST ACTIONS

Metro Resolution No. 86-632 adopted a McLoughlin Boulevard Improvement Program and allocated Interstate Transfer funds to that end. Items addressed in the resolution dealt with:

1. Approval of a specific McLoughlin Boulevard highway improvement.
2. Amendment of the Regional Transportation Plan to include light rail transit in the corridor from downtown Portland to Milwaukie.
3. Commitment to a study of east/west traffic problems.

At the time, the allocation to the McLoughlin Improvement Program was:

Highway Improvement	\$20,800,000
LRT Alternatives Analysis/DEIS	1,000,000
Southeast Corridor Study	100,000
McLoughlin Reserve	<u>3,181,110</u>
	\$25,081,110

The reserve was earmarked for later allocation to other improvements in the corridor which would be consistent with the McLoughlin Corridor Improvement Program or which would result from the east/west traffic circulation study.

CURRENT STATUS

McLoughlin Boulevard:

		Previous Allocation	Current Cost Estimate
Unit I	Tacoma Overpass and River Road/Harrison Alignment		
	R/W	\$ 4,514,520	\$ 3,825,000
	Const	6,679,130	11,815,000
	Total	11,193,650	15,640,000
Unit II	Tacoma to Highway 224		
	R/W	1,232,500	3,060,000
	Const	5,315,900	7,777,500
	Total	6,548,400	10,837,500
Unit III	Union/Grand Viaduct to Ross Island Bridge		
	R/W	42,500	85,000
	Const	1,657,500	2,295,000
	Total	1,700,000	2,380,000
PE		1,357,950	1,207,595
Total Project		\$20,800,000	\$30,065,095

Under the current funding availability of \$20.8 million, only Units I and II will be built, with Unit III funds in the TIP to be transferred to Unit II. The project will require supplemental funds amounting to \$9.3 million in order to complete all three units.

Partial funding toward this \$9.3 million requirement could come from the available \$3.2 million Interstate Transfer Reserve or could be sought through the next Six-Year Program update through the Access Oregon Program.

LRT Alternatives Analysis/DEIS:

The original allocation was to cover the corridor from downtown Portland to Milwaukie. The work scope has been extended from Milwaukie to the Clackamas Town Center, and additional funds will likely be needed to accommodate this change.

Southeast Corridor Study:

The east/west study is nearing completion and will identify a series of improvements, including the King-Harrison/42nd Avenue project. These improvements will require allocations from the reserve.

WP:mk
STAF0127.ATA
01-27-89

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING) RESOLUTION NO. 89-1063
THE TRANSPORTATION IMPROVEMENT)
PROGRAM TO ALLOCATE INTERSTATE) Introduced by Mike Ragsdale,
TRANSFER FUNDS FOR THE KING-) Chair, Joint Policy Advisory
HARRISON/42ND AVENUE PROJECT) Committee on Transportation

WHEREAS, The City of Milwaukie has requested that \$178,500 be transferred from the McLoughlin Reserve to fund construction of the King-Harrison/42nd Avenue project; and

WHEREAS, The project meets the objectives of the Southeast Corridor Study by facilitating traffic movement in the King-Harrison Corridor and will serve as a partial solution to east/west traffic flow problems in the southeast area; and

WHEREAS, The Southeast Corridor Technical Advisory Committee concurs in this action; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District authorizes the transfer of \$178,500 from the McLoughlin Corridor Reserve to the King-Harrison/42nd Avenue project.

2. That the Transportation Improvement Program be amended to incorporate this action.

3. That this action is consistent with the Regional Transportation Plan Update and Affirmative Intergovernmental Project Review is hereby given.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1988.

Mike Ragsdale, Presiding Officer

WP:mk
TIPA0127.RES
01-27-89

STAFF REPORT

Agenda Item No. _____
Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 89-1064 FOR THE PURPOSE OF
ALLOCATING FEDERAL-AID URBAN FUNDS FOR FY 1989 TO FY 1991

Date: February 15, 1989

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would: 1) allocate three years of the region's (Multnomah, Clackamas and Washington Counties) Federal-Aid Urban (FAU) funds to projects and reserves; and 2) identify City of Portland projects which are to use the City's allocated FAU funds.

TPAC has reviewed this proposed allocation and recommends approval of Resolution No. 89-1064.

FACTUAL BACKGROUND AND ANALYSIS

1. The TIP Subcommittee has prepared a program of projects to use FY 1989-FY 1991 allocations of FAU funds. The formula for distribution of the funds calls for each county in the Metro region to receive at least a 75 percent "minimum allocation" based upon population (75 percent of the funds allocated based upon population, 25 percent by region priority). In addition, staff has recommended "holding back" \$500,000 of the funds to allow for uncertainties in funding levels actually available in the FY 1990 to FY 1991 years. By following this procedure, the allocations would yield:

FY 1989 Actual	\$2,082,948
FY 1990 Projected.	2,094,393
FY 1991 Projected.	<u>2,094,393</u>
	TOTAL \$6,271,734
Less Proposed Reserve.	<u>500,000</u>
Balance to Allocate.	\$5,771,734

This balance would then be distributed to the counties and to reserves as follows:

Multnomah County @ 24.4%	\$ 1,056,227
Clackamas County @ 31.4%	1,359,243
Washington County @ 44.2%	1,913,330
Unallocated Reserve.	<u>1,442,934</u>
	TOTAL \$5,771,734

Exhibit "A" reflects these allocations for each of the jurisdictions and includes housekeeping functions as well as new projects under the FAU program. New projects for the region which have been allocated new funding are:

. I-84/223rd Connector (207th) - PE/Reserve for future	1,056,227
. Sunnybrook Split Diamond PE	50,000
. Beaverton/Tualatin Highway @ SW Bridgeport . . .	178,000
. Maple Street Reconstruction - T.V. Highway to Pacific Avenue	80,000
. Cornelius Pass Road - Sunset Highway to Cornell Road - Construction.	<u>600,000</u>
	\$1,964,227

Pre-existing projects in the region which will utilize the new funding allocations are:

. Boones Ferry Road	620,000
. Hall - Allen to Greenway.	1,200,000
. Other Projects Supplemented	60,330
. Clackamas County Reserve.	<u>484,243</u>
	\$2,364,573
	\$4,328,800

2. The City of Portland received a "fair and equitable" allocation for FY 1989 as a percentage of the Portland Urbanized Area. This new allocation and projections for FY 1990 and FY 1991 are reflected in the City's portion of Exhibit A. Seven new projects have been programmed for the City:

. NW 9th Avenue Improvements - Glisan to Front - Construction	\$ 380,000
. Multnomah Boulevard Corridor Improvements - PE and Construction	460,000
. East Burnside Street Corridor Improvements - PE and Construction.	245,000
. Intersection Improvement Program - PE and Construction	108,000
. Central Signal System Expansion Program - PE and Construction	348,000
. Downtown Mall Rehabilitation Program - Construction	800,000
. Regional Rail Program - PE	442,000

3. The amount set aside for the Regional Unallocated Reserve of \$1,442,934 represents the "25 percent regional priority" and requires projects to compete for use of the funds. JPACT technical criteria is used to rank the projects. Selected projects will be addressed under a separate resolution at a later date. Candidate projects submitted by the TIP Subcommittee are:

I-84 - 223rd Connector (207th) - Funds will augment current project allocation.

Warner-Milne/Linn/Warner-Parrott (intersection realignment) -

Oregon City.

McLoughlin Boulevard Improvements (Harrison to Railroad Overcrossing) - Milwaukie.

Cornelius Pass Road - Sunset Highway to Cornell Road - Trade off current project allocation to cover 185th Avenue shortfall.

185th Avenue - Unit 3 - Sunset Highway to Walker Road - Augment current project allocation.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1064.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ALLOCATING)
FEDERAL-AID URBAN FUNDS FOR)
FY 1989 TO FY 1991)

RESOLUTION NO. 89-1064

Introduced by Mike Ragsdale,
Chair, Joint Policy Advisory
Committee on Transportation

WHEREAS, Federal-Aid Urban (FAU) FY 1989 allocations have been received for the region and for the City of Portland; and

WHEREAS, This FY 1989 allocation has been projected into FY 1990 and FY 1991 in order to provide an adequate funding base for programming of projects; and

WHEREAS, The region allocation (less \$500,000 holdback for contingencies) has been suballocated with 75 percent based upon population and 25 percent by region priority; and

WHEREAS, Exhibit "A" has been prepared to reflect the suballocations and projects to which assigned; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District authorizes FY 1989 to FY 1991 FAU funds at the 75 percent "minimum allocation" to:

Multnomah County	\$1,056,227
Clackamas County	1,359,243
Washington County.	<u>1,913,330</u>
	\$4,328,800

and the 25 percent region priority to:

Metro Region Unallocated Reserve . \$1,442,934

2. That new projects and their use of FAU funds are endorsed:

Region

- . I-84 - 223rd Connector (207th) - PE/Reserve for future
- . Sunnybrook Split Diamond - PE
- . Beaverton/Tualatin Highway at SW Bridgeport - Construction
- . Maple Street Reconstruction - T.V. Highway to Pacific Avenue
- . Cornelius Pass Road - Sunset Highway to Cornell Road - Construction

City of Portland

- . NW 9th Avenue improvements - Glisan to Front - Construction
- . Multnomah Boulevard Corridor Improvements - PE and Construction
- . East Burnside Street Corridor Improvements - PE and Construction
- . Intersection Improvement Program - PE and Construction
- . Central Signal System Expansion Program - PE and Construction
- . Downtown Mall Rehabilitation Program - Construction
- . Regional Rail Program - PE

3. That the Transportation Improvement Program be amended to incorporate these allocations and projects as shown in Exhibit A.

4. That the Council hereby finds the projects in accordance with the Regional Transportation Plan and, hereby, gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District
this ____ day of _____, 1987.

Mike Ragsdale, Presiding Officer

BP:lmk
FAU0215.res
2-15-89

Metropolitan Service District
 Transportation Improvement Program
 Federal-Aid Urban System Projects

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	Obligated	1988	1989	1990	1991	1992	Post 1992	Authorized

City of Portland FAU System								
1 Finalized Vouchered Projects**0*000000*00000*****								
Pre Eng	1,597,249	0	0	0	0	0	0	1,597,249
Rt-of-Way	401,968	0	0	0	0	0	0	401,968
Constr	6,376,238	0	0	0	0	0	0	6,376,238
Non-Hwy Cp	131,555	0	0	0	0	0	0	131,555
Operating	217,108	0	0	0	0	0	0	217,108
Reserve	0	0	0	0	0	0	0	0
Total	8,724,118	0	0	0	0	0	0	8,724,118
2 N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE**9**75-019**00000*FAU9956*****								
Pre Eng	191,766	0	0	0	0	0	0	191,766
Total	191,766	0	0	0	0	0	0	191,766
3 I5-GREBLEY/I5 CONNECTION-LANDSCAPING-4R**21**76-009**00305*FAU9945*****								
Pre Eng	377,936	0	0	0	0	0	0	377,936
Total	377,936	0	0	0	0	0	0	377,936
4 GRAND AVE(OR99E)-HARRISON TO CLAY-FAU TO FAUE(SEE FAP)**35**0-*****00000*FAP26*****								
Constr	195,400	0	0	0	0	0	0	195,400
Total	195,400	0	0	0	0	0	0	195,400
5 CITY OF PORTLAND FAU CONTINGENCY**44**0-*****00000***0*****								
Reserve	0	0	1,128,173	1,730,284	1,730,284	0	0	4,588,741
Total	0	0	1,128,173	1,730,284	1,730,284	0	0	4,588,741
6 NW CORNELL RD RETAINING WALLS-NW 29TH/600FT W OF NW 30TH**105**84-104**02702*FAU9022*****								
Pre Eng	35,700	0	0	0	0	0	0	35,700
Constr	276,118	0	0	0	0	0	0	276,118
Total	311,818	0	0	0	0	0	0	311,818
7 SW BROADWAY-SW 4TH TO SW 6TH**200**10092***00582*FAU9345*****								
Constr	404,500	0	0	0	0	0	0	404,500
Total	404,500	0	0	0	0	0	0	404,500
8 COLUMBIA BLVD (BNRR) BRIDGE #9685 EMERGENCY REPAIRS**303**87-002**04218*FAU9956*****								
Pre Eng	4,238	0	0	0	0	0	0	4,238
Constr	309,804	0	0	0	0	0	0	309,804
Total	314,042	0	0	0	0	0	0	314,042
9 CONVENTION CENTER AREA TRANSIT IMPROVEMENTS(T)**383**0-*****00000*TRA0*****								
Pre Eng	0	0	100,000	0	0	0	0	100,000
Constr	0	0	300,000	1,300,000	0	0	0	1,600,000
Total	0	0	400,000	1,300,000	0	0	0	1,700,000

