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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: June 11, 1992

Day: Thursday

Time: 7:15 a.m.

Place: Metro, Council Chamber

- *1. MEETING REPORT OF MAY 14, 1992 - APPROVAL REQUESTED.
- *2. RESOLUTION NO. 92-1625 - ENDORSING CITY OF PORTLAND AND TRI-MET APPLICATIONS FOR FHWA/FTA URBAN MOBILITY GRANT FUNDS - APPROVAL REQUESTED - Andy Cotugno.
- *3. RESOLUTION NO. 92-1626 - ESTABLISHING THE REGION'S PRIORITY TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS - APPROVAL REQUESTED - Andy Cotugno.
4. STATUS REPORT ON REGION 2040 - INFORMATIONAL - Ethan Seltzer.
- *5. OVERVIEW OF TRI-MET STRATEGIC PLAN - INFORMATIONAL - Tom Walsh, Tri-Met.
- *6. COMMENTS ON OREGON TRANSPORTATION PLAN - APPROVAL REQUESTED - Andy Cotugno.

*Material enclosed.

PLEASE 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.

NEXT JPACT MEETING: JULY 9, 1992, 7:15 AM

MEETING REPORT

DATE OF MEETING: May 14, 1992

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

PERSONS ATTENDING: Members: Chair Richard Devlin, Jim Gardner and Susan McLain, Metro Council; Earl Blumenauer, City of Portland; Les White, (alt.) C-TRAN; Steve Greenwood (alt.), DEQ; Larry Cole, Cities of Washington County; Bob Post (alt.), Tri-Met; Don Forbes, ODOT; Gerry Smith, WSDOT; Bob Liddell, Cities of Clackamas County; Marjorie Schmunk, Cities of Multnomah County; Roy Rogers, Washington County; Ed Lindquist, Clackamas County; Pauline Anderson, Multnomah County; and Mike Thorne, Port of Portland

Guests: Don Adams (JPACT alt.), John Rist, Dave Williams, and Ted Spence, ODOT; Kim Chin and Mark Landers, C-TRAN; Rod Sandoz, Clackamas County; Rick Root, City of Beaverton; G.B. Arrington, Tri-Met; Craig Lomnicki (JPACT alt.), Cities of Clackamas County; Steve Dotterer, City of Portland; Susie Lahsene and Kathy Busse, Multnomah County; Keith Ahola, WSDOT; Molly O'Reilly, Citizen; Jim Ferner, Bicycle Transportation Alliance; and Howard Harris, DEQ

Staff: Andrew Cotugno, Gail Ryder, Cathy Thomas and Lois Kaplan, Secretary

SUMMARY:

The meeting was called to order and a quorum declared by Chair Richard Devlin.

MEETING REPORT

The April 9 JPACT Meeting Report was approved as written.

RESOLUTION NO. 92-1610 - ESTABLISHING THE TPAC TRANSPORTATION DEMAND MANAGEMENT SUBCOMMITTEE

Andy Cotugno explained that the purpose of the resolution is to establish a staff committee (accountable to TPAC) to focus on Transportation Demand Management (TDM) activities that address the Clean Air Act Amendments of 1990, ISTEA, Rule 12, the Oregon

Transportation Plan (OTP), the Governor's Task Force on Automobile Emissions, RUGGO/Region 2040, the Regional Transportation Plan (RTP) and Metro's TDM Study. Staff feels there should be an ongoing group to deal with such matters and the interrelationships between those programs and has recommended that ODOT's TDM Work Group be expanded into the TPAC TDM Subcommittee. The jurisdictions, however, will have responsibility for implementing the different aspects of these activities.

Action Taken: Mayor Cole moved, seconded by Bob Liddell, to recommend approval of Resolution No. 92-1610, establishing the TPAC Transportation Demand Management Subcommittee. Motion PASSED unanimously.

RESOLUTION NO. 92-1617 - ENDORSING RECOMMENDATIONS FOR HIGHWAY BRIDGE REPLACEMENT FUNDING

Andy Cotugno explained that this resolution was initiated to address funding concerns over allocation of Highway Bridge Replacement (HBR) funds. He noted that replacement or rehabilitation costs for the Willamette River bridges are significant because of the lift spans, age of the structures, and size. He pointed out that the bridges are high in traffic volume (in addition to bike and pedestrian traffic), that the Willamette River is a navigable stream, and that 11 percent of the HBR funds received by the state is attributable to the Willamette River bridges.

Andy reported that JPACT previously approved comments calling for a consolidated (state/local) bridge program as part of ODOT's Six-Year Program. ODOT, however, is continuing to pursue separate state and local components of the HBR Program.

Presently, HBR funds are distributed to each state on the basis of that state's needs. Andy suggested that there be state recognition of different kinds of bridge needs and a funding base for each one. Because of limited resources, he spoke of the trade-offs in selecting many small bridge needs over the needs of one large bridge. TPAC proposes that the state work with the AOC/LOC Bridge Committee to develop criteria for a revised bridge ranking system to meet the needs of all statewide bridges (including high-cost local bridges) and to discuss those policy implications. Through federal mandate (ISTEA requirements), ODOT must assess bridge needs and revenues and establish funding categories for bridge management.

Commissioner Anderson felt that the resolution should be reinforced, citing her concerns. After further discussion, she proposed the following be included as a new resolve: "Request the Oregon Transportation Commission to consider the high cost of rehabilitating the Willamette River bridges compared with other

local government bridges, and allow these large movable bridges to compete in the prioritization for the HBR allocation with similar high-cost bridges at the state level, rather than competing in the HBR allocation for local governments."

Action Taken: Councilor Gardner moved, seconded by Commissioner Lindquist, to recommend approval of Resolution No. 92-1617, adopting a position on Highway Bridge Replacement funds.

Don Forbes indicated that bridges are a particular problem to the state in view of past history of declining funds and a tremendous backlog of projects. Over the past two years, the state has recognized the need for, and instituted, a good bridge inspection program as many local governments don't inspect on a two-year basis as Portland does. He felt that federal legislative language needs to be sought for earmarking of funds for significant high-cost bridges. Don added that discretionary funds on a national basis are less and didn't feel large bridge needs would be met through the regular HBR Program, suggesting that another source of funds be sought.

1st motion to amend: Commissioner Anderson moved, seconded by Mayor Cole, to add a new resolve (following Resolve No. 4) to read as follows: "5. Request the Oregon Transportation Commission to consider the high cost of rehabilitating the Willamette River bridges compared with other local government bridges, and allow these large movable bridges to compete in the prioritization for the HBR allocation with similar high-cost bridges at the state level rather than competing in the HBR allocation for local governments."

Commissioner Blumenauer questioned why this region's bridge funding allocation doesn't reflect the funding attributed to the region, which is an 11 percent contribution. He asked why the region shouldn't expect that as a reasonable distribution of funds. Commissioner Anderson concurred and felt that amount should be allocated to the Willamette River bridges.

2nd motion to amend: In view of agreement that the 11 percent issue should be addressed in Resolve No. 4 with recognition of the dollar return, Commissioner Anderson moved, seconded by Commissioner Blumenauer, that Andy Cotugno be assigned the task of refining the resolution to reflect that issue. (The revision to Resolve 4 was later amended as follows: "4. Request that the Oregon Transportation Commission work with the AOC/LOC Bridge Committee to consider policy options in developing a ranking system, criteria and process that addresses statewide bridge needs, including large unfunded local bridges, that ensures a distribution of bridge funds to the Willamette River bridges by the State of Oregon attributable to these bridges.")

Councilor McLain felt there was committee concurrence that bridges need to be considered as a whole, that criteria must be developed to address statewide bridge needs in a different way, and that bridges should be categorized. She was supportive of the resolution, the issue on criteria and the need to look at all bridges.