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 Transportation Improvement Program
 Federal-Aid Urban System Projects

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	Obligated	1988	1989	1990	1991	1992	Post 1992	Authorized

City of Portland FAU System								
10 WILLAMETTE GREENWAY TRAIL PROGRAM***								
575**10018***00240****0*****								
Pre Eng	61,500	0	0	0	0	0	0	61,500
Rt-of-Way	0	0	0	0	0	0	0	0
Constr	0	0	0	308,000	0	0	0	308,000
Total	61,500	0	0	308,000	0	0	0	369,500
11 CITYWIDE SIGNAL SYSTEM ANALYSIS***								
660**80-042***00620****0*****								
Pre Eng	72,218	0	0	0	0	0	0	72,218
Total	72,218	0	0	0	0	0	0	72,218
12 NW 9TH AVENUE IMPROVEMENTS-GLISAN TO FRONT***								
868**0*****0****FAUTBD*****								
Constr	0	0	0	380,000	0	0	0	380,000
Total	0	0	0	380,000	0	0	0	380,000
13 MULTNOMAH BLVD CORRIDOR IMPROVEMENTS***								
869**0*****0****FAU9896*****								
Pre Eng	0	0	46,000	0	0	0	0	46,000
Constr	0	0	0	414,000	0	0	0	414,000
Total	0	0	46,000	414,000	0	0	0	460,000
14 EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS***								
870**0*****0****FAU9822*****								
Pre Eng	0	0	24,500	0	0	0	0	24,500
Constr	0	0	0	220,500	0	0	0	220,500
Total	0	0	24,500	220,500	0	0	0	245,000
15 INTERSECTION IMPROVEMENT PROGRAM***								
871**78-119***00000*FAU9822*****								
Pre Eng	0	0	10,800	0	0	0	0	10,800
Constr	0	0	0	97,200	0	0	0	97,200
Total	0	0	10,800	97,200	0	0	0	108,000
16 CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM***								
872**0*****0****VARVAR*****								
Pre Eng	0	0	34,800	0	0	0	0	34,800
Constr	0	0	0	313,200	0	0	0	313,200
Total	0	0	34,800	313,200	0	0	0	348,000
17 DOWNTOWN MALL REHABILITATION PROGRAM***								
873**0*****0****FAU9341*****								
Constr	0	0	0	800,000	0	0	0	800,000
Total	0	0	0	800,000	0	0	0	800,000
18 REGIONAL RAIL PROGRAM***								
874**0*****0****VARVAR*****								
Pre Eng	0	0	442,000	0	0	0	0	442,000
Total	0	0	442,000	0	0	0	0	442,000
Total City of Portland FAU System	10,653,298	0	2,086,273	5,563,184	1,730,284	0	0	20,033,039

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 Federal-Aid Urban System Projects

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	Obligated	1988	1989	1990	1991	1992	Post 1992	Authorized

Multnomah County FAU System								
19 Finaled Vouchered Projects***0*000000*0000*****								
Pre Eng	91,437	0	0	0	0	0	0	91,437
Constr	917,181	0	0	0	0	0	0	917,181
Total	1,008,618	0	0	0	0	0	0	1,008,618
20 SE BURNSIDE STREET-SE STARK ST TO BULL RUN RD(1ST ST)***56*****FAU9822*****								
Pre Eng	225,005	0	0	0	0	0	0	225,005
Rt-of-Way	9,201	0	0	0	0	0	0	9,201
Constr	169,000	0	0	0	0	0	0	169,000
Total	403,206	0	0	0	0	0	0	403,206
21 NORTH MAIN RECONSTRUCTION(GRESHAM)-DIVISION TO POWELL***541**88-014**04863*FAU9879*****								
Constr	0	0	484,000	0	0	0	0	484,000
Total	0	0	484,000	0	0	0	0	484,000
22 238TH/242ND AVENUE IMPROVEMENTS***863**0-*****00000*FAU9877*****								
Pre Eng	0	0	90,000	0	0	0	0	90,000
Constr	0	0	0	557,460	0	0	0	557,460
Total	0	0	90,000	557,460	0	0	0	647,460
23 I84-223RD CONNECTOR(207TH)***864**0-*****00000*FAU9867*****								
Pre Eng	0	0	100,000	0	0	0	0	100,000
Reserve	0	0	0	0	1,056,227	0	0	1,056,227
Total	0	0	100,000	0	1,056,227	0	0	1,156,227
Total Multnomah County FAU System								
	1,411,824	0	674,000	557,460	1,056,227	0	0	3,699,511

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	Obligated	1988	1989	1990	1991	1992	Post 1992	Authorized

Clackamas County FAU System								
24 Finaled Vouchered Projects***0*000000*0000*****								
Pre Eng	248,064	0	0	0	0	0	0	248,064
Rt-of-Way	74,366	0	0	0	0	0	0	74,366
Constr	2,449,968	0	0	0	0	0	0	2,449,968
Total	2,772,398	0	0	0	0	0	0	2,772,398
25 LOWER BOONES FERRY RD-MADRONA TO SW JEAN***68**80-104**00677*FAU9473*****								
Pre Eng	207,290	0	0	0	0	0	0	207,290
Rt-of-Way	0	0	185,000	0	0	0	0	185,000
Constr	680,617	0	0	1,453,172	0	0	0	2,133,789
Reserve	0	0	0	0	0	0	0	0
Total	887,907	0	185,000	1,453,172	0	0	0	2,526,079
26 SUNNYSIDE ROAD-STEVENS ROAD TO 122ND UNIT I***77**77-147**00127*FAU9718*****								
Pre Eng	73,616	0	0	0	0	0	0	73,616
Total	73,616	0	0	0	0	0	0	73,616
27 HARMONY ROAD-LAKE ROAD TO 82ND DRIVE***79**77-148**00468*FAU9702*****								
Pre Eng	36,992	0	0	0	0	0	0	36,992
Constr	0	0	255,000	0	0	0	0	255,000
Total	36,992	0	255,000	0	0	0	0	291,992
28 82ND DRIVE-HWY 212 TO GLADSTONE/I205 INTERCHANGE***578**10051B**00500*FAU9653*****								
Rt-of-Way	0	0	819,574	0	0	0	0	819,574
Total	0	0	819,574	0	0	0	0	819,574
29 SUNRISE CORRIDOR-MCLOUGHLIN BLVD TO US26-PRELIMINARY ENGINEERING***722**86-036**00923**0*****								
Reserve	0	0	50,000	0	0	0	0	50,000
Total	0	0	50,000	0	0	0	0	50,000
30 CLACKAMAS COUNTY FAU RESERVE***835**0*****0*****								
Reserve	0	0	0	0	484,243	0	0	484,243
Total	0	0	0	0	484,243	0	0	484,243
31 SUNNYBROOK SPLIT DIAMOND PE***865**0*****0*****FAU9736*****								
Pre Eng	0	0	50,000	0	0	0	0	50,000
Total	0	0	50,000	0	0	0	0	50,000
Total Clackamas County FAU System								
	3,770,913	0	1,359,574	1,453,172	484,243	0	0	7,067,902

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 Federal-Aid Urban System Projects

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	Obligated	1988	1989	1990	1991	1992	Post 1992	Authorized

Washington County FAU System								
42 HALL BOULEVARD-ALLEN TO GREENWAY***830**10237***02354*FAU9091*****								
Constr	0	0	0	1,200,000	0	0	0	1,200,000
Total	0	0	0	1,200,000	0	0	0	1,200,000
43 MAPLE STREET RECONSTRUCTION-TV HWY TO PACIFIC AVENUE***866**0*****0****FAU9032*****								
Constr	0	0	80,000	0	0	0	0	80,000
Total	0	0	80,000	0	0	0	0	80,000
44 CORNELIUS PASS ROAD-SUNSET HIGHWAY TO CORNELL ROAD***867**0*****0****FAU9053*****								
Constr	0	0	0	600,000	0	0	0	600,000
Total	0	0	0	600,000	0	0	0	600,000
Total Washington County FAU System								
	3,066,366	3,219	1,640,472	1,800,000	0	0	0	6,510,057

Metropolitan Service District
 Transportation Improvement Program
 Federal-Aid Urban System Projects

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	Obligated	1988	1989	1990	1991	1992	Post 1992	Authorized

Tri-Met FAU System								
45 Finaled Vouchered Projects***0*0000000*00000*****								
Constr	1,110,747	0	0	0	0	0	0	1,110,747
Non-Hwy Cp	126,395	0	0	0	0	0	0	126,395
Total	1,237,142	0	0	0	0	0	0	1,237,142
46 TRI-MET RIDESHARE PROGRAM***102**80-043**00000***0*****								
Operating	681,184	0	0	0	0	210,021	0	891,205
Total	681,184	0	0	0	0	210,021	0	891,205
Total Tri-Met FAU System	1,918,326	0	0	0	0	210,021	0	2,128,347

Metropolitan Service District
 Transportation Improvement Program
 Federal-Aid Urban System Projects

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	Obligated	1988	1989	1990	1991	1992	Post 1992	Authorized

Highway Division FAU System								
47 Finaled Vouchered Projects***0*000000*0000*****								
Pre Eng	227,478	0	0	0	0	0	0	227,478
Rt-of-Way	94,226	0	0	0	0	0	0	94,226
Constr	812,390	0	0	0	0	0	0	812,390
Total	1,134,094	0	0	0	0	0	0	1,134,094
48 STATE STREET CORRIDOR(OR43)-TERWILLIGER TO LADD***133**77-068**00359*FAU9565*****								
Constr	0	0	22,000	0	0	0	0	22,000
Total	0	0	22,000	0	0	0	0	22,000
49 OR210-SCHOLLS HWY AT 135TH AVE-SIGNAL/REALIGNMENT***390**80-112**00046*FAU9234*****								
Constr	0	0	114,000	0	0	0	0	114,000
Total	0	0	114,000	0	0	0	0	114,000
50 US26-MT HOOD HWY AT PALMQUIST/ORIENT RD-GRADE/PAVE/SIGNAL-ST***397**10234***01470*FAP24*****								
Constr	0	0	30,000	0	0	0	0	30,000
Total	0	0	30,000	0	0	0	0	30,000
51 HIGHWAY 43 @ MCKILICAN/HOOD AVENUE WIDENING***853**10252***00976*FAU9565*****								
Constr	0	0	56,480	0	0	0	0	56,480
Total	0	0	56,480	0	0	0	0	56,480
Total Highway Division FAU System	1,134,094	0	222,480	0	0	0	0	1,356,574

Metropolitan Service District
 Transportation Improvement Program
 Federal-Aid Urban System Projects

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	Obligated	1988	1989	1990	1991	1992	Post 1992	Authorized

Metro Region and FAU Reserve								
52 Finald Vouchered Projects***0*000000*0000*****								
Pre Eng	463,280	0	0	0	0	0	0	463,280
Rt-of-Way	318,162	0	0	0	0	0	0	318,162
Constr	1,147,655	0	0	0	0	0	0	1,147,655
Total	1,929,097	0	0	0	0	0	0	1,929,097
53 UNALLOCATED FEDERAL-AID URBAN FUNDS***114**0-*****0000*****								
Reserve	0	0	0	0	0	0	1,942,934	1,942,934
Total	0	0	0	0	0	0	1,942,934	1,942,934
Total Metro Region and FAU Reserve	1,929,097	0	0	0	0	0	1,942,934	3,872,031

Metropolitan Service District
 Transportation Improvement Program
 Federal-Aid Urban System Projects

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Obligated	1988	1989	1990	1991	1992	Post 1992	Authorized
Metro Region Total							
13,230,620	3,219	3,896,526	3,810,632	1,540,470	210,021	1,942,934	24,634,422
Report Total							
23,883,918	3,219	5,982,799	9,373,816	3,270,754	210,021	1,942,934	44,667,461

DRAFT

REGIONAL TRANSPORTATION PLANNING
IN THE PORTLAND-VANCOUVER METROPOLITAN AREA

FISCAL YEAR 1990 UNIFIED WORK PROGRAM

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

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FY 1990 Unified Work Program Funding Summary

Program Specific Requirements for MPOs

1. Assessment of Title VI Planning Efforts

Metro works with Tri-Met to assure that the provision of existing transit service is non-discriminatory. While the responsibility for planning actual routes and service headways is at Tri-Met, Metro provides Tri-Met with data based on the 1980 census showing where concentrations of minority populations are throughout the region. Tri-Met examines the zones with high minority populations and analyzes how accessible transit is in those areas, as compared to the general population. This analysis indicates that minority residents in the Portland metropolitan area do, in most instances, receive equal or better transit accessibility than predominantly non-minority areas with similar local characteristics, and significantly better accessibility than the regional average.

With respect to capital improvements, Tri-Met prepares impact analyses for fixed facility projects as required by UMTA regulations. Any project which requires an environmental assessment or an environmental impact statement includes an analysis of the impact on minority populations. To date, there have been no Title VI concerns raised during either compliance reviews or other activities.

2. Monitor Title VI Activities

- a. With technical assistance from Metro, Tri-Met performed a transit accessibility analysis which enabled the population data (general and minority) to be converted to traffic analysis zones and census tracts. By allocating the minority population to traffic analysis zones and to census tracts, Tri-Met was able to accurately locate minority communities. With that knowledge, Tri-Met is able to target information concerning changes in transit service to the affected areas.
- b. In 1987, Metro assisted Tri-Met in developing an information base for use in addressing Title VI issues. This information was included by Tri-Met in a report to UMTA titled Title VI Report Update, September 30, 1987, Route Revisions Due to Light Rail (included in the FY 1989 Section 8 application). The data prepared by Metro included a population and employment update, transit travel time data and transit accessibility measures.

The transit accessibility data and travel time data were used to provide information on minority and non-minority travel times to employment, shopping and major public facilities. Using existing travel behavior database, Metro can provide Tri-Met with updates of this information as needed.

3. Information Dissemination

Tri-Met has an established public involvement process which is used when service changes are proposed. The process involves the steps listed below:

- . Notification of the proposed change and pending community workshops. Notification is placed on buses in the affected areas, in the general circulation newspaper and in minority-oriented newspapers. In addition, neighborhood associations are informed of upcoming community workshops.
- . Community workshops are held at public facilities (i.e., schools, community centers, etc.) in the affected neighborhoods. These workshops are informal gatherings at which Tri-Met staff solicits opinions of those in attendance regarding proposed route changes. Revisions to the proposals are then made based on public comment from the workshops.
- . Public hearings before the Tri-Met Board of Directors are then held on the revised service modification proposals. At this time, the Board makes a final decision.

Many Tri-Met decisions must be approved additionally by Metro. Those items are included in the Metro public awareness process. Tri-Met projects are included on TPAC, JPACT and Council agendas. Public meeting notices and meeting agendas are sent to the general circulation and minority-focused newspapers such as the Skanner. Metro projects are subject to the public meeting and public hearing process. Information is disseminated through the media, newspapers and mass mailings. Metro's information dissemination process is fully explained in the FY 88 Title VI submittal. A complete Title VI update will be done by both Metro and Tri-Met in August.

- 4. Both Metro and Tri-Met focus their decision-making processes on a subject or project rather than a particular group or community. When a project is being considered, a citizen advisory committee (CAC) is formed with membership made up of affected citizens. All citizens within the affected area are encouraged to participate in the citizen process.

Members for CACs are solicited through neighborhood groups, public service announcements, and ads in the daily newspaper and minority publications. Formed at the beginning of the project, the CAC is encouraged to develop alternatives and make recommendations to staff throughout the decision-making process of the project or study. Citizen recommendations are a critical part of the entire process and play an important role in determining the recommended project.

5. In 1989, Metro has two non-elected committees that deal with transit issues:

TPAC, the Transportation Alternatives Committee on Transportation, deals with all transportation issues facing the region. TPAC has 20 members, five of whom are women. TPAC has six citizen members who are the only ones Metro has authority to appoint. Openings for those positions are advertised in the daily and weekly newspaper (Skanner). Press releases are mailed to special interest groups such as the League of Women Voters, neighborhood groups, Chambers of Commerce, etc. Applicants are screened and interviewed before new members are chosen. Terms are for two years.

The Southeast CAC is made up of interested citizens from within the boundaries of the Southeast study. Five of its 15 members are women.

OREGON PORTION

RTP UPDATE/MAINTENANCE

PROGRAM DESCRIPTION

The adopted RTP provides the region with a comprehensive policy and investment blueprint for an effective long-range transportation system. To ensure that the RTP adequately reflects current demographic, travel demand and economic conditions and trends, ongoing maintenance of the RTP database and timely updates are necessary to the plan.

RELATION TO PREVIOUS WORK

RTP update process is an ongoing program. The development of the baseline technical data required for the 2010 Update and preliminary analysis of system functioning should be underway by the second quarter of 1989.

RTP maintenance is an ongoing program. Initial efforts associated with database refinement and TIP database consistency are expected to begin in the first quarter of 1989.

OBJECTIVES

- A. 2010 RTP Update -- Evaluate the adequacy of the currently adopted RTP in meeting the needs of the region based on updated 10- and 20-year regional growth forecasts and travel demand projections. Identify amendments to the RTP required in the areas of transportation policy, regional transportation system elements, improvements to the systems (10- and 20-year needs), financing shortfalls, coordination, consistency with other plans and outstanding issues.
1. Develop and evaluate base year, 10-year and 20-year travel projections based on updated population and employment forecasts and identify transit, highway and demand management improvements to be incorporated into the plan update.
 2. Revise evaluation of RTP costs and revenues.
 3. Provide support to Tri-Met in updating the Five-Year Transit Development Plan including assistance in evaluating suburban transit needs and service plans; initiate RTP amendments as necessary.
 4. Provide support to regional bicycle committee; amend and adopt Regional Bicycle Plan; initiate RTP amendments as necessary.
 5. Produce, review and adopt an RTP update after appropriate citizen, jurisdictional and committee review.

- B. RTP Maintenance/Consistency -- Maintain and update the RTP database consistent with changes in the population and employment forecasts, travel demand projections, cost and revenue estimates and amendments to local comprehensive plans.
1. Maintain and improve the RTP database to facilitate the compilation and refinement of project data, capital cost/revenue data, Operations, Maintenance and Preservation cost/revenue data and the results of ongoing planning studies; coordinate project database with the TIP.
 2. Ongoing review of Public Facility Plans (PFP) and Local Comprehensive Plan (LCP) periodic amendments for consistency with the RTP; initiate local or regional plan amendments as needed.
 3. Coordination with affected Metro departments and other jurisdictions and agencies to ensure RTP consistency with the UGB, planning horizon, long-term regional land use, and land use planning goal issues/changes.
- C. Assist in completing the Urban Growth Boundary (UGB) periodic review relative to transportation system impacts, assist Multnomah County, Clackamas County and Washington County in evaluating consistency of the I-84/U.S. 26 Connector (Mt. Hood Parkway), Sunrise Corridor and Western Bypass with land use goals.

PRODUCTS/MILESTONES

- Adoption of 2010 RTP update: December 1989.
- Release of Public Review Draft by JPACT: October 1989.
- Initial Review of Draft update document by TPAC (sections): August 1989.
- Technical data necessary for development of system performance evaluation, improvement proposals, capital and operations financial estimates, system element definition completed: July 1, 1989.
- Base year, 10-year, 20-year RTP, 20-year committed highway and transit trip tables completed, assignments begin: second quarter of FY 1990.
- Initial network development completed; review begins for base year, 10-year, 20-year RTP, 20-year committed highway and transit networks: first quarter of FY 1990.
- Review of local jurisdiction/other agency plans for RTP consistency -- PFPs/LCPs, Implementation Plans (Six-Year, TDP) as necessary (ongoing).

- Refinement of RTP project database and merger with TIP database:
by July, 1989.

EXPENSES:

Personal Services:	\$111,012
Materials & Services:	5,259
Capital Outlay:	<u>0</u>
TOTAL:	\$116,271

REVENUES:

Metro Match	\$ 6,872
FY 1990 FHWA	
PL Funds	49,399
ODOT	4,000
FY 1989 UMTA	
Section 8 Funds	20,000
FY 1990 UMTA	
Section 9 Funds	32,000
Tri-Met Match	<u>4,000</u>
TOTAL:	\$116,271

REGIONAL TRANSPORTATION PLAN: PRIVATIZATION

PROGRAM DESCRIPTION

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

OBJECTIVES

1. As follow-up to the Suburban Transit Study, which calls for contracted service to serve developing areas, continue to identify transit markets and types of transit service which may be appropriate for implementation by the private sector (peak, owl, feeder, new service, etc.). (Tri-Met/Metro)
2. Identify operating characteristics of and potential cost savings resulting from contractual service. Analyze results of Wilsonville and Molalla experience. (Tri-Met/Metro)
3. Continue to seek opportunities to implement private sector transit service where possible (e.g., I-205 corridor, Macadam corridor, PTC corridor, owl service, etc.). (Tri-Met/Metro)
4. Ensure that the private sector has been adequately involved in the development of transit projects included in the TIP. (Metro/Tri-Met)
5. Encourage public/private partnerships consistent with local plans and UMTA policies with the private sector at major transit stations. This includes assisting in the development of Project Break-Even and implementing recommendations of the Public/Private Task Force on Transit Financing.

PRODUCTS/MILESTONES

1. Report documenting results of analysis of appropriate markets for private sector transit service.
2. Report documenting results of contracted service in Wilsonville and Molalla.
3. Application to UMTA Entrepreneurial Services Program for transit service in the I-205 corridor.
4. Report documenting accomplishments of private sector financing activities.

EXPENSES:

Metro:
Personnel: \$12,500

Tri-Met:
Personnel: _____

TOTAL: \$12,500

REVENUES:

FY 88 Sec. 8 \$10,000
Metro Match 2,500
\$12,500

SUBURBAN TRANSIT PLAN

PROGRAM DESCRIPTION

1. Assist Tri-Met in implementing recommendations of the Suburban Transit Plan. Develop dial-a-ride demonstration project run by private contractors.
2. Assist Clackamas County and Tri-Met in refining Clackamas County transit routes in the vicinity of the Clackamas Town Center.

RELATIONSHIP TO PREVIOUS WORK

The Metro and Tri-Met components of the Suburban Transit Study are nearly complete. The study calls for implementing contracted small bus and dial-a-ride service in developing areas. The focus this year will be to select a target area to commence a demonstration dial-a-ride project.

PRODUCTS/MILESTONES

1. Suburban Transit Plan
2. Demonstration Dial-a-Ride Project

EXPENSES:

Metro	<u>\$15,000</u>
TOTAL:	\$15,000
TOTAL:	\$179,100

REVENUES:

FY 89 Sec. 9	\$12,000
Metro Match	<u>3,000</u>
TOTAL:	\$15,000

WILLAMETTE RIVER BRIDGE CROSSING STUDY (SOUTHEAST CORRIDOR)

PROGRAM DESCRIPTION

The Sellwood Bridge has 15 to 20 years of useful life remaining. Previous consultant studies have found that construction of a new bridge may be more cost-effective than attempting major repairs at significant expense to this aging structure. This study will examine the need for additional river crossing capacity across the Willamette River and the most practical locations to construct a new bridge. Ultimately, after an extensive public involvement process, the study will result in the selection of the preferred location for a new bridge or adding capacity to the Ross Island Bridge.

RELATION TO PREVIOUS WORK

Sketch analysis was conducted on a range of bridge crossing options during the Johnson Creek corridor phase of the Southeast Corridor study to identify the relationship between bridge crossings and east/west traffic in the study area. Conclusions were that various bridge crossing options will impact traffic on the arterial system, but will not affect possible recommendations for east/west collectors in the Southeast study area.

OBJECTIVES

Evaluate the adequacy of Willamette River bridge capacity south of downtown Portland and recommend needed improvements to the Ross Island Bridge or the Sellwood bridge. Also determine the need for, feasibility of and potential locations of a new bridge. Ensure that the capacity of the surrounding highway system is consistent with any river crossing improvements.