In further discussion, Steve Greenwood asked what the policy basis was behind the new ranking system. Don Forbes responded that structural sufficiency, functional obsolescence, whether the bridge is too narrow, whether the alignment is bad, and how the bridge functions as part of the roadway system are considerations. High-volume bridges and lifelines are also considerations.

In the best interests of the metropolitan area and as it addresses the equity issue, Commissioner Blumenauer emphasized the need to establish the principle that the region is part of the funding program and that we should be able to count on that percentage as a cornerstone of our funding strategy.

There was committee concurrence that the Willamette River bridges should be competing for HBR funds with other high-cost bridges in the state and that the region should receive its equitable share of funds. Commissioner Anderson felt the region should request the administrators of the Bridge Program to ensure that dollars are provided to fund the Willamette River bridges at a level consistent with funding allocated to the State of Oregon and attributable to the Willamette River bridges.

Andy Cotugno acknowledged that \$42 million for the Sellwood Bridge represents a big "bite" out of the Bridge Program and felt that perhaps it wouldn't need to be replaced within the life of the Six-Year Program but that it is a good candidate for Congressional earmarking in the next STA. He suggested, however, that there be incremental allocations for the other bridge needs according to the dollars available and in the context of the HBR Program.

Commissioner Blumenauer understood the problem dealing with limited funding sources and dealing with it on an incremental basis but didn't feel it addresses the longer term need for change by laying a foundation to address the problem. He spoke of the bridge structures having a life span of 20-80 years and hoped there would be mention of that fact.

Andy Cotugno noted that we are unsure of the regionwide bridge requirements and that we need to recognize that there is a bridge management issue in the metro area. Also to be addressed is to determine which bridges are important, how you can invest money on a regular basis, and to approach the bridge management requirement in the ISTEA as an investment management program rather than a technical exercise.

Mayor Liddell asked whether issues such as expansion of bridges, replacement or exclusion, or being retrofitted to meet earthquake-proof requirements are being addressed in the Region 2040 process.

The 2nd motion to amend (addition to Resolve 4) PASSED unanimously.

The 1st motion to amend (new Resolve 5) PASSED unanimously.

The main motion, as amended, PASSED unanimously.

OREGON TRANSPORTATION PLAN SYSTEM ELEMENT

Don Forbes spoke briefly on the Policy Element of the Oregon Transportation Plan in that the vision and goals contained in that document present a comprehensive approach to transportation decision-making. He commented on the need for a balanced transportation system that is efficient, accessible, offers modal choices, provides urban mobility, rural access, freight productivity, safety, financial stability and environmental responsibility.

Don explained that the System Element defines what the transportation system will look like in 20 years in compliance with the Clean Air Act Amendments, ISTEA and the Oregon Benchmarks. Its purpose is to implement the goals and policies of the Policy Element.

Don spoke of minimum levels of service for intercity passengers, intercity bus use, rail passengers, air passenger and freight service, statewide freight, highway and rail freight, interstate and statewide highways, regional and local transit needs, and urban transit service. The System Element inventories existing facilities, forecasts trends, and contains an implementation strategy. He spoke of greater use of telecommunications, IVHS networks, intermodal hubs or terminals for freight, as well as transit in the high-capacity corridors.

Don pointed out the state's capability for stronger rail service with a possibility of high-speed rail. He also cited the need for intercity bus service in the State of Oregon.

The Oregon Transportation Commission is expected to adopt the Policy Element of the Plan in June and the System Element in September. After consensus is obtained on the Policy Element, the state will be looking for a way to get it implemented. Transportation '93 will be exploring transportation packages and strategies.

Andy Cotugno stated that, from a process standpoint, it's been suggested that TPAC prepare its recommendation on the OTP for the purpose of clarification, concerns to be addressed, or additions

for submittal at the August OTC hearing. He hoped that TPAC could be supportive of the document and that adoption of the comments could take place in June followed by a supportive resolution adopted in July.

Andy noted the implications and substantive aspects of the OTP. He felt it is encouraging that it is a multi-modal plan (especially in view of past conversations about inner-city modes and relationships between the modes); there is more attention paid to freight than in the past; and this is the first evaluation of the implications to Rule 12 (noting that the RTP does not currently comply with Rule 12). Andy spoke of future changes to the RTP and to the OTP with regard to those requirements. With regard to VMT, ODOT has an analysis on what the VMT will be although there is weak data available. It is estimated there will be an 11 percent increase in VMT/capita. To meet the Rule 12 requirement for a 10 percent decrease, a total of 21 percent decrease will therefore be needed. This will include a 5 percent reduction through land use, 1 percent through telecommuting, and 11 percent through a combination of congestion pricing, demand management and transit. The OTP sets up a framework toward that direction.

Mike Thorne cited the need to establish, through the hearing process, the implementation aspects. He spoke of the need to design a transportation system with long-term controls for the region's economy, questioning whether there is a guiding principle setting that direction. Don Forbes responded that the state's mission is to provide a safe, efficient transportation system that provides access and enhances the economy and environment. The issues being discussed include urban mobility, rural access, freight and transportation safety. In terms of the multi-modal aspect of the OTP, Mike Thorne pointed out that there isn't a general aviation airport in the state that is self-supporting and expressed concern about the economics of some of the recommendations. He spoke of some of the dynamics outside of the Plan and the need to address some of those issues, citing the challenge to JPACT.

Don Forbes pointed out that this document is only the first step and sets the direction. The next step is to implement the Plan, and they believe they have a strong partnership at the federal and local level.

Jim Ferner, Bike Transportation Alliance, questioned whether the plan was in fact multi-modal in view of the fact that 77 percent of the base funds are used for highways. He suggested that the focus be changed to multi-modal and noted that there are no minimum levels-of-service noted for bicyclists. He acknowledged there is mention of bicycling in the programs but not in the funding. Eugene has 10 percent bicycle usage while 5 percent is projected. In terms of the system that ODOT controls and envisions, pedestrians play a very small part. It was noted that

biking needs fall under the planning responsibility of the cities and counties.

Molly O'Reilly, President of STOP and a TPAC citizen member, asked whether the same committees that reviewed the Policy Element had reviewed the System Element and suggested that there be the same involvement with regard to the funding level and spending strategy. She spoke of the need for a range of spending strategies at any funding level. She felt that, by not changing the spending authorization, the "highway mentality" remains in place.

Don Forbes responded by noting that, within two years in the Highway Program, the state can only preserve or maintain roadways and that is not a new investment strategy. Without an additional source of funds, the state can only try to maintain what is theirs. As such, alternatives involving reprogramming a status-quo level resource are impractical.

In discussion preparation for the June JPACT meeting, agenda items proposed included: comments on the OTP; presentation on the Strategic Plan; and decision points on one of the Western Bypass strategies (from the perspective of whether or not to drop an alternative). It was suggested that the June 11 JPACT meeting be scheduled in the Council Chamber. It was agreed that comments on the OTP be submitted through TPAC for consideration at the June 11 JPACT meeting.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members

lmk

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1625 FOR THE PURPOSE OF ENDORING CITY OF PORTLAND AND TRI-MET APPLICATIONS FOR FHWA/FTA URBAN MOBILITY GRANT FUNDS

Date: May 21, 1992

Presented by: Andrew Cotugno

PROPOSED ACTION

Adopt Resolution No. 92-1625 endorsing three proposed demonstration grants and authorizing the City of Portland and Tri-Met to proceed with the submission of full program proposals on the following:

1. Neighborhood Rideshare Co-op to develop and test a two-year neighborhood-based rideshare matching program. The grant would assist in the identification and organization of a demonstration neighborhood, part-time staff, technical assistance and computer rideshare technology, and a final report summarizing results.
Proposed Applicant: City of Portland with assistance from Tri-Met
2. Travel Allowance to Encourage Employers to Charge for Employee Parking. Three employers to use a travel allowance to mitigate the impact to employees of parking fees as a two-year demonstration project, including the analysis of baseline and program information regarding employee travel patterns and reactions, particularly on mode choice.
Proposed Applicant: City of Portland
3. Transit Freeway Operations Program to use radio frequency identification tags to improve travel speeds of transit and carpool vehicles at freeway ramp meter locations.
Proposed Applicant: Tri-Met with ODOT assistance

TPAC has reviewed these grant proposals and recommends approval of Resolution No. 92-1625.