Evaluate the role of transit and its ability to serve cross river transportation needs.

- . Evaluate the adequacy of existing Willamette River bridge crossings, options for upgrading or replacing existing bridges and feasible locations of new bridge alternatives.
- . Measure the ability of the RTP highway system to handle projected (forecast) traffic demand.
- . Conduct problem assessment and identify capacity deficiencies for the existing bridge crossings (Ross Island and Sellwood Bridge).
- . Evaluate the performance of McLoughlin Boulevard from the Ross Island Bridge to Highway 22 and Macadam/Highway 43 north and south of the Sellwood Bridge, as well as I-5 between the Ross Island Bridge and the Sellwood Bridge.

- . Identify capacity deficiencies on the arterial system west of the Sellwood Bridge including the Terwilliger Extension and the Macadam/I-5 access.
- . Identify the significant environmental impacts and costs for each of the proposed alternatives.
- . Determine the impacts of increased bridge capacity on:
 - The need for other system improvements on both sides of the river to make the proposed alternatives work.
 - The ability of the alternative to solve problems identified in the RTP problem assessment.
 - The operation of the RTP arterial system.
 - The need for improvements to the RTP arterial system or additional arterial capacity.
- . Identify the significant environmental impacts and costs for each of the proposed alternatives.
- . Work with the jurisdictions and the Citizens Advisory Committee to gain consensus on the preferred alternative.

PRODUCTS/MILESTONES

- . A report describing the study overview, scope of work and assumptions for analysis.
- . Report documenting problems, needs and possible alternatives.
- . Report evaluating possible alternatives under consideration - FY 1991.
- . Report documenting recommendation - FY 1991.

EXPENSES:

Personal Services:	\$ 94,749
Materials and Services:	9,258
Capital Outlay:	<u>0</u>
TOTAL:	\$104,007

REVENUES:

Metro Match	\$ 4,412
ODOT	49,595
FY 1990 FHWA e(4)	<u>50,000</u>
TOTAL:	\$104,007

REGIONAL LIGHT RAIL STUDY

PROGRAM DESCRIPTION

Perform an analysis of the primary light rail corridors identified in the RTP using new 1988 travel forecasting models which take into account the results of the Banfield LRT study. The result of this project will be an update of the regional light rail priorities based on the new model analysis. Components of this program include developing evaluation criteria to compare and prioritize corridors, analyzing light rail on the Portland transit mall, and analyzing the Beaverton-to-Hillsboro branch extension of the Westside light rail.

RELATION TO PREVIOUS WORK

The regional LRT System Plan Scope of Work (approved in FY 1983) has served as an overall guide for the regional LRT studies, under which studies in the Milwaukie, Bi-State, I-205, Barbur and Macadam corridors have been undertaken. Prior to initiating further full Phase I studies for remaining transitway corridors identified in the RTP, a "sketch" assessment was performed to limit the full "phase I" work program assessment to those corridors found to be the most promising.

In the fall of 1987, JPACT evaluated the work which had been completed to that time and determined that the Westside, McLoughlin, and I-205 corridors have the highest priority for construction in a 10-year time frame. The Barbur and I-5 corridors were determined to be a lesser priority and recommended to be constructed in a 20-year time frame. The Macadam Corridor need was determined to be beyond the 20-year time frame. These previously identified corridors will be reexamined and updated based on the new 1988 travel forecast model and the newly forecast 2010 land use data. The Beaverton to Hillsboro extension has undergone cursory analysis as a part of the Westside process.

OBJECTIVES

Completion of the Regional Light Rail Study has determined the primary corridors for inclusion into the Regional Transportation Plan. The corridors will be further evaluated and ranked in order of their priority. The evaluation of the extensions and branches will determine the long-term direction of the regional rail system and allow the jurisdictions to make better land use decisions and preserve right-of-way where necessary.

1. Reassess the primary light rail corridors identified in the RTP using the 1988 travel forecast models and new 2010 land use data. This assessment will examine in greater detail the identified corridors and document the performance of the light rail lines as one system. The corridors to be tested include I-205, I-5 North, McLoughlin, Barbur and Westside.

2. Assess the feasibility of the branch extensions using the 1988 forecasting models. These include Beaverton to Hillsboro, Milwaukie to Lake Oswego, Milwaukie to Oregon City, Clackamas Town Center to Oregon City via I-205, and Beaverton to Tigard or Tualatin.
3. Analyze the ridership impacts of adding light rail to the Portland transit mall. Work with Tri-Met to determine when such an improvement would be required. Work with Portland to determine land use and development impacts.
4. Perform a detailed analysis of the Beaverton to Hillsboro extension. This analysis will include ridership forecasts and a cost-effectiveness evaluation.

PRODUCTS/MILESTONES

Alignment descriptions for those corridors not part of the priority system, but still considered feasible in the long term for inclusion in local comprehensive plans - July 1989.

A report updating the 2005 and 2010 travel forecasts highlighting average weekday, weekend and annual ridership characteristics of each line - September 1989.

Publish an "interim" report for core portions of the system and that summarizes the evaluation process to be used to develop the rail system - July 1989.

Mall LRT study that summarizes the findings and data that compares the two alignments - October-November 1989.

Regional light rail study draft and final documents which summarizes the project results - January-February 1990.

Hillsboro Report that summarizes and documents the evaluation of the Beaverton-to-Hillsboro extension - July 1989.

EXPENSES:

Personal Services:	\$137,811
Materials and Services:	4,295
Capital Outlay:	<u>0</u>
TOTAL:	\$142,106

REVENUES:

Metro Match	\$16,116
FY 1990 UMTA e(4)	78,290
FY 1990 UMTA	
Sec. 9 Funds	40,000
Tri-Met Match	<u>7,700</u>
TOTAL:	\$142,106

EASTSIDE LRT ALTERNATIVES ANALYSIS

PROGRAM DESCRIPTION (overview)

Prepare Environmental Impact Statements (EIS) and complete an "Alternatives Analysis" under UMTA procedures for the I-205 LRT Corridor and the Milwaukie LRT Corridor. The statements will define what mode of public transit is appropriate in both corridors--LRT, busway or expanded bus service. They will also examine the interrelationship between the corridors and the need for a major transit project in either or both and recommend which segments should proceed to implementation.

RELATION TO PREVIOUS WORK

This would be a new project. A Phase I Alternatives Analysis has been completed in each corridor, which narrowed the alternatives that the EIS will examine.

OBJECTIVES

The Environmental Impact Statements will lead to decisions regarding whether to pursue light rail in the I-205 and Milwaukie Corridors. The statements will also lead towards a selection of an alignment in each corridor and examine highway and transit tradeoffs between the two corridors.

- I. Prepare Draft Environmental Impact Statement (DEIS) in the Milwaukie Corridor.
 - A. Gain concurrence from UMTA regarding detailed work scope.
 - B. Manage all consultant activities, including capital cost estimates, air quality, noise, wetlands/wildlife and cultural resources.
 - C. Manage Technical Advisory Committee (TAC).
 - D. Develop public involvement plan and staff a Citizens Advisory Committee.
 - E. Assess other environmental impacts including residential and business displacements, potential conflicts with parks, and major infrastructure impacts on streets, utilities and railroads.
 - F. Assess the land use impact and development potential associated with each alignment, particularly in the North Macadam vicinity and in Milwaukie. Identify the potential for public/private co-venture funding sources.

- G. Prepare LRT ridership estimates for McLoughlin, Portland Traction Company and Macadam alignments. Identify the degree to which ridership is dependent on existing versus future development. (The Macadam alignment would assume a new bridge across the Willamette River to gain access to Milwaukie.)
 - H. Identify the impact of LRT investment/bus service expansion on highway demand and congestion, and costs of improving that congestion with highway projects. Highway analysis would include McLoughlin Boulevard, Macadam Avenue, I-205 and other major streets in the study area.
 - I. Determine LRT and bus operating costs for each alignment.
 - J. Develop summary of costs, benefits and impacts for use by general public and local jurisdictions.
 - K. Determine Preferred Alternative in Milwaukie Corridor.
- II. Perform a DEIS in the I-205 Corridor.
- A. Perform all activities as shown above in letters "A," "B," "C," "D," "E," "H," "I" and "J."
 - B. Examine land use forecasts in the entire corridor and the need to revise forecasts, particularly in the vicinity of the Port property and in Clackamas County. Identify the potential for public/private co-venture funding sources for LRT within the corridor.
 - C. Prepare LRT ridership estimates for a light rail line from the Portland International Airport Terminal to the Clackamas Town Center vicinity. Also prepare forecasts for busway, BSE and No Build options.
 - D. Assess in detail ridership potential to the airport. Update survey on ridership to other airports served by rail.
 - E. Assess in detail potential for non-work trips to the Clackamas Town Center vicinity.
 - F. Analyze alignments on Port property, south of Foster Road, and in the Clackamas Town Center area for their development potential, as well as for ridership and capital cost.
 - G. Examine in detail highway forecasts for I-205. This

would include the level of traffic and congestion, the degree to which the forecasts are being realized ahead of schedule, and the degree to which the congestion is on through lanes versus at interchanges.

- H. Examine highway tradeoffs between the I-205 and McLoughlin Corridors--with and without LRT in each corridor.

PRODUCTS/MILESTONES

- . Resolve all issues relating to grant application and scope of work by August 30, 1989.
- . Commence work on the Environmental Impact Statement by September 30, 1989.
- . Complete travel forecasts and analysis by July 1, 1990.
- . Complete consultant studies by July 1, 1990.
- . Other activities (evaluation of LRT cost-effectiveness and completion of DEIS report) will be completed in FY 1991.

EXPENSES:

Personal Services:	\$150,350
Materials & Services:	506,443
Capital Outlay:	<u>0</u>
TOTAL:	\$656,793

REVENUES:

I-205/McLoughlin Corridor	
UMTA Grants	\$558,274
Various Local Match	
Contributions	82,099
Metro Match	<u>16,420</u>
TOTAL:	\$656,793

DATA SERVICES

PROGRAM DESCRIPTION

The Data Resource Center is a cooperative data gathering and research program, predominately supported by the dues of Metro's member jurisdictions and fees charged for products and services. The Center eliminates the need for costly duplication of its functions by individual governments and businesses. Information collected and maintained covers demographics, construction, employment and land development characteristics and potentials. Key census items are updated between the decennial U.S. census and short and long range forecasts of population, housing and employment are made on a four-year cycle.

The forecast is used by government and business for short- and long-term planning. It is the only source of small area (e.g., census tract) forecast data for this region.

Metro annually updates population and housing to small areas. Employment is done biannually. We are the only source of this data for small areas.

A substantial portion of staff resources are devoted to providing data services to our member jurisdictions and paying customers.

RLIS will provide a comprehensive single source for land information in this metropolitan area.

Metro is the lead agency among a network of agencies involved in the collection and maintenance of geographically based information. The sharing of data products will benefit this region by reducing the cost of database development and maintenance, greatly reducing the amount of redundant data collection. The system design was developed over several months and guided by a steering committee of representatives from local governments, utilities and business.

RELATION TO PREVIOUS WORK

During Spring 1989, a complete revision of the 1990/2005 forecast was published for 1995/2010. These major revisions are done on a four-year cycle and Metro is committed to increment the forecast annually during the intervening years.

The updates to 1987 employment, population and housing data were completed Spring, 1988 as the base data for the forecasting project. In February 1989, the 1988 series for housing and population began.

Using the steering committee, an RFP was issued for the GIS system and a software and hardware vendor was selected. System delivery was in early March. A user survey was distributed to potential future users

as the basis for the detailed database design work.

OBJECTIVES

Forecast work will consist primarily of responding to refinements to the small area data submitted by local jurisdictions. New editions of the Factbook and Regional Development Trends will be produced.

The demand for products and services will rise as RLIS becomes operational. This will be especially true during the interim period before member jurisdictions are capable of remote computer access to RLIS and are therefore more dependent on Metro for routine queries on the database.

Building permits will continue to be collected on a monthly basis, using the services of an independent contractor.

A survey of household socioeconomic and travel characteristics will be conducted in 1990 to permit benchmarking with the 1990 census. Benchmarking will prove valuable for calibrating similar surveys done later in the decade.

An improved method for determining the location of business and employment will be developed as the basis for conducting the work in FY 1990-91.

Metro will function as the lead agency in the 1990 pre-census housing count to be conducted in December 1989.