FACTUAL BACKGROUND AND ANALYSIS

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are considering applications for demonstration grants for low-cost, innovative methods to manage urban transportation systems and improve urban mobility. FHWA and FTA indications are that a wide variety of proposals are acceptable. This is the second year they have solicited such proposals. This resolution endorsed three possible applications in response to these solicitations.

Neighborhood Rideshare Co-op

1. Proposed Concept

This project would test the effectiveness of neighborhood-based, rather than employment-based, rideshare matching and supporting programs as a way to overcome the barrier of sharing a ride with strangers and increased rideshare participation. The demonstration project will also test the ability of a neighborhood to organize around transportation needs of residents and accomplish a reduction in single-occupant vehicle traffic from their neighborhood.

The project would last two years, beginning with the selection of a target neighborhood group as home for the co-op. After the co-op is established, a baseline survey of the neighborhood would be conducted to determine modal share. The project would help fund part-time staff, technical assistance and computer technology to allow rideshare matching. The final product would be a report analyzing effectiveness of the co-op and documentation of its effect on modal share.

2. Description of the Problem to be Addressed

The Portland metro area's experience with rideshare matching has been in matching carpools based upon their destination, at work places or schools. Carpooling has also been promoted along specific travel corridors, but no effort has been made to promote and match carpools on the home end of their trip.

National experience has revealed that one barrier to forming carpools through a matching service is the fear or discomfort of riding with strangers. A neighborhood-based rideshare matching service may be one way to lower that barrier. The Alternative Transportation Committee of the Portland Traffic Safety Initiative identified a neighborhood rideshare co-op as a worthwhile project to pursue to promote ridesharing in the city of Portland.

Portland is an excellent city to test this concept because of its strong network of neighborhood associations. These organizations, which are active in a wide range of neighborhood issues, provide ready sources of contacts and volunteers.

3. Estimated Costs of the Project

Elements for grant funding would include a part-time staff coordinator, computer and software, a vehicle for low-cost occasional rentals to co-op members who don't have cars, promotional materials, taxi fares for a guaranteed ride home program and storefront office space. Dues from co-op

members would eventually provide some ongoing funding needed to support the co-op after start-up.

Total two-year cost of the project is estimated to be \$71,280. This amount includes both local match and grant funding.

4. Relationship to Program Objectives

The proposal provides for a cooperative, innovative, low-cost public/private venture. The proposal will apply proven rideshare technology to a new approach.

Travel Allowance to Encourage Employers to Charge for Employee Parking

1. Proposed Concept

The purpose of this project is to encourage employers to charge for employee parking. This project would offer a grant to employers for use as an employee travel allowance in exchange for a commitment to eliminate free employee parking. Free employee parking has been shown to be important in an individual's decision to drive to work versus taking other modes. Many employers are reluctant to charge for parking because of concern about the impacts to their employees. An employer can use a travel allowance to mitigate the impact to employees of parking fees.

As a two-year project, it would include establishing test locations with three employers who currently offer free employee parking. After initial research, baseline surveys of employee travel patterns, travel allowances would be instituted and employee travel patterns monitored. The project would yield data on both how employees accept and react to parking pricing and the acceptance of a travel allowance as well as its effect on mode choice. Impacts on surrounding neighborhoods or adjacent free park areas would be analyzed and programs suggested to mitigate any problems.

2. Description of the Problem to be Addressed

Policymakers in the Portland metro area and across the nation are looking at transportation demand management and other strategies to reduce air pollution and congestion caused by single-occupancy vehicles. The causal connection between free parking and increased vehicle miles traveled (VMT) has been well established and many have suggested parking fees as a method of discouraging reliance on the automobile. Jurisdictions which have investigated such parking fees have encountered negative public reaction and confusion as to how such fees might be implemented.

Employers may be more amenable to instituting parking charges if they could provide an employee benefit that

allowed mode choice. Under a travel allowance all modes are subsidized, as opposed to a free transit pass which only encourages one mode. People who walk, bike, vanpool, carpool, or drive their car would all receive the same cash allowance.

Cities throughout the country are facing similar problems of air pollution and congestion caused by increases in single-occupancy vehicles ("SOVs"). Little if any research has been done to analyze the usefulness of a travel allowance in the reduction of SOVs and as an incentive to encourage employees to switch to other transportation modes.

Portland provides an excellent testing site for such a program in that it is a nonattainment area for ozone and carbon monoxide due primarily to automobile pollution. Forecasts indicate that Portland expects an increase of 500,000 people by the year 2010 and total VMT is expected to grow at an even greater rate.

3. Estimated Costs of the Project

Total two-year cost of the project is estimated to be \$122,000. This figure includes both local match and grant funding.

4. Relationship to Program Objectives

The project is a low-cost, public/private venture intended to examine an innovative approach to reducing single-occupant vehicle travel in a non-CBD location. The demonstration project will be evaluated for providing a basis for applicability elsewhere in the region; for its impact on mode choice; and for its impact on surrounding neighborhoods and other adjacent free park areas.

Transit Freeway Operations

1. Proposed Concept

This project would use radio frequency identification tags to improve the traveling speed of transit and carpool vehicles on freeways and reduce the impact on bus schedule reliability resulting from the introduction of ramp meters at freeway entrances.

2. Description of Problem to be Addressed

Ramp meters result in considerable delay to buses that must use the ramps. In some cases, there is no space to provide a bypass lane for buses and carpools.

If the presence of a bus in the line of vehicles behind the signal can be detected, it may be possible to temporarily alter the timing of the ramp-metering signal to lessen the

impact on the buses' running time. Carpools can use the lane if they can be distinguished from other vehicles. Their identification would allow lane-control signals or other devices such as gates to be used and vehicles that inappropriately use the lane can be detected and recorded.

3. Estimated Costs of the Project

Total project budget is estimated to be \$120,500 and is comprised of \$10,500 for I.D. tags; \$80,000 for four sites; and \$30,000 for engineering and design.

4. Relationship to Program Objectives

This proposal is consistent with the Urban Mobility Program goals because it is:

- . low-cost
- . innovative
- . intermodal
- . a cooperative venture of two transportation agencies
- . a new application of proven technology

The proposal, if implemented, would reduce congestion and improve air quality in a congested freeway corridor by mitigating the present disadvantage that transit has relative to single-occupant vehicles at metered freeway entrances.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 92-1625.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING CITY) RESOLUTION NO. 92-1625
OF PORTLAND AND TRI-MET APPLICATIONS) Introduced by
FOR FHWA/FTA URBAN MOBILITY GRANT) Councilor Richard Devlin
FUNDS)

WHEREAS, The Regional Transportation Plan calls for Transportation Demand Management measures to reduce the need for new transportation facilities and maximize the utilization of existing and planned transportation facilities; and

WHEREAS, The Federal Highway Administration and the Federal Transportation Administration are soliciting proposals for grants to demonstrate innovative urban mobility projects; and

WHEREAS, The City of Portland and Tri-Met are proposing three such demonstration grants with the assistance of Metro and the Oregon Department of Transportation; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District:

1. Endorses the Neighborhood Rideshare Co-op to develop and test a two-year neighborhood-based rideshare matching program.
2. Endorses the Travel Allowance to Encourage Employers to Charge for Employee Parking by using a travel allowance to mitigate employer parking fees.
3. Endorses the Transit Freeway Operations Program to use radio frequency identification tags to improve travel speeds of transit and carpool vehicles at freeway ramp-meter locations.
4. Authorizes the City of Portland and Tri-Met to proceed

with submission of a full program proposal for consideration by
FHWA and FTA.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1992.

Jim Gardner, Presiding Officer

MH:lmk
92-1625.RES
6-1-92

METRO

2000 SW First Avenue
Portland, OR 97201-5398
(503) 221-1646
Fax 241-7417

DRAFT

June 11, 1992

Mr. Mike Hollern, Chairman
Oregon Transportation Commission
c/o Brooks Resources
P.O. Box 6119
Bend, Oregon 97708

Dear Chairman Hollern:

On behalf of the Joint Policy Advisory Committee on Transportation (JPACT), attached please find the Portland metropolitan area's priority Transportation Enhancement Program projects. The projects are for your and the Commission's consideration for funding in the 1993-1998 Six-Year Transportation Improvement Program.

The submitted projects result from the region's solicitation and prioritization process previously described and forwarded to the Commission in our February 12, 1992 ODOT/JPACT memo. That process included working through the Transportation Policy Alternatives Committee (TPAC) to identify and rank qualifying enhancement proposals. Assisting TPAC in the process were other governmental and community experts knowledgeable in areas of eligible enhancement activities.

Specifically, we feel the Transportation Enhancement Program provides funding opportunities for a number of deserving projects which are often overlooked or do not qualify under traditional funding categories. However, through our prioritization process, we realized that, not surprisingly, identified needs exceeded available funds. Consequently, our regional recommendations reflect only our top priorities. Included in our recommendations, we suggest that the Commission program a maximum of two years of statewide Transportation Enhancement Program funds. In the meantime, the state can continue to work with local jurisdictions and regional agencies to identify and develop eligible projects and to refine regional and statewide ranking criteria. The remaining four years of Enhancement funds can then be programmed during the next update of the Six-Year Program.

Not included in this submittal are the region's priority Congestion Mitigation/Air Quality (CMAQ) Program priorities. A preliminary list was developed for TPAC review in May. Following discussion of the projects, TPAC requested



Executive Officer
Rena Cusma

Metro Council

Tanya Collier
Presiding Officer
District 9

Jim Gardner
Deputy Presiding
Officer
District 3

Susan McLain
District 1

Lawrence Bauer
District 2

Edward Devlin
District 4

Tom DeJardin
District 5

George Van Bergen
District 6

Ruth McFarland
District 7

Judy Wyers
District 8

Toger Buchanan
District 10

David Knowles
District 11

Andi Hansen
District 12

Mr. Hollern
June 11, 1992
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additional time to review the list. ODOT staff indicated more time is available and is working with TPAC to finalize our submittal. As a result, our CMAQ priorities will be submitted in July.

We thank you for the opportunity to comment on these program areas.

Sincerely,

Richard Devlin, Chair
Joint Policy Advisory
Committee on Transportation

RD:MH:lmk

Attachment

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1626 FOR THE PURPOSE OF ESTABLISHING THE REGION'S PRIORITY TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS

Date: May 21, 1992

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would establish the region's priority Transportation Enhancement Program projects for funding in the 1993-1998 Oregon Department of Transportation (ODOT) Six-Year Transportation Improvement Program (Six-Year Program). The region's priorities are consistent with Transportation Enhancement Program eligibility standards as listed in Section 1007(c) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Prior to commencing construction, local governments and Metro must demonstrate that these projects are included in the Regional Transportation Plan (RTP) and Metro's Transportation Improvement Program (TIP) and are consistent with or conform to local comprehensive plans (transportation elements, public facility plans, and/or transportation system plans), the statewide planning goals, and the interim conformity guidance Clean Air Act Amendments of 1990.

The Transportation Policy Alternatives Committee (TPAC) assisted in the identification of the project list, the development and application of the ranking criteria, and the provision of criteria-related information. Additional criteria-related information was provided from other appropriate jurisdictional and agency staff and from community experts. The Joint Policy Advisory Committee on Transportation (JPACT) is scheduled to review and take action on the priorities on June 11. The priorities will be forwarded for Oregon Transportation Commission (OTC) consideration in either July or August.

TPAC supported the recommendation for approval of Resolution No. 92-1626 and emphasized the need for public input into ODOT's selection process at its May 29 meeting.

FACTUAL BACKGROUND AND ANALYSIS

In February, as part of its review of Six-Year Program priorities, TPAC initiated a solicitation process to develop a recommendation to ODOT for funding under the new Enhancement Program. A process was also established in order that the region's recommended enhancement projects could be forwarded to the OTC by June 30.

Eligible activities in accordance with the new ISTEA are as follows:

"The term 'transportation enhancement activities' means, with respect to any project or the area to be served by the project, provision of facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals), preservation or abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails), control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff."

Prior Activities

Project solicitation activities occurred during March and April. A preliminary list was presented for TPAC review at its May 1 meeting. The list included 80 projects valued in excess of \$80 million. In review of the project list, TPAC noted that a number of worthy projects are included and should be considered for programming. TPAC also recognized that the region lacks established comprehensive planning or programming to guide regional prioritization. As a result, TPAC recommended the following on May 1:

- . The region pursue programming for up to two years of funding in order to address established high-priority projects or critical needs.
- . Appropriate Transportation Enhancement Program project ranking criteria should be developed through Metro and applied for future updates to the Six-Year Program. As appropriate, additional Federal Highway Administration (FHWA) guidance should be utilized.
- . To the degree possible, funds should be used to implement projects. System planning and program development related to the Transportation Enhancement Program is necessary, but should be done using regular planning funds (PL, HPR, etc.) and addressed through the Unified Work Program (UWP) process.
- . To the degree possible, any projects approved for the 1993-1998 Six-Year Program include an evaluation component.

To address the first two years of the program, two special TPAC meetings were held in early May. The first identified project screening and ranking criteria and the second applied the criteria to each of the submitted projects. In order to be ranked, a project had to be consistent with each of the following screening criteria:

- . Projects are contained in an adopted plan.

- . Projects can be started within two years.
- . Projects fall within the eligible activities listed in Section 1007(c) of ISTEA relative to transportation enhancements.

The interim transportation ranking criteria are included in Attachment A. The criteria correspond to and consolidate qualifying transportation enhancement activities into four general categories: 1) bicycle/pedestrian; 2) historic; 3) scenic; and 4) environmental. Bonus points were awarded to projects if they provided for more than one enhancement (i.e., scenic and historic qualifies for one extra bonus point; scenic, historic, and bike/pedestrian qualifies for two, etc.).

Assisting TPAC in the ranking procedure were appropriate agency and jurisdictional staff and community experts knowledgeable in the various enhancement categories. In addition to participation by citizen TPAC members, the process provided a forum for public comment on the process and the proposals. As a result, TPAC recommends that ODOT be encouraged to develop a public forum as part of its process to identify priority enhancement projects. Currently, ODOT is proposing that a "stakeholders" group of government representatives (MPOs and appropriate state agencies) be convened to develop statewide priorities. TPAC suggests the stakeholders' group conduct a public hearing or meeting to solicit comment on its recommendations. The hearing can be scheduled prior to submission of priorities to the Oregon Transportation Commission.

Portland Area Transportation Enhancement Priorities

Exhibits A through E to the resolution show the results of the ranking process. The highest ranking overall projects were the Union Station Remodel and Union Station Shelter, both with 17 out of a possible 15 points (including bonuses). Both projects were categorized as "historic" (see Exhibit B, project Nos. 1 and 2). The Springwater Corridor was second with 16.5 out of a possible 15 (Exhibit A, No. 1). The highest ranking scenic projects included the Line Extension to Willamette Shore Trolley in Lake Oswego and the Terwilliger Bike Path Scenic Easement (Exhibit C, Nos. 1 and 2). Only one environmental project was ranked, Retrofit Compost Filtration in Washington County, and received 7 out of a possible 12 points.