Constructing the RLIS database will be a labor intensive data entry process. RLIS will be built on two base maps to meet the broad range of application needs. These needs are for a large scale map for generalized mapping (e.g., census products) and detailed mapping at the land parcel level. Digital forms of these base maps are available from the Oregon Department of Transportation and Portland General Electric.

The ODOT Map Base

The ODOT map will serve as the base for census and transportation data. This map was digitized from USGS maps, using ODOT's Intergraph CAD system. Utilizing this resource will require conversion from Intergraph format to the ARC/INFO format used by RLIS. Following conversion, the census and transportation geographic boundaries will be digitized as overlays. The remaining work will entail association of the census and transportation database elements with the mapped geographic boundaries. This will include transfer of the U.S. Census Bureau's TIGER map into this map base.

The PGE Map Base

The PGE parcel map will serve as the base for development of the 14 land information layers RLIS will contain--for example, zoning,

comprehensive plans, open space, vacant land, etc.

PRODUCTS/MILESTONES

- Updates of "provisional" population and housing estimates to 1990 - 3/90.
- The Regional Factbook, 1990 edition - 3/90.
- Three Regional Development Trends Reports - Tri-annual.
- Household Survey - 4/90.
- Methodology for developing business and employment address file in FY 1990-91.
- Census Tract based (links current data to digital map base) - 8/89.
- Commercial/Industrial Economic Development.
 - a. partial functionality - 12/89.
 - b. full functionality - 6/90.

EXPENSES:

Personnel:	\$313,305
Materials and Services:	119,750
Capital Outlay:	<u>0</u>
TOTAL:	\$433,055

REVENUES:

PL/ODOT	\$ 67,689
ODOT Direct	5,000
FY 1990 Sec. 8	117,037
FY 1990 HPR	6,710
FY 1990 Sec. 9	6,400
Tri-Met Match	1,600
Metro Match	<u>228,619</u>
TOTAL:	\$433,055

TRAVEL MODEL REFINEMENT

PROGRAM DESCRIPTION

The purpose of the Model Refinement Program is twofold: 1) maintain the state-of-the-art travel demand forecasting models and up-to-date computer simulation networks for current, short range and long range transportation plans, and 2) maintain up-to-date short and long range travel forecasts which reflect changes in land use assumptions, projected highway and transit investments and travel costs.

RELATION TO PREVIOUS WORK

A major upgrade to the mode split model was developed in FY 1988-89 to better reflect socioeconomic trends and incorporate the effects of LRT. In addition, a survey of traffic entering the Metro region was taken which will be incorporated into the models in FY 1989-90.

OBJECTIVES

The Model Refinement Program has several areas of focus for FY 1990.

1. Monitor and summarize trends in transit fares, auto operating costs and parking costs. Assemble and tabulate transit patronage and traffic count data. These are important input and calibration data items needed in the travel forecasting process.
2. Update computer simulation networks to include a 1988 base, committed RTP, 10-year RTP and 20-year RTP. Update travel demand forecasts (i.e., trip matrices) to a 1988 base, 2001 short-term forecast and 2011 long-term forecast.
3. Commercial Vehicle Study: Develop a methodology to better predict the amount of commercial traffic on the region's roadways.
4. Survey results from the 1989 external survey will be used to develop an external trip model. This tool is necessary to better quantify the impact of external traffic on the region's roadways.
5. Develop a single region-wide model for use in the bi-state analysis.

PRODUCTS/MILESTONES

1. Report documenting the cost and auto/transit count trends.
2. Updated computer simulation networks and travel forecasts. Results documented.
3. Updated methodology to estimate commercial vehicle traffic flows. Results documented.

4. Report documenting the cordon station survey findings and external model formulation. Implementation of the model into the travel forecasting process.
5. Development of a bi-state travel forecasting model. Report summarizing the 1) model form and assumptions, and 2) the base year and RTP travel forecasts obtained using this system.

EXPENSES:

Personal Services:	\$122,231
Materials and Services:	32,087
Capital Outlay:	<u>0</u>
TOTAL:	\$154,318

REVENUES:

Metro Match	\$ 6,500
FY 1990 FHWA	
PL Funds	37,608
ODOT	51,710
FY 1990 UMTA	
Section 9 Funds	52,000
Tri-Met Match	<u>6,500</u>
TOTAL:	\$154,318

TRANSPORTATION TECHNICAL ASSISTANCE

PROGRAM DESCRIPTION

Provide technical assistance to ODOT, Tri-Met, the Port of Portland, and the cities and counties in using Metro travel forecasts in local transportation studies and project design.

RELATION TO PREVIOUS WORK

Ongoing service provided as needed by other agencies.

OBJECTIVES

Assistance is provided in terms of 1) staff support to obtain data and/or evaluate a particular transportation problem, 2) computer usage, and 3) training to jurisdictional staff.

Assistance to the jurisdictions will be based on a budget allocation as follows:

Portland	\$ 23,800
Multnomah County	31,476
Washington County	45,443
Clackamas County	38,063
Port of Portland	7,000
Tri-Met	15,000
ODOT	<u>17,500</u>
	\$ 178,282

Requests for services must be made through the appropriate TPAC members; suburban jurisdictions should channel their requests through the TPAC representatives of the cities of that county.

In addition, specific work elements are identified to provide:

1. Assistance to ODOT to refine the Sunset Highway traffic forecasts to ensure consistency with the design characteristics of the proposed highway improvements. This is part of the Sunset Highway and LRT preliminary engineering efforts.
2. Assistance to Tri-Met in the development of the five-year Transit Development Program.

PRODUCTS/MILESTONES

1. Planning and project development data provided to jurisdictions ongoing.

2. Documentation summarizing the assumptions, travel forecasts and recommendations for the Tri-Met TDP and Sunset Highway improvements.

EXPENSES:

Personal Services:	\$169,840
Materials and Services:	12,885
Capital Outlay:	<u>0</u>
TOTAL:	\$182,725

REVENUES:

Metro Match	\$ 2,760
FY 1990 FHWA	
PL Funds	49,325
ODOT	20,000
FY 1990 UMTA	
Section 8 Funds	11,040
FY 1990 UMTA	
Section 9 Funds	9,600
FY 1989 FHWA e(4)	
Funds	73,564
Fund Balance	9,036
Tri-Met Match	2,400
Sales	<u>5,000</u>
TOTAL:	\$182,725

TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM DESCRIPTION

The Transportation Improvement Program (TIP) serves as a regional policy document describing which projects will be given priority, and is prepared in response to United States Department of Transportation (USDOT) regulations. The regulations state that a program of highway and transit projects which use federal funds is to be developed annually under the direction of the MPO and is to set forth cost estimates for the annual element year. Projects are developed through cooperative participation of the Oregon Department of Transportation (ODOT), the cities and counties in the region, and Tri-Met. In addition to including projects defined by the cities and counties, the TIP incorporates major regional actions such as Tri-Met's Transit Development Plan and ODOT's Six-Year Highway Improvement Program.

The Federal-Aid Urbanized Boundary, Classification and Systems are established to meet the requirements of Title 23, Section 103, USC, in those places which are designated by the U.S. Bureau of Census as urbanized. Boundaries are fixed by responsible local officials through the MPO and reviewed and approved first by the Oregon State Highway Division (State Highway Engineer) and then by the Federal Highway Administration.

RELATION TO PREVIOUS WORK

The TIP is adopted on an annual basis. Ongoing are supporting work activities...

- . to establish transportation project priorities
- . to allocate federal funds
- . to monitor funding status of projects and their federal funding
- . to periodically publish status reports
- . to provide generalized support to state and local jurisdictions
- . to monitor Federal-Aid Urbanized Boundary, Classification and Systems

OBJECTIVES

Establish regional transportation project priorities consisting of regional transportation needs in light of available local, state and federal funding.

Integrate new transportation funding in the TIP covering Urban Arterial Streets Fund and Vehicle Registration Fee if authorized by the 1989 Oregon Legislature.

Set Interstate Transfer and Federal-Aid Urban priorities to accommodate

funding and schedule changes and include in the Annual Element year all those projects that are seeking funds.

Update the TIP with Tri-Met's Transit Development Plan (TDP) including Tri-Met/Metro strategies to best implement the TDP in light of cost and schedule changes, and balance the diverse funding sources.

Monitor status of projects and federal funding by maintaining the TIP database covering a multitude of active projects, and provide a budgetary control system at all levels of funding so as not to exceed the apportioned amounts for the applicable year.

Monitor Federal-Aid Urbanized Boundary, Classification and Systems as fixed by responsible local officials through the MPO and as approved first by the Oregon State Highway Division (State Highway Engineer) and then by the Federal Highway Division Administration.

1. Allocate federal funds.

Establish regional transportation project priorities relating to available local, state and federal funding. Included in this is the setting of Interstate Transfer and Federal-Aid Urban priorities, and update of the TIP with Tri-Met's Transit Development Plan and ODOT's Six-Year Highway Improvement Program. The result is a comprehensive capital package which sets forth the most appropriate use of all available and potential capital funding sources.

2. Monitor status of projects and federal funding.

This consists of incorporating each project in the region into the TIP and describing the project, type of effort (engineering, right-of-way, construction), funding source and amount, year in which implemented, and local jurisdiction responsible. Special emphasis is placed on Interstate Transfer programs, Urban Mass Transportation programs, and Federal-Aid Urban programs.

3. Adopt the TIP and Annual Element update.

This covers all funding sources and projects defined by the cities and counties. In addition, the TIP incorporates major regional actions such as Tri-Met's Transit Development Plan and ODOT's Six-Year Highway Improvement Program.

4. Publish reports of cost and schedule status.

Reports are prepared routinely throughout the year, with selective and specialized reports prepared at the request of the jurisdictions. These reports support reviews undertaken by Metro and by the jurisdictions and serve as basis for planning updates.

5. Provide generalized support to state and local jurisdictions.

This consists of service to the jurisdiction when requested, such as coordination, reports, analyses, etc.

6. Integrate new transportation funding in the TIP.

This requires establishing the amounts available and the projects for which the funding is targeted. Programs covering Urban Arterial Streets Fund and Vehicle Registration Fee will be incorporated into the TIP in the near future.

7. Federal-Aid Urbanized Boundary, Classification and Systems.

Boundaries are fixed by responsible local officials through the MPO and reviewed and approved first by the Oregon State Highway Division (State Highway Engineer) and then by the Federal Highway Division Administration. Where transit is involved in urbanized areas, the boundary is also approved by the Urban Mass Transportation Administration (UMTA). Updates cover amendments to the boundary and changes to the Functional Classification System and to the Federal-Aid System.

PRODUCTS/MILESTONES

- . Periodic amendments to the TIP
- . Periodic amendments to the Federal-Aid Urbanized Boundary, Classification and Systems
- . Refine strategies for obligating project funds set forth in the Annual Element year 12/89
- . Develop project estimates of cost by phase and year that are to be implemented in the Annual Element year 2/90
- . Establish regional priorities for incorporation into the Six-Year Highway Improvement Program
- . Prepare estimates of transit and highway needs using Interstate Transfer funds for use in congressional apportionments for the following year
- . Endorse annual Transit Development Plan
- . Adopt Special Needs Transportation allocations to recipient agencies 6/90
- . Adopt the 1991 TIP and any updates to the TDP, Six-Year Program, and jurisdictional projects 8/89
- . If no previous action, adoption of the TIP would also include Tri-Met's compliance with private sector participation, Metro's certification of compliance with federal requirements, evaluation of the financial ability of Tri-Met to construct and operate projects proposed in the TIP, and conformance of the TIP with the Oregon State Implementation Plan (SIP) for Air Quality
- . Prepare annual report documenting all the above for

distribution to city and county public works officials
and other officials on the local, state and federal levels
9/89

EXPENSES:

Personal Services:	\$103,543
Materials and Services:	2,648
Capital Outlay:	<u>0</u>
TOTAL:	\$106,191

REVENUES:

Metro Match	\$ 1,738
FY 1990 FHWA PL Funds	47,500
ODOT	5,000
FY 1990 UMTA Section 8 Funds	36,953
FY 1989 UMTA Section 8 Funds	10,000
Tri-Met	<u>5,000</u>
TOTAL:	\$106,191

MANAGEMENT AND COORDINATION

PROGRAM DESCRIPTION

Provide for overall department management including budget, Unified Work Program (UWP), contracts, grants, personnel and activities required by TPAC, JPACT and the Metro Council.