The remainder of the exhibits shows the scores of other ranked projects and which projects were not ranked and why. Those not ranked were generally not consistent with the screening criteria.

At the May 15 special TPAC meeting, Metro staff was asked to make a recommendation for developing the region's priority Transportation Enhancement projects and present them back to TPAC on May 29. Based on previous TPAC guidelines, based on a desire to evenly distribute program benefits regionwide, and with a preference towards multi-jurisdictional project proposals, Metro staff recommended the following projects be considered the regional

priority projects for programming in the first two years of the 1993-1998 Six-Year Program:

| <u>Project</u> | <u>Jurisdiction</u> | <u>Cost</u> | <u>Pts. / Poss.</u> |
|---|--|---------------|---------------------|
| 1. Springwater Corr. Corridor | City of Portland, Clack./Multnomah Counties, City of Gresham | \$3.0 million | 16.5/15 |
| 2. Col. Highway Interpretive Panels | Multnomah County | \$10,000 | 16/15 |
| 3. Fanno Creek Bike Path | Washington County | \$400,000 | 14/15 |
| 4. Clack/Willamette River Bike Path | Clackamas County | \$600,000 | 14/15 |
| 5. Oregon Electric Right-of-way | Washington County | \$135,000 | 14/15 |
| 6. Line Extension to Willamette Shore Trolley | Clackamas County (Lake Oswego) | \$800,000 | 11/12 |

A complete description of each project as submitted is included as Attachment B.

If a decision is made by the OTC to program the full six-year allocation, Metro staff proposes that projects 1 through 7 of Exhibit A, projects 1 through 5 of Exhibit B, and projects 1 through 3 of Exhibit C be recommended as Portland metropolitan area Transportation Enhancement funding priorities for the 1993-1998 Six-Year Program.

Project Costs

The total estimated cost of the six projects is \$4.945 million. The two-year Transportation Enhancement Program Oregon allocation is approximately \$9.7 million and is eligible statewide. The regional request is half that total. The projects identified as six-year priorities total \$13.658 million of a total Oregon allocation of \$30.93 million.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 92-1626.

Attachment A

Project Score Sheet
Transportation Enhancement:
SCENIC

Legend

- 0= Does Not Meet Criteria
- 1= Minimally Addresses Criteria
- 2= Moderately Addresses Criteria
- 3= Fully Addresses Criteria

| Scenic | Score |
|--|-------|
| 1. Included in Scenic or View Corridor | _____ |
| -- designated scenic or view corridor | |
| -- regional "gateway" or entry-point | |
| -- has relationship to other scenic site, etc. | |
| 2. Are Enhancement Funds Critical? | _____ |
| -- other dollars available | |
| -- restricted by state constitution | |
| -- cannot be integrated with other CIP/TIP project | |
| 3. Size of Need/Market | _____ |
| -- number of potential users | |
| -- large geographic or multi-jurisdictional | |
| -- high certainty for use (existing counts, etc.) | |
| 4. Local Commitment | _____ |
| -- past dollars spent | |
| -- private dollars spent | |
| -- community support | |
| -- planned future phases | |
| Total Score | _____ |

MH
5/15/92

Attachment A

Project Score Sheet
Transportation Enhancement:
HISTORIC

Legend

- 0= Does Not Meet Criteria
- 1= Minimally Addresses Criteria
- 2= Moderately Addresses Criteria
- 3= Fully Addresses Criteria

| Historic | Score |
|--|-------|
| 1. Historic Significance | _____ |
| -- National Register | |
| -- State | |
| -- local | |
| 2. Are Enhancement Funds Critical? | _____ |
| -- other dollars available | |
| -- restricted by state constitution | |
| -- cannot be integrated with other CIP/TIP project | |
| 3. Size of Need/Market | _____ |
| -- number of potential user | |
| -- high certainty for use (existing counts, etc.) | |
| 4. Significance of Transportation Function | _____ |
| -- provides/restores transportation function | |
| -- historic renovation only | |
| -- historic and transportation | |
| 5. Local Commitment | _____ |
| -- past dollars spent | |
| -- private dollars spent | |
| -- community support | |
| -- planned future phases | |
| Total Score | _____ |

MH
5/15/92

Attachment A

Project Score Sheet
Transportation Enhancement:
ENVIRONMENTAL

Legend

- 0= Does Not Meet Criteria
- 1= Minimally Addresses Criteria
- 2= Moderately Addresses Criteria
- 3= Fully Addresses Criteria

| Environmental | Score |
|--|-------|
| 1. Degree of Severity | _____ |
| -- Size | |
| -- other | |
| 2. Are Enhancement Funds Critical? | _____ |
| -- other dollars available | |
| -- restricted by state constitution | |
| -- cannot be integrated with other CIP/TIP project | |
| 3. Relationship to environmental resource? | _____ |
| -- included in resource plan | |
| -- other | |
| -- access to transit | |
| -- service for bike and ped. and ADA | |
| 4. Local Commitment | _____ |
| -- past dollars spent | |
| -- private dollars spent | |
| -- community support | |
| -- planned future phases | |
| Total Score | _____ |

MH
5/15/92

Attachment A

Project Score Sheet
Transportation Enhancement:
HISTORIC

Legend

- 0= Does Not Meet Criteria
- 1= Minimally Addresses Criteria
- 2= Moderately Addresses Criteria
- 3= Fully Addresses Criteria

| Historic | Score |
|--|-------|
| 1. Historic Significance | _____ |
| -- National Register | |
| -- State | |
| -- local | |
| 2. Are Enhancement Funds Critical? | _____ |
| -- other dollars available | |
| -- restricted by state constitution | |
| -- cannot be integrated with other CIP/TIP project | |
| 3. Size of Need/Market | _____ |
| -- number of potential user | |
| -- high certainty for use (existing counts, etc.) | |
| 4. Significance of Transportation Function | _____ |
| -- provides/restores transportation function | |
| -- historic renovation only | |
| -- historic and transportation | |
| 5. Local Commitment | _____ |
| -- past dollars spent | |
| -- private dollars spent | |
| -- community support | |
| -- planned future phases | |
| Total Score | _____ |

MH
5/15/92

Attachment A

Project Score Sheet
Transportation Enhancement:
ENVIRONMENTAL

Legend

- 0= Does Not Meet Criteria
- 1= Minimally Addresses Criteria
- 2= Moderately Addresses Criteria
- 3= Fully Addresses Criteria

| Environmental | Score |
|--|-------|
| 1. Degree of Severity | _____ |
| -- Size | |
| -- other | |
| 2. Are Enhancement Funds Critical? | _____ |
| -- other dollars available | |
| -- restricted by state constitution | |
| -- cannot be integrated with other CIP/TIP project | |
| 3. Relationship to environmental resource? | _____ |
| -- included in resource plan | |
| -- other | |
| -- access to transit | |
| -- service for bike and ped. and ADA | |
| 4. Local Commitment | _____ |
| -- past dollars spent | |
| -- private dollars spent | |
| -- community support | |
| -- planned future phases | |
| Total Score | _____ |

MH
5/15/92

Attachment A

Project Score Sheet
Transportation Enhancement:
BICYCLE/PEDESTRIAN PROJECTS

Legend

- 0= Does Not Meet Criteria
- 1= Minimally Addresses Criteria
- 2= Moderately Addresses Criteria
- 3= Fully Addresses Criteria

| Bike/Ped | Score |
|---|-------|
| 1. Does the project provide for a critical link or access? | _____ |
| 2. Are Enhancement Funds Critical? -- other dollars available -- restricted by state constitution -- cannot be integrated with other CIP/TIP project | _____ |
| 3. Size of Need/Market -- number of potential users -- large geographic or multi-jurisdictional -- high certainty for use (existing counts, etc.) | _____ |
| 4. Multi- or Inter-Modal -- access to transit -- service for bike and ped. and ADA | _____ |
| 5. Local Commitment -- past dollars spent -- private dollars spent -- community support -- planned future phases | _____ |
| Total Score | _____ |

MH
5/15/92

ATTACHMENT B

**ISTEA Fund TPAC Background Report for:
Springwater Corridor**

1. Is it in an adopted plan? If yes, identify the plan.

This project completes the southern portion of the *40 Mile Loop Master Plan*. It also complies with *City of Portland Park Futures* document, the *Johnson Creek Resource Management Plan* and several neighborhood plans.