OBJECTIVES

Ensure compliance with all federal requirements for receipt of grants and maintain "certification" of the region for continued receipt of transit and highway construction funds and provide documentation to FHWA and UMTA of such activity.

Provide support to the Joint Policy Advisory Committee on Transportation (JPACT), the Transportation Policy Alternatives Committee (TPAC) and subcommittees to ensure coordination between state, regional and local transportation plans and priorities.

Provide for departmental management including personnel matters, management of expenditures for materials, services and capital, contract compliance and departmental work programs.

1. FY 1991 Unified Work Program.
2. Management of department staff time, budget and products.
3. Required documentation to FHWA and UMTA such as quarterly narrative and financial reports.
4. Monthly progress reports to the TPAC.
5. Minutes, agendas and documentation.
6. Execution and monitoring of various pass-through agreements.
7. Interdepartmental coordination.
8. Periodic review with FHWA and UMTA on UWP progress.
9. Tri-Annual Title VI Report.

PRODUCTS/MILESTONES

1. Annual budget adoption, June 1990; quarterly progress reports.
2. Annual UWP adoption, May 1990; quarterly grant progress reports.
3. TPAC/JPACT mailings, monthly; monthly reports.

4. Grant applications, May 1990 and August.
5. Title VI Update Report, September 1989.

EXPENSES:

Personal Services:	\$138,238
Materials and Services:	0
Capital Outlay:	<u>0</u>
TOTAL:	\$138,238

REVENUES:

Metro Match	\$ 14,648
FY 1990 FHWA	
PL Funds	65,000
FY 1990 UMTA	
Section 8 Funds	<u>58,590</u>
TOTAL:	\$138,238

PUBLIC/PRIVATE TASK FORCE ON TRANSPORTATION

PROGRAM DESCRIPTION

This study was initiated in 1988 for the purpose of identifying innovative public/private co-venture funding strategies to fund transit improvements. With the assistance of a task force comprised of representatives from both the public and private sectors, the following mechanisms are recommended for implementation for future LRT corridors:

1. implementation of a benefit assessment district around LRT stations;
2. funding from urban renewal districts existing or formed in proposed station areas;
3. developer contribution when station is integrated with development; and
4. public acquisition of land for lease to future developers.

RELATION TO PREVIOUS WORK

The Public/Private Task Force completed their recommendations in 1988 and submitted their final report to JPACT.

OBJECTIVES

It will be necessary to define specific steps to implement the recommendations of the Task Force, including delineation of model ordinances for establishment of assessment districts, criteria for private developer contribution and adoption of procedures to be followed to consider public/private co-venture funding mechanisms when implementing an LRT corridor. The overall procedures and requirements will be delineated in a regional policy position and incorporated into the Regional Transportation Plan (RTP) as requirements for implementing LRT. The responsibility for actually implementing the requirements will rest with Metro, Tri-Met and/or the appropriate local government during the Alternatives Analysis/DEIS and Preliminary Engineering/FEIS stages of LRT project development.

PRODUCTS/MILESTONES

1. Regional Policy statement on consideration of public/private co-venture funding mechanisms.
 2. Interagency agreements for the Westside, Milwaukie and I-205 corridor LRT projects defining requirements and responsibilities for considering public/private co-venture funding mechanisms.
- 1/90

3. Incorporate regional policy into RTP. 12/89

EXPENSES:

Personal Services:	\$11,502
Materials & Services:	25,000
Capital Outlay:	<u>0</u>
TOTAL:	\$36,502

REVENUES:

Metro Match	\$ 2,300
FY 1989 UMTA	
Section 8 Funds	9,202
FY 1988 UMTA	
Section 8 Funds	20,000
Portland Match	<u>5,000</u>
TOTAL:	\$36,502

ODOT PLANNING ASSISTANCE

PROGRAM DESCRIPTION

Major accomplishments for FY 1990 by the Metro/Region Branch include supporting Metro and other agencies in the RTP Update. Major assistance emphasis will also be given to the local plan updates. Work activities will include:

FY 1990 HPR PROGRAM

1. Access Management Study support (Sherwood, Beaverton and Mt. Hood area).
2. Traffic count updates as needed for model refinement, subarea studies and the Banfield Before-and-After study.
3. Local land use development and traffic impact reviews.
4. Participate in subarea analyses such as South Waterfront, Gladstone and I-205 area. Technical support to City of Tigard.
5. Transit station and park-and-ride developmental review.
6. Small city transportation analysis (Milwaukie, West Linn).
7. Continue state/City of Portland/County highway jurisdictional studies.
8. Develop freeway management plan for the Portland region.
9. Policy and technical coordination with regional planning, local agencies, TPAC, the Joint Policy Advisory Committee on Transportation (JPACT), State of Washington regional planning (Regional Resource Center), Washington County Transportation Coordinating Committee (WCTCC), Clackamas County Transportation Committee, East Multnomah Transportation Committee and coordination of administration of programs with Metro.
10. Participate in the Southeast Corridor Phase II and Eastside DEIS Analysis, Sunset Highway Analysis, I-205 LRT, Regional LRT Study, Forecast Updates.

EXPENSES:

ODOT:
Personnel: \$168,100
Materials & Services: 11,000

TOTAL: \$179,100

REVENUES:

HPR/ODOT \$179,100

UWP0227.RPT

FINANCIAL PLANNING

Program Objectives:

1. Support policy analysis by providing management with financial projections of policy alternatives. Policy areas supported would be: budget planning, five-year financial planning, additional revenue planning, labor cost projections, fare analysis and planning, long-range financial planning support for the Regional Transportation Plan, Transportation Development Plan, analytical support for labor negotiations, and support for Westside Light Rail capital and operating financial planning.
2. Continue refinement of financial and economic forecasting models.
3. Continue financial capacity analysis.

Relation to Previous Work:

This program continues both model refinement of existing cost and forecasting models which have been developed under previous grants and on-going support or policy planning efforts.

Products:

1. Five year financial and economic forecast reports used in budget planning, new revenue planning, short range (TDP) planning.
2. Financial condition and financial capacity analysis.
3. Revenue estimates, including fare revenues and Westside funding.
4. Financial analysis of legislative issues.
5. Two economic forecasts of payroll tax revenues, CPI diesel fuel costs, self-employment and state in-lieu-of tax revenues.
6. Labor cost analysis.

Expenses:

Tri-Met \$97,200

Revenues:

OR-90-X026	\$ 13,760
FY'90 Sec. 9	\$ 64,000
Tri-Met	<u>\$ 19,440</u>
	\$ 97,200

CAPITAL PROGRAM PLANNING

Program Objectives:

Comprehensive planning for development, management and maintenance of Tri-Met's capital projects, facilities and equipment using the following emphasis areas -

A. Capital Development Program Planning -

1. Coordinate scheduling, funding, siting and conceptual design of Tri-Met's capital program with other jurisdictions and internally within the agency.
2. Prepare short and long term capital acquisition program for Tri-Met.
3. Prepare the capital components for the annual update of the TDP and the Strategic Plan.
4. Work with local jurisdictions on proposed transit centers, park-and-ride lots, transit priority measures, TSM measures, road improvements, and transportation plan revision.
5. Refine a Capital Improvement Program process for annual updating.

B. Capital Program and Facilities Management Planning -

1. Coordinate a process for review, prioritization and approval of capital projects as part of the annual capital budget development.
2. Collect and analyze data relating to facilities maintenance. Manage a system of facilities maintenance.
3. Conduct on-going space use studies for Tri-Met's strategic sites to determine their best use.

Relation to Previous Work:

A. Capital Development Program Planning -

The capital program is prepared annually and revised as necessary through the year to meet updated requests and needs. Capital program components are also included

in the annual update of the TDP and the Strategic Planning Process.

B. Capital Program and Facilities Management Planning -

A capital improvement program process was defined in FY '89 to be refined in FY '90.

The planning for the operation of a vintage trolley and possible storage of cars at Tri-Met's strategic site adjacent to the Coliseum Transit Center along with construction of the Convention Center and the deterioration of some existing Tri-Met facilities suggests that a comprehensive plan should be developed to guide the agency's use of strategic sites.

Products:

A. Capital Development Program Planning -

1. Annual Tri-Met capital budget.
2. Input to State and Federal capital grant applications.
3. Capital component of the TDP and the Strategic Plan.
4. Site and conceptual design work with supporting documentation and local approvals for newly proposed projects.
5. Transit revisions to regional and local jurisdictional plan updates.

B. Capital Program and Facilities Management Planning -

1. Up to date long range capital improvement and management plan including goals and objectives for the management of capital facilities after their construction.
2. Detailed proposal for capital funding of the long range Capital plan.
3. Refinement of the Right of Way and Facilities components of the Maintenance Management Information System, with accurate tracking of the facilities maintenance activities and effective programming of preventative maintenance needs.

4. Space use study for strategic sites owned by Tri-Met to determine best use including preliminary design and cost estimate.
5. Plan for deploying field based function (road supervisors, fare inspectors, transit police, facility maintenance personnel) that optimizes their coordination and cooperation.

Expenses:

Tri-Met \$202,000

Revenues:

OR-90-X026	\$ 17,600
FY'90 Sec. 9	\$144,000
Tri-Met	<u>\$ 40,400</u>
	\$202,000

SERVICE PLANNING ANALYSIS AND EVALUATION

Program Objectives:

Identify, develop, undertake and evaluate appropriate Service Planning efforts which promote efficient, convenient, and adequate service for Tri-Met's customers and potential users in the following emphasis areas:

A. Service Development -

1. Develop a long range transit service plan for the metropolitan region.
2. Conduct and analyze results of an on-board passenger census.
3. Analyze transit/land use coordination and transit role in servicing private sector developments.
4. Develop comprehensive transit sector plans.
5. Maintain and enhance on-going service planning programs, i.e. Annual Service and Marketing plan and Quarterly service reports.

B. Transit Service Efficiency -

1. Develop new technical methods to improve scheduling processes and efficiencies.
2. Study and assess feasibility of new technologies to improving transit service efficiency, reliability and quality.
3. Evaluate the fleet assignment process, service standard, and projected service levels; update and fleet mix study.
4. Study the use of and potential for expanding the scope of contracted services in the Operations Division.
5. Analyze security related data plan for improved security and reduced vandalism for Tri-Met's vehicles and property.

C. Transit Performance Analysis -

1. Produce quarterly performance analysis reports.

2. Continue quarterly analysis on route performance and effects of service and fare changes on ridership
3. Analyze operator productivity.
4. Continue ridership estimation including light rail model and fare payment survey and analysis.
5. Continue analysis of system wide performance.

D. Market Research, Analysis, and Evaluation -

1. Analyze market segmentation by route, time of day, day of week to reflect comprehensive market view of a route for short range decision-making.
2. Evaluate new and existing market programs for effectiveness in increasing market share and meeting objectives of the Marketing Plan.
3. Provide analysis for updating of the Marketing Plan.

E. Special Needs Transportation Planning -

On-going SNT planning efforts continue at similar level to previous years. However, Section 9 funding will not be requested for FY '90 for these activities which will be funded through other Tri-Met revenues.

1. To plan for improved fixed-route and paratransit services and information for the elderly and disabled.
2. To coordinate elderly and handicapped citizen involvement.
3. To refine and enhance the SNT reporting and scheduling system.
4. To develop new methods of coordinating service between fixed-route and door-to-door operations.

Relationship to Previous Work:

A. Service Development -

The long range service plan builds upon existing studies (TDP, suburban transit, LRT study) to provide a comprehensive approach to transit service planning.

The on-board passenger census will be used in conjunction with Banfield Before and After to provide a complete picture of changes occurring since the original census in 1985.

Transit/land-use-private sector cooperation directly supports goals set by Tri-Met's board of directors.

B. Transit Service Efficiency -

Development of new technical methods and new technologies builds upon Tri-Met's previous work with the Interactive Schedule Maker, Automatic Vehicle Location Demonstration, Automated Fare Boxes and Automatic Passenger Counters in planning for effective integration of these and other micro-electronic devices.

The fleet mix study which will be completed in FY '89 provides guidance for the on-going effort to renew Tri-Met's aging bus fleet and needs to be updated yearly as the basic underlying assumptions change.

Contracting services is expected to be a major issue in upcoming labor negotiations. Tri-Met's existing service contracts will need to be reassessed in light of the new contract.

In response to increased incidences of violence and vandalism, Tri-Met will be installing new equipment and increasing personnel dedicated to security function on-board buses. An assessment of the success of these efforts as well as recommendations for improvements will be needed in FY '90.

C. Transit Performance Analysis -

Tri-Met monthly performance reports provide data and performance measures for both the bus and light rail systems, and service on-going agency efforts to improve productivity. A more thorough analysis of Tri-Met's performance will be achieved through quarterly reporting.

D. Market Research, Analysis and Evaluation -

Past route research and analysis has analyzed routes on a specific basis for modeling purposes and on a system wide basis for customer oriented data. This program is designed to provide market data on a detailed route level basis to help design better service, indicate which service should be adjusted and what adjustments are necessary.

Previous marketing program evaluation has focused on the evaluation of a radio campaign. and direct mail efforts. There was a minimal amount of pre-testing ideas and follow-up surveying to determine marketing effort's relationship to increased ridership.

E. Special Needs Transportation Planning

Builds on OR-90-2019. Continues on-going citizen involvement. Planning moves from considering fixed route, door-to-door, and volunteer programs separately to coordinating all services.

Products:

A. Service Development

1. Long range transit service plan for Tri-Met.
2. Completed passenger census and report.
3. Service change proposals.
4. Sector plans.
5. Annual Service and Marketing Plan.
6. Quarterly Service reports.

B. Transit Service Efficiency

1. A plan for implementing automatic vehicle location technology at Tri-Met that assesses the feasibility, estimates the cost, identifies the benefits.
2. A plan for integrating all micro-electronic devices on both revenue and non-revenue vehicles.
3. A comprehensive fleet mix study.
4. Development of a comprehensive agency security plan.
5. A procedural manual for contracting services which provides administrative guidelines and structured methodologies for conducting benefit/cost analysis.

C. Transit Performance Analysis -

1. Quarterly performance analysis reports.

2. Two to three annual reports on bus route performance.
3. Analysis of operator productivity, incentive programs and labor issues.
4. Accurate ridership estimation.
5. Ridership analysis based on fare survey.

D. Market Research, Analysis, and Evaluation -

1. Report on behavioral aspects of transit ridership.
2. Analysis of customer satisfaction with existing routes in terms of route design, frequency and hours of service, reliability, safety, seat availability, vehicle and facility appearance, and availability of information.
3. Evaluation of market potential and market awareness of transit for households and along bus routes.
4. Evaluation of the effectiveness of marketing techniques, including pre-testing and incentives, used to improve market share and retain existing riders.

E. Special Needs Transportation Planning -

1. Recommendation from CAT on new accessible fixed route bus usage.
2. CAT agendas, minutes, and yearly report.
3. Reports regarding coordinating service and information concerning fixed route, door-to-door, and volunteer programs.
4. Plan and schedule for implementation of refinements and enhancements to reporting and scheduling system for SNT dispatch.

Expenses:

Tri-Met \$658,514

Revenues:

OR-90-X026	\$ 77,211
FY'90 Sec. 9	\$449,600
Tri-Met	<u>\$131,703</u>
	\$658,514

LONG-RANGE PLANNING

Program Objectives:

A. Strategic Planning -

Strategic Planning was initiated by Tri-Met in 1985 to improve executive decision making. For purposes of the District, Strategic Planning is defined as the process of systematically identifying opportunities and threats that lie in the future which, in combination with other relevant internal and external data, will provide a basis for making better short-term decisions.

B. TDP Annual Update -

1. To annually revise the TDP and update all technical information and five year plans in light of Tri-Met's strategic planning process.
2. To review the TDP draft document with local jurisdictions prior to the Board's approval.
3. To analyze the impacts of the FY '89-93 TDP and make appropriate modifications.
4. To review and distribute the draft and final document to interested parties.

Relation to Previous Work:

A. Strategic Planning -

The initial steps of a strategic planning process were begun in 1985 as recommended by the Committee on Mass Transit Policy. Since then the District has completed 4 annual strategic planning cycles. Strategic planning is a critical element in the District's planning cycle. Policy direction set in the strategic plan is operationalized in the Transit Development Plan and the annual budget.

B. TDP Annual Update -

The staff will be reviewing, revising and updating the previous FY '89-93 TDP. The updated version will reflect changes in service assumptions, capital funding allocations, and operating funding allocations. As part of this analysis staff will be developing a more in-depth analysis of service deficiencies and will estimate the patronage potential of increased service levels.

Products:

A. Strategic Planning -

1. Implementation and refinement of an annual planning cycle.
2. A situational audit (annual) which includes a critical assessment of Tri-Met's strengths and weaknesses, an analysis of external trends and forces impacting the District, and a synthesis of the aforementioned factors.
3. A document analyzing public perceptions of Tri-Met, and the acceptance by the public of Tri-Met's Strategic Plan will be complete in support of situational audit.
4. A Strategic Policy Option analysis which results in the development of a strategy for Tri-Met which defines critical choices and tradeoffs.
5. A revised Five Year Strategic Plan which sets forth the District's five year vision and identifies areas for emphasis (more/the same/less).
6. Identification of annual goals and priorities which will be emphasized during the annual budget building process.

B. TDP Annual Update -

1. Updated five-year operations and capital development plans based upon an analysis of strategic alternatives and financing constraints.
2. A five-year financing plan to accommodate regional transit service and capital needs.
3. A technical report to be incorporated into the TDP, documenting service standards; methodology for identification of service standards; patronage projections and cost analysis of alternative networks.

Expenses:

Tri-Met \$151,796

Revenues:

OR-90-X026 \$ 33,437
FY'90 Sec. 9 \$ 88,000
Tri-Met \$ 30,359
 \$151,796

INFORMATION SYSTEMS PLANNING

Program Objectives:

Planning and design of a computer applications portfolio that captures information needed to manage and make decisions with emphasis on applications which support Tri-Met's strategic plan, avoid or reduce costs and contribute to more efficient operations.

Relation to Previous Work:

Previous technical studies have facilitated the planning and development of several beneficial computer applications. Two specific examples include an operations information plan and a plan for a paratransit reporting and scheduling system within three main SNT dispatch centers. These past successes, when considered in conjunction with rapidly expanding opportunities in computer technology, are driving the need to update and further refine computer planning and to continue to identify new areas of opportunity for computer applications.

Products:

1. Review and update of computer application portfolio.
2. Needs assessment, functional specifications, and programming specifications for applications selected for development to include but not be limited to:
 - a. Evaluation of ride reporting and scheduling system for Paratransit programming and Plan for upgrade of system.
 - b. Working document identifying the size and scope of the Operations Information System. Identification of the various sources of operations data, its capture and loading. Prototype reports to present information in an effective manner for decision making.
 - c. Plan for improving data collection and dissemination in the Operations Division.

Expenses:

Tri-Met \$162,316

Revenues:

OR-90-X026	\$ 23,913
FY '90 Sec. 9	\$105,940
Tri-Met	<u>\$ 32,463</u>
	\$162,316

SPECIAL AREA PLANNING

Objectives:

A. Civil Rights Planning

1. Continue analysis of DBE participation in Tri-Met contracts.
2. Continue/refine a computerized DBE contract monitoring process.
3. Identify areas of strength and weakness in current DBE program for further efforts.
4. Refine procedures developed for establishing project-specific DBE goals.
5. Review and update, as necessary, Tri-Met's DBE policy statement.
6. Review and update submission of information relative to minorities in the urbanized area, as required by UMTA Title VI Circular 1160.1.
7. Continue development of a procedure for implementation and administration of the District's Equal Employment Opportunity (EEO) Program.
8. Develop and implement an EEO Training Program for Tri-Met's staff.

B. Privatization

1. Analyze existing and proposed transit service to determine what could be privately provided.
2. Assess selected existing privately contracted services.
3. Evaluate quality and cost of contracted service relative to Tri-Met operated service.
4. Develop a plan for implementation of regionally adopted strategy for private and public sector contributions to transit expansion based on conclusions of the Public/Private Task Force on Transit Finance.
5. Determine optimum footprint for private development at selected transit stations for incidental surface and air rights.

C. Labor Productivity Analysis -

1. Analyze the impacts that new/revised incentive programs, family oriented programs, and worker's compensation programs have had on improving labor productivity.
2. Analyze the new labor contract. Identify major impacts of the labor contract on productivity and develop strategies for improving productivity within that framework.
3. Develop statistical cost/benefit studies which yield recommended courses of action for productivity improvements.

Relation to Previous Work:

A. Civil Rights Planning

This program continues on-going efforts in DBE/EEO policy formation which require annual updating and revision as well as meeting annual requirements for Title VI reporting.

B. Privatization -

Continuation of privatization efforts completed under OR-90-X026 with further emphasis placed on evaluation and expansion of those efforts. The Public/Private Task force on Transit Finance has recommended a broad menu of financing methods to assist with capital expansion of transit, including the creation of tax increment financing mechanisms by local jurisdictions and transit center and LRT station cost sharing by private developers. These initiatives will require a planning program to lead to eventual implementation.

C. Labor Productivity Analysis -

This program expands upon the work accomplished in this area to date and provides evaluation of productivity enhancements that work for their effectiveness.

Products:

A. Civil Right Planning -

1. Program for improving Tri-Met's overall DBE level of participation in contracted services.
2. Revised agency DBE policy statement.
3. Updated Title VI report for submittal to UMTA.
4. Refined DBE contract monitoring system for submittal to UMTA.
5. Procedure for implementation and administration of the District's EEO Program.

B. Privatization -

1. Evaluation of savings from and quality of contracted services.
2. Development plan for promising new opportunities for privatization including the utilization of bus shelter advertising dollars to fund shelter maintenance.
3. Description of private providers and services available.
4. Description of areas or routes which are candidates for contracting services.
5. A plan for implementing recommendations of the Public/Private Task Force for Transit Finance regarding creation of special assessment districts around light rail stations, sharing of LRT station costs in conjunction with real estate development, tax increment financing where LRT is an important element of an urban renewal plan, and joint development where publicly owned land is leased for private development.

C. Labor Productivity Analysis -

1. Assessment of impacts of new labor contract including cost/benefit analysis and recommended course of action for improved productivity.
2. Assessment of incentive programs including cost/benefit analysis, documentation of improvements in performance, and recommended changes to program which will maximize its effectiveness.

Expenses:

Tri-Met \$250,705

Revenues:

OR-90-X007	\$ 11,200
OR-90-X026	\$ 5,364
FY'90 Sec. 9	\$184,000
Tri-Met	<u>\$ 50,141</u>
	\$250,705

PROGRAM ADMINISTRATION

Program Objectives:

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

Relation to Previous Work:

During FY'89 work is continuing on refinement and improvement of the cash flow monitoring system for planning studies projects. On-going grants administration activities continue from year to year.

Products:

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

Expenditures:

Tri-Met \$15,000

Revenues:

FY'90 Sec. 9 \$12,000
 \$ 3,000
 \$15,000

PHYSICAL ABILITIES/MEDICAL STANDARDS PROJECT

Program Objectives:

1. Document the short and long-term physical requirements of three additional jobs, (Rail Vehicle Operator, Road Supervisor and Cleaner) by means of job analysis method utilized by Med Tox, Inc.
2. Send rating sheets to Med Tox, Inc. for data analysis of the physical abilities and working conditions.

Relationship to Previous Work

This expands the results of the Medical Standards Project so that more jobs with physical requirements may be covered by the objective Medical Standards.

Products

1. Documented job analysis of additional jobs, identifying physical abilities and working conditions covered by Medical Standards.

Expenditures:

Tri-Met \$ 4,451

Revenues:

OR-90-2019 \$ 3,561
Tri-Met \$ 890
 \$ 4,451

MAINTENANCE MANAGEMENT INFORMATION SYSTEM

Project Objectives:

1. Complete programming and implementation of the reporting section of the vehicle component of the MMIS.
2. Program and implement the Staff Management Component.
3. Load the data base for the equipment and facilities component.
4. Continue the design and development of the following priorities in order to enhance the Rail Maintenance functions:
 - A. Traction Power
 - B. Right-of-Way Facilities
 - C. Lift Equipment

Relation to Previous Work:

The bus and rail vehicle history and inventory sub-system of the MMIS were implemented in Fall, 1986 (rail), and Spring, 1987 (bus). The Right-of-Way component was implemented in Spring, 1987. All components, except for Staff Management, are now in the stages of enhancement and fine tuning.