2. Does it tie into the existing transportation system?

Over 17 mile of smooth even grade along with separation from road right of ways makes the Springwater Corridor an ideal bicycle commuter route. It has direct connections with the I-205 bike trail and designated off street bike routes at 182nd/Highland Road, Eastman Parkway and Birdsdales Road.

3. Does it meet the needs of more than one jurisdiction?

The project passes through Clackamas County, Multnomah County, Cities of Milwaukie, Portland, Gresham and Boring. Additionally, the corridor continues beyond Portland's ownership at Boring and falls into the jurisdiction of State Parks, Estacada and Mt. Hood National Forest.

4. Will it have a broad range of users?

FAUNA, Friends of Johnson Creek, 40 Mile Loop Land Trust, Southeast Uplift, SOAR, Oregon Equestrian Trails, Oregon Road Runners Club, Rose City Relay, Volkspport, Portland Urban Mountain Peddlers, ICU Skate and Portland Area Bicycle Coalition have all provided input in the design process of this project and have expressed a strong interest in using the corridor.

5. Will it leverage other funds, either existing or committed?

Matching funds exceeding 20% will be leveraged from donated labor from the US Marines, the City of Gresham, the Portland park trust fund and the Portland Park Levy. These dollars committed.

6. Is it consistent with existing land use?

The corridor is currently zoned open space with a transportation overlay. The development of this as a bicycle/recreation corridor is consistent with existing land use.

7. Is there a broad range of community support? Briefly explain.

In addition to the support base groups mentioned in question 4, a friends group was formed approximately 5 months ago. This friends group already has over 100 members. In a door to door survey conducted by PSU students last spring, 70% of all adjacent businesses and

residences favored development of the corridor for recreation use.

8. Does it allow an historic transportation facility to continue use as a transportation facility?

Historically the corridor was a railroad. As part of the condition of sale, a reversionary clause was included which allows future use of the corridor by rail if the need arises. One of our development goals therefore, is to maintain the linear integrity of the corridor. Technically, the corridor will remain a transportation facility.

9. Does it allow an historic transportation facility to continue use as an alternate use?

Yes, see question #8 above.

10. Does it provide for alternate modes?

All non-motorized forms of transportation will be permitted on the corridor. This includes bicycles, equestrians, pedestrians, etc.

11. Briefly define the historic significance of the project, the significance of its transportation service and its environmental impact to be mitigated.

The corridor was developed in 1903 for rail transportation purposes. It falls within the Johnson Creek Basin area and it serves as the recreation component to the *Johnson Creek Resource Management Plan*. The corridor parallels Johnson Creek and has numerous wetlands within it. These wetlands will be enhanced and serve as an educational resource for all trail users.

THE SPRINGWATER CORRIDOR

A Transportation Enhancement Activities Project

The Springwater Corridor is a 16.5 mile long abandoned rail corridor that was acquired in 1990 by the City of Portland, Bureau of Parks and Recreation. The acquisition and development of the corridor are an important step forward in an ongoing effort to complete the 40 Mile Loop. The Springwater Corridor will parallel Johnson Creek and extend the Loop from the Willamette River through Gresham to Troutdale and Boring.

This Corridor is ideal for providing a southeast connection to the Loop. For the most part, it is well-separated from both road right-of-way and neighboring residential areas. The smooth, even grade required for the passage of trains will be ideally suited to hiking and biking long distances, making it accessible to all age groups.

Because of its location, it will also serve as an important alternative transportation commuter route, linking employment centers with residential neighborhoods. The route it travels is a scenic one, encompassing wetlands and buttes, agricultural fields and pastures, residential and historic sites. The right-of-way can accommodate a variety of uses, since it varies in width from 60' to 200' in width; most of it is 100' wide.

In addition, ownership of the line on the other side of Boring, as far as Estacada, is currently held by the State. This section of the Springwater Line was acquired by ODOT 20 years ago, and is under the management of State Parks. The Springwater Corridor serves not only the needs of the 40 Mile Loop, but offers the real possibility of a trail connection from Mt. Hood, through the Mt. Hood National Forest, directly to downtown Portland.

The corridor is preserved for future use by an interim rails use clause as part of the abandonment process. In the meantime, development of the corridor envisions a surfaced trail throughout its length, including a shared use agreement for the 5-mile section west of McLoughlin, which is still a working short-line railroad (the East Portland Traction Co.) and is not owned by the City of Portland. The connection across McLoughlin will be made via the new Tacoma Street Overpass. Six trailhead access points will be incorporated into the final plan. A separated equestrian trail will be accommodated in the eastern sections. Signage, street crossings, and bridge improvements are part of the plan.

The plan is divided into three phases in order to facilitate construction. First phase development includes all needed property acquisition (for trailheads and a linkage to the Boring - Estacada section), surfacing for six miles of trail, and safety improvements for bridges and street crossings. The attached construction cost estimates outline details for what is included in each of the phases. The full 21.5 mile package represents a total project that has been coordinated with each of the involved jurisdictions and communities: Portland, Milwaukie, Gresham, and Boring, and Multnomah and Clackamas Counties.

The Oregon Department of Transportation has been a partner in the progress to date. The 40 Mile Loop was appointed as a State-designated Trail by ODOT in 1987. Further, acquisition of the Springwater Corridor was the result of a three-party agreement between the Portland Traction Co. line, ODOT, and the City of Portland.

Implementation of the first phase of the Springwater Corridor is ready to go as soon as funding is approved. It will benefit the entire region, and enjoys broad public support. The Springwater Corridor meets all the criteria of the recommended "transportation enhancement activities" and is a creative way to meet the goals of a multi-modal transportation system.

RESOLUTION NO. **34960**

Designate the Springwater Corridor as the City's immediate first priority for transportation enhancement funds from the federal Intermodal Surface Transportation Efficiency Act of 1991 (Resolution).

WHEREAS, the City of Portland has designated a series of recreational trails in its Comprehensive Plan that encircle the metropolitan area, connecting its parks and scenic corridors; and

WHEREAS, the 40 Mile Loop Master Plan includes those recreational trails as recommended routes for a connected system of parks and open spaces; and

WHEREAS, Resolution No. 33937, adopted by the Portland City Council on August 28, 1985, resolved that the City of Portland would join with Multnomah County, Troutdale and Gresham to implement the 40 Mile Loop Master Plan by 1995; and

WHEREAS, Ordinance No. 161737, March 1989, authorized the City of Portland to acquire title to the Springwater Corridor as a strategic element of the 40 Mile Loop; and

WHEREAS, the Springwater Corridor will serve as both a recreational and an alternative transportation route; and

WHEREAS, use of the Springwater Corridor as a pedestrian and bicycle trail is included in the City's Arterial Streets Classification Policy; and

WHEREAS, development funds for the Springwater Corridor need to be secured; and

WHEREAS, the Federal Surface Transportation Efficiency Act of 1991 authorized a Surface Transportation Program (Section 132) which specified that 10% of the funds must be spent on "transportation enhancements;" and

WHEREAS, one of the enhancements listed under the definition of "transportation enhancements" includes "preservation of abandoned railway corridors including the conversion and use thereof for pedestrian and bicycle trails;" and

WHEREAS, the Springwater Corridor will preserve an abandoned railway corridor while converting it for use as a pedestrian and bicycle trail; and

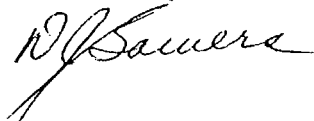
WHEREAS, the Springwater Corridor is eligible for funding by the federal government under its Surface Transportation Program;

NOW, THEREFORE, BE IT RESOLVED that the City of Portland shall request federal support from the Oregon Department of Transportation for the Springwater Corridor as the City's immediate first priority for transportation enhancement funds.