The receipt of new buses in the Summer, 1988, will result in a more comprehensive use of the tracked component feature of the Fleet Management System requiring developmental work in the areas of component inventory and repair codes. The design and development of the right-of-way and staff management is an extension of the project which will integrate all of the many components of information inherent to a rail maintenance operation.

Products:

1. Comprehensive, on-line reporting systems for the vehicle component.
2. The Staff Management Information System: Information on an employee's time, seniority and position status will be captured.
3. Full implementation of the facilities & equipment component.

4. Rail Facility Tracking Activities: Activities include the enhancement and fine tuning of the repair codes preventive maintenance program for the rail operations and station facilities within the maintenance right-of-way.
5. Major component tracking (Rail): Activities include the further development of maintenance of way development of procedures to track the movement of all rail system major components through their repair cycle, including the component history of repair. This information can also be utilized for component life analysis.
6. Continue with the detailed design and program development of the right-of-way and staff management sub-systems of the rail maintenance information system. The right-of-way sub-systems will eventually automate maintenance scheduling and analysis for the fare, lift, traction power and support equipment as well as the right-of-way facilities. The staff management sub-system will provide information to do loss-time and labor distribution analysis.

Expenses:

Tri-Met \$ 36,843

Revenues:

OR-90-X026	\$ 29,474
Tri-Met	<u>\$ 7,369</u>
	\$ 36,843

WESTSIDE LIGHT RAIL PROJECT

Project Objectives:

The Westside LRT Project is the major outgrowth of Alternatives Analysis of the Westside Corridor Project. There are four major objectives of the Westside LRT Project:

1. Undertake engineering studies sufficient to specify a final alignment, profile and cost estimate.
2. Investigate the environmental impacts of the project and measures to mitigate them.
3. Put together a feasible financial plan to construct and operate the project.
4. Involve local citizens and jurisdictions in the decision-making process and gain political support for the project.

A more detailed Work Program is available and has been approved by UMTA. Tri-Met is the lead agency for the Westside LRT PE/FEIS project. Metro will provide input data regarding ridership forecasts for reports required for submission to UMTA for the Final EIS and cost-effectiveness ranking. Each of the local jurisdictions will provide land-use and economic development planning assistance as well as coordination with technical design standards of their agencies. ODOT will provide technical assistance in the areas of alignment design, traffic analysis and possibly in areas of structural analysis and right-of-way impacts.

Relation to Previous Work:

By July 1, 1983, the Westside Light Rail Project had completed the (a) alternatives analysis, (b) DEIS, (c) public hearings, (d) selection of preferred alternatives, and (e) the PE/FEIS grant application. Between 1983 and 1986, Tri-Met updated its patronage and service assumptions in a regional framework which confirmed the viability of the project. Approval to continue into an expanded PE program was given by UMTA on January 31, 1988, and Tri-Met spent the first part of 1988 in mobilizing resources, hiring staff, and forming the necessary local committee structure. The process over the next 12 to 15 months is intended to produce material for review by the participating agencies as adopted in August 1983, including:

1. A Supplement to the DEIS which analyzes changed conditions and new considerations since 1983.

2. The Final Environmental Impact Statement.
3. The Westside LRT Preliminary Design which addresses the environmental concerns and design suboptions raised during local jurisdiction public hearings.
4. A feasible funding package to construct and operate the Westside LRT Project and an implementation plan/strategy.
5. Final cost-effectiveness Indices suitable for submission to UMTA.

The following related activities have taken place during this past year.

1. The Banfield LRT Project (MAX) continued successful operations on schedule and has continued to exceed ridership expectations.
2. All involved local jurisdictions continue to support moving ahead with the project as the region's top transit priority.
3. Tri-Met staff have updated the work program and budget for the PE/FEIS process and have received UMTA approval and funding for an expanded program.
4. Additional Tri-Met staff have been hired, a Project organization established, supporting technical and policy committees and a citizens advisory committee established, and a Project schedule and a Project Management Plan developed.
5. Working papers detailing methodology and underlying assumptions have been prepared and submitted to UMTA as have a preliminary set of cost-effectiveness indices based on the initial work and an evaluation of the prior DEIS work.
6. Consulting assistance has been hired in certain specialized areas such as tunnel feasibility, and various options to the previously adopted alignment, both west of Beaverton and in the Canyon section, and downtown have been developed and analyzed. Technical reports describing the options and the tunnel feasibility questions have been produced.
7. Financial planning activities for the Westside LRT have been fully coordinated with the Public/Private Task Force on Transit Finance.

Products:

1. An assessment of Tri-Met's financial condition and capability will be completed consistent with UMTA's Circular of March 30, 1987.
2. Engineering drawings at 1" = 20' and 1" = 50' of the Westside LRT alignment and detailed site plans and designs of stations.
3. Cost estimates of right-of-way, alignment and track construction, overhead wires, signals, stations, vehicles, and maintenance facilities, and all other components of the project.
4. LRT operating plan including string charts and labor build-up staffing table.
5. FEIS for the project.
6. Inventory of Public and Private sector financing options together with recommended funding models for the Westside LRT will be prepared by the Public/Private Task Force on Transit Finance.
7. A Financial Plan recommending public and private sources to construct and generate the Westside LRT will be prepared. Support materials required for implementation of the financial plan will be prepared together with a detailed strategy to secure implementation of the recommended package.
8. An on-going community involvement program to ensure a high level of citizen participation throughout the project.

Expenditures		Revenues	
Tri-Met	\$4,890,300	State of Oregon	\$651,288
METRO	80,700	OR-90-X011	917,020
City of Portland	60,000	OR-23-9002	500,004
City of Beaverton	60,000	OR-90-X026	1,657,988
Washington Co.	60,000	FY'89 Sec. 9	1,123,200
ODOT	<u>60,000</u>	Tri-Met	309,465
	\$5,211,000	METRO	4,035
		City of Portland	12,000
		City of Beaverton	12,000
		Washington Co.	12,000
		ODOT	<u>12,000</u>
			5,211,000

90uwp
2/27/89

FY 90 UNIFIED WORK PROGRAM FUNDING SUMMARY

	----- federal funding -----																				
	90 PL/DDOT	90 SEC 8	UTA 90E(4)	FHWA 90HPR	90 DDOT	89/90 SEC 9	EASTSIDE DEIS E4/I205	E4/MCLGHN	08-0057 89 SEC8	08-0054 88 SEC8	08-0051 88 SEC8	89 HPR FHWA	88/89 SEC 9	87/88 SEC 9	86/87 SEC 9	85/86 SEC 9	90-X011	23-9002	90 HPR	LOCAL MATCH	TOTAL
----- CARRY OVER -----																					
METRO																					
RTP UPDATE/REFINEMENT	49399				4000	32000		20000												10872	116271
RTP PRIVATIZATION										10000										2500	12500
SUBURBAN TRANSIT													12000							3000	15000
SOUTHEAST CORRIDOR				50000	49595															4412	104007
REGIONAL LRT/METRO			78290			40000														23816	142106
EASTSIDE DEIS							279137	279137												98519	656793
DATA, GROWTH MONITORING	67689	117037		6710	5000	6400														230219	433055
TRAVEL MODEL REFINEMENT	37608				51710	52000														16111	157429
TECHNICAL ASSISTANCE	49325	11040			20000	9400					73564									5160	168689
TRANS IMPROVE PROGRAM	47500	36953			5000			10000												6738	106191
COORDINATION/MANAGE	65000	58590								0										14648	138238
PUB/PRIVATE TASK FORCE								9202	20000				0	0	0	0	0	0	0	7300	36502
																				0	0
Metro SUBTOTAL	316521	223620	78290	56710	135305	140000	279137	279137	39202	20000	10000	73564	12000	0	0	0	0	0	0	423295	2086781
DDOT PLANNING ASSIST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179100	179100
TRI MET																					
FINANCIAL PLANNING						64000							13760							19440	97200
CAPITAL PROGRAM PLANNING						144000							17600							40400	202000
SERVICE PLANNING						449600							72211							131703	658514
LONG RANGE PLANNING						88000							33437							30359	151796
INFORMATION SYSTEMS PLAN						105940							53387							39832	199159
SPECIAL AREA PLANNING						184000							5364	3561	11200					51031	255156
PROGRAM ADMINISTRATION	0	0	0	0	0	12000														0	3000
WESTSIDE LRT						1123200	0	0	0	0	0	0	1657988		0		917020	500004		1012788	5211000
Tri-Met SUBTOTAL	0	0	0	0	0	2170740	0	0	0	0	0	0	1858747	3561	0	11200	917020	500004	0	1328553	6789825
GRAND TOTAL	316521	223620	78290	56710	135305	2310740	279137	279137	39202	20000	10000	73564	1870747	3561	0	11200	917020	500004	179100	1751848	9055706

Note: PL/DDOT is \$316,521 comprised
of \$ (89.06%) federal share
and \$ (10.94%) DDOT match
and \$ carryover

DATE March 9, 1989

NAME	AFFILIATION
✓ Ande Cojens	Metro
✓ Mike Rogdale	Metro
✓ Carl Blumenann	Portland
✓ Clifford Clark	Cities of Washington City
✓ Jim Lawler	Tri / Met
✓ Jim Gardner	Metro
✓ Donnie L. Hays	Washington County
✓ Ed DeWright	Clackamas County
✓ CARTER MACNICOLL	PORT OF PORTLAND
✓ Cretchen Kafoury	Metro
✓ John C. Magrino	Clark County Commissioner
✓ Nick Nikkila	DECP
✓ Bob Bothman	WSDOT
✓ George Van Bergen	Metro
✓ Wade Byers	Cities of Clackamas County
✓ Gary Demich	WSDOT
✓ Scott A. Collier	City of Vancouver
✓ STEVE DOTTERNER	CITY OF PORTLAND STAFF
✓ Richard Brundman	Metro
✓ Lee Warner	JPACT
✓ R. Barrett RORY BARMAN	R. Barrett CITIZEN - VANCOUVER
✓ Jack Broome	Citizen, Wash. County
✓ MIKE HOUCK	PORTLAND Audubon Society

COMMITTEE MEETING TITLE JPACT

DATE March 9, 1989

NAME	AFFILIATION
✓ Deborah Schultzy - Hermeshausen	Portland resident
✓ Howard Harris	DEB
✓ Bebe Rucker	Port of Portland
✓ Phyllis Clausen	Vancouver citizen
✓ Gretchen Starke	Vancouver Audubon Society
Thom McCarthy	Wash. Native plant Soc.
✓ STEVE LOCKWOOD	MULT CO CITIZEN
✓ Molly O'Reilly	Forest Park Neighborhood Assoc
✓ DIANE DULKEN	OREGONIAN
✓ Robert Goldfield	Daily J Commerce
✓ Winkle Brooks	City of Millsboro
✓ RON WEINMAN	Clackamas County
✓ Bill Stark	Clackamas Co. ^{Cities} Alternade
✓ Ellen Vanderslice	(Portland) Northwest District Assoc.
✓ MARY HOLMSTRÖM	FOREST PARK NEIGHBORHOOD ASSOC
✓ Keith Ahola	WSDOT
✓ Gil MAUSERM	Resource Center
✓ Thomas Ryll	The Columbian
✓ Robert Smith	Sierra Club
✓ Denny Moore	ODOT, Transit
✓ JIM HOWELL	OREGRP
✓ Lee Perlman	H.W. Ex-Aminator James S. Doyle

COMMITTEE MEETING TITLE JPACT

DATE March 9, 1989

NAME

AFFILIATION

✓ ETHAN SEITZER

METRO

✓ JIM EMERSON

CITIZEN NW MULTNOMAH COUNTY

✓ Leslie R. White

C-TRAN

✓ Mary Lou Moore

Citizen - Clark Co

✓ Robert G Dreyfuss

Citizen Clark Co

✓ Josie Lahene

Mult Co.

✓ RICHARD N. ROSS

CITIES OF MULT. Co.

✓ Ted Spenu

ODOT

✓ DOUG CAPPY

TRV-MET

✓ Richard Devlin

METRO - JPACT APT.

✓ William F. Kossinger

Multnomah County