Adopted by the Council, **FEB 19 1992**

Commissioner Mike Lindberg
Mary Anne Cassin
February 11, 1992

BARBARA CLARK
Auditor of the City of Portland
By



SPRINGWATER CORRIDOR PRELIMINARY COST ESTIMATES FOR CONSTRUCTION

PHASE I \$2,859,480
PHASE II 2,598,810
PHASE III 1,456,920

PHASE I DETAILS:

- * Safety Improvements
 - Trestle repairs
 - Intersection Warnings:
 - Flashing lights
 - Full signals

- * Acquisition
 - 4 trailhead sites
 - Missing ¼ mile link in Boring (connecting to State-owned section)

- * Trail Enhancement
 - 6 miles of trail surfacing
 - Planting
 - Signage
 - Gresham's trail surfacing

PHASE I MATCHING FUNDING 92-93

| Amount: | Item: | Source: |
|-----------|---------------------|----------------------------|
| \$165,000 | Trestle repairs | General fund and donations |
| 150,000 | Gresham's expended | Bond |
| 200,000 | Gresham's committed | Bond |
| 50,000 | Land & Water Fund | Grant |
| 50,000 | Park Trust | Match to L&WCF |
| 40,000 | Trail Improvements | Levy |

\$655,000 TOTAL (More than required 20% minimum match required of \$571,896)

FUTURE PHASES:

PHASE II DETAILS:

- * Trailhead Development (2)
 - Restrooms
 - Parking lot
 - Lighting
 - Signage

- * Trail Enhancement
 - 6 miles trail surfacing
 - 8.5 miles equestrian trail

- * Gresham's Trail Completion

PHASE III DETAILS:

*** Trailhead Development (2)**

- Restrooms
- Parking lot
- Lighting
- Signage

*** Trail Enhancement**

- 5 miles trail surfacing
- Fencing

Springwater Corridor - Gresham to Boring
(property acquisition and trail improvement)

\$102,360

1. Is it in an adopted Plan?

Yes, the Clackamas County Comprehensive Plan has a policy to support acquisition and development of abandoned rights-of-way for pedestrian/bikeways.

2. Does it tie into the existing transportation system?

Yes, this would complete a "missing link" to allow for a trail connecting to the 40-mile loop and southward to forest service trails going to destinations such as Timothy Lake.

3. Does it meet the needs of more than one jurisdiction?

Yes, Clackamas County, Gresham, Multnomah County, Portland.

4. Will it have a broad range of users?

Yes, the proposed design is for pedestrians, bicyclists, and equestrians.

5. Will it leverage other funds?

Yes, Clackamas County is prepared to provide the match. Purchase of this "missing link" would allow for better use of the public investment that has already been made on other segments of the trail.

6. Is it consistent with existing land use?

Yes, the trail would pass through a rural area with scenic and historical qualities.

7. Is there a broad range of community support?

Yes, the Boring Community Association supports this trail and has offered to provide volunteer skilled expertise and manpower.

8. Does it allow an historic transportation facility to continue use as a transportation facility?

Yes, with a change of mode it would put this asset to good use.

9. Does it allow an historic transportation facility to continue as an alternate use?

Yes, it would have recreation and scenic value as well as continuing as a transportation route.

10. Does it provide for alternate modes?

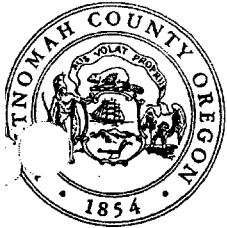
Yes, pedestrian, bicycle, and equestrian.

11. What is the historic significance of the project? What is the significance of its transportation service, or the environmental impact to be mitigated?

Shortly after the railway was built an electric plant was built at Boring to provide power. Boring produced the power to move workers and materials out to Cazedero for the construction of the dam. After 1907 the dam provided the power for the railway. The depot on this property was recently designated as an historical building.

As a pedestrian/bikeway this trail follows the historic route that is an extension of the part that has been incorporated into the "40-mile loop". This trail would connect the "40-mile loop" to Forest trails in the Mt. Hood National Forest.

2. Col. Hwy Int. Panels



GLADYS McCOY, Multnomah County Chair

Room 1410, Portland Building
1120 S.W. Fifth Avenue
Portland, Oregon 97204
(503) 248-3308

March 26, 1992

RE: Request for funds for Transportation Enhancement Projects

Multnomah County is requesting funds available under the Enhancement Program of the Intermodal Surface Transportation Efficiency Act (ISTEA) to enhance the Historic Columbia River Highway.

Built over a ten year period (1913-1922) at the dawn of the automobile age, the Columbia River Highway was a technical and civil achievement of its time; a successful mix of sensitivity to the magnificent Columbia River Gorge landscape and ambitious engineering. Its engineering standards and technological response to the Gorge's geographic obstacles were praised by famous persons at the time, calling the highway the world's finest scenic drive, a poem in stone and king of roads. In the Pacific Northwest, there are no other scenic roadways which compare to the Historic Columbia River Highway in engineering design, quality, length, age, associated features, natural setting, or historic recreational use.

Few visitors have an opportunity to appreciate the significant of the highway and the surrounding attractions because of the lack of interpretative information available along the highway. This project seeks to fill this information gap by constructing a series of 18 panels along the highway to interpret the outstanding cultural, historical and natural resources. These 2' x 3' interpretative panels will be strategically placed to enhance -- not detract -- from the visitor's experience. The panels will be fabricated using porcelain technology, with high quality design and interpretative information.

The total cost of the project including design and illustration, fabrication, and installation is estimated at \$80,375. Partnerships have already been formed to support and advance this project. The amount remaining and requested from this enhancement program is \$10,000.

Thank you for considering this project. If you have any questions regarding this matter, feel free to call me at 248-3308.

Sincerely,

Sharon Timko
Columbia Gorge Coordinator

SET:mrm
8649G

4. Golf Creek Bike path - Transit Corridor Enhancement

As a part of the Beaverton Downtown Development Plan and the Comprehensive Plan the city seeks to improve pedestrian access in the downtown area. This is particularly important in the case of linking multi-family land uses with the existing and future Transit facilities. Considering the possible project scope reduction for the LRT project and fact that the Beaverton Transit Center is the Transit hub for the greater Beaverton area the city places a keen interest in developing (completing) the bike path link between SW 114th and SW 117th, along Golf Creek. Existing portions of this pathway have been constructed by earlier apartment developments but about 500 feet of this pathway remain to complete this connection to 114th street. Extensions of this pathway will be developed to the west as the city grows and redevelopment shapes the planned Esplanade area. Cost for this facility is estimated at \$40,000. Local match would be pursued through Tri-Met and the city.

5. Fanno Creek Bike path - Green Space Corridor Enhancement

The city plans to provide an extension of the Fanno Creek Bikeway system between Highway 217 and Scholls Ferry Road. This would be a continuation of the path system that begins on the south in the City of Tigard and extends nearly two miles north into Beaverton. This particular segment of new pathway is unique in the respect that it will provide both a continuation of the pathway along the Fanno Green Space and a potential alternative transportation corridor. It would provide a new pathway and transportation link between SW Allen Blvd. and Denney Road, and, it would provide an alternative to traveling SW Denney Road, east of Highway 217 (which is presently hazardous due to its narrow width and lack of full shoulders), between Highway 217 and Scholls Ferry Road. The Fanno Creek pathway system has provided city residents a rare opportunity to experience both the tranquil natural environment and the freedom of the off street pathway system. This project would include the acquisition of property, construction of pathway and the construction of a wood bridge spanning Fanno Creek north of SW 105th Court. The estimated cost for this project is \$400,000. Local match for this project would be sought from the city.

ADDITIONAL INFORMATION FOR
OREGON CITY ISTEА PROPOSALS

PROJECT TITLE: *Clackamas/Willamette River Pedestrian/Bicycle Paths*

Supplemental Questions

1. *Is it in an adopted plan? If yes, identify the plan.*

Yes. The project is listed in the Oregon City Downtown/North End Urban Renewal Plan. It is also consistent with the Park Master Plan, which encourages acquisition of waterfront properties and other natural and "unique" sites. The Park Master Plan also places as a high priority development of pathways and trails, especially those that create connections between existing or proposed facilities.

2. *Does it tie into the existing transportation system?*

Yes. The project would develop a bicycle and pedestrian path connecting the 82nd Drive bridge to McLoughlin Boulevard, and would intertie with existing segments of a State bicycle route. This project would also intersect with another Oregon City "ISTEA" proposal, the Agnes Avenue relocation/reconstruction.

3. *Does it meet the needs of more than one jurisdiction?*

Yes. As noted, the project would intertie with existing segments of a State bicycle route. Portions of the project would also traverse State highway right-of-way and would serve an area much broader than Oregon City limits.

4. *Will it have a broad range of users? Briefly explain.*

Yes. The project connects with the City's proposed Willamette Riverfront Park. The bicycle/pedestrian path will serve a broad range of users, which would include tourists, boaters, residents, shoppers, tour groups, etc.

5. *Will it leverage other funds, either existing or committed?*

Yes. The City, through its Metro-Enhancement Committee, has already purchased a one-acre parcel in Phase 1 of the project; acquisition of an easement across County-owned property is proceeding. The City has been recommended for approval of State Marine Board funding, for engineering/design of one element of the Riverfront Park. Other funding sources would be from State Bicycle Funds, City Transportation System Development Charges (SDC's), or from the City Park Trust Fund.

6. *Is it consistent with existing land use?*

Yes. The areas along the Clackamas and Willamette Rivers have been designated as "QP" (Quasi-Public) on the Comprehensive Plan, for implementation of park or other public development. Other segments are along existing State Highway right-of-way, and are consistent with existing land use.

7. *Is there a broad range of community support? Briefly explain.*

The Park Master Plan and Urban Renewal Plan were developed with a broad range of community involvement. The proposed Willamette Riverfront Park has been presented in conceptual form to a variety of community groups, all of whom have endorsed the concept. The trail segments along the Clackamas River have been coordinated with fishing and other community groups, who have supported the idea of increased river access. The City believes there is broad community support for the project in its entirety.

8. *Does it allow an historic transportation facility to continue use as a transportation facility?*

The proposed project does not include a historic transportation facility, except for segments along Highway 99E.

9. *Does it allow an historic transportation facility to continue use as an alternate use?*

The proposed project is primarily a transportation enhancement activity, to provide increased accessibility for pedestrians and bicyclists. The project also has recreational aspects in that it will provide greater access to the Clackamas and Willamette Rivers, and provide scenic opportunities.

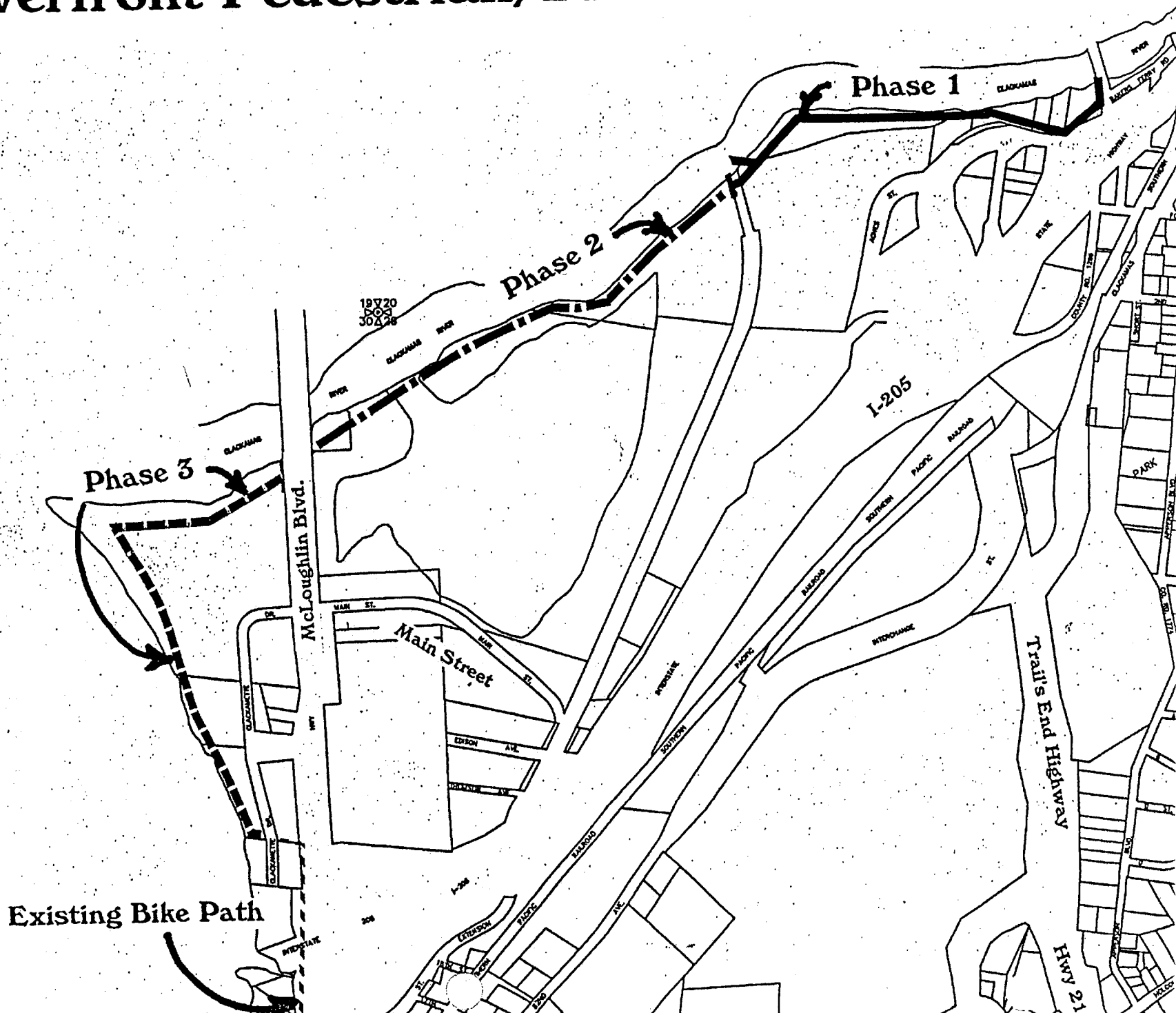
10. *Does it provide for alternate modes?*

The project will provide transportation opportunities for pedestrians and bicyclists where none currently exist.

11. *Briefly define the historic significance of the project, the significance of its transportation service and its environmental impact to be mitigated.*

The City believes this project to be one of the most significant transportation projects to be undertaken in recent years, because it will provide a variety of linkages for pedestrians and bicyclists where none currently exist. The project also meets the goals and objectives of the Parks Master Plan, because it will create connections between existing or proposed facilities. Finally, it will provide several steps in implementation of projects in the Urban Renewal Plan, projects that have been endorsed, but unfunded, for many years.

Riverfront Pedestrian/Bike Path Project



Existing Bike Path

Phase 3

Phase 2

Phase 1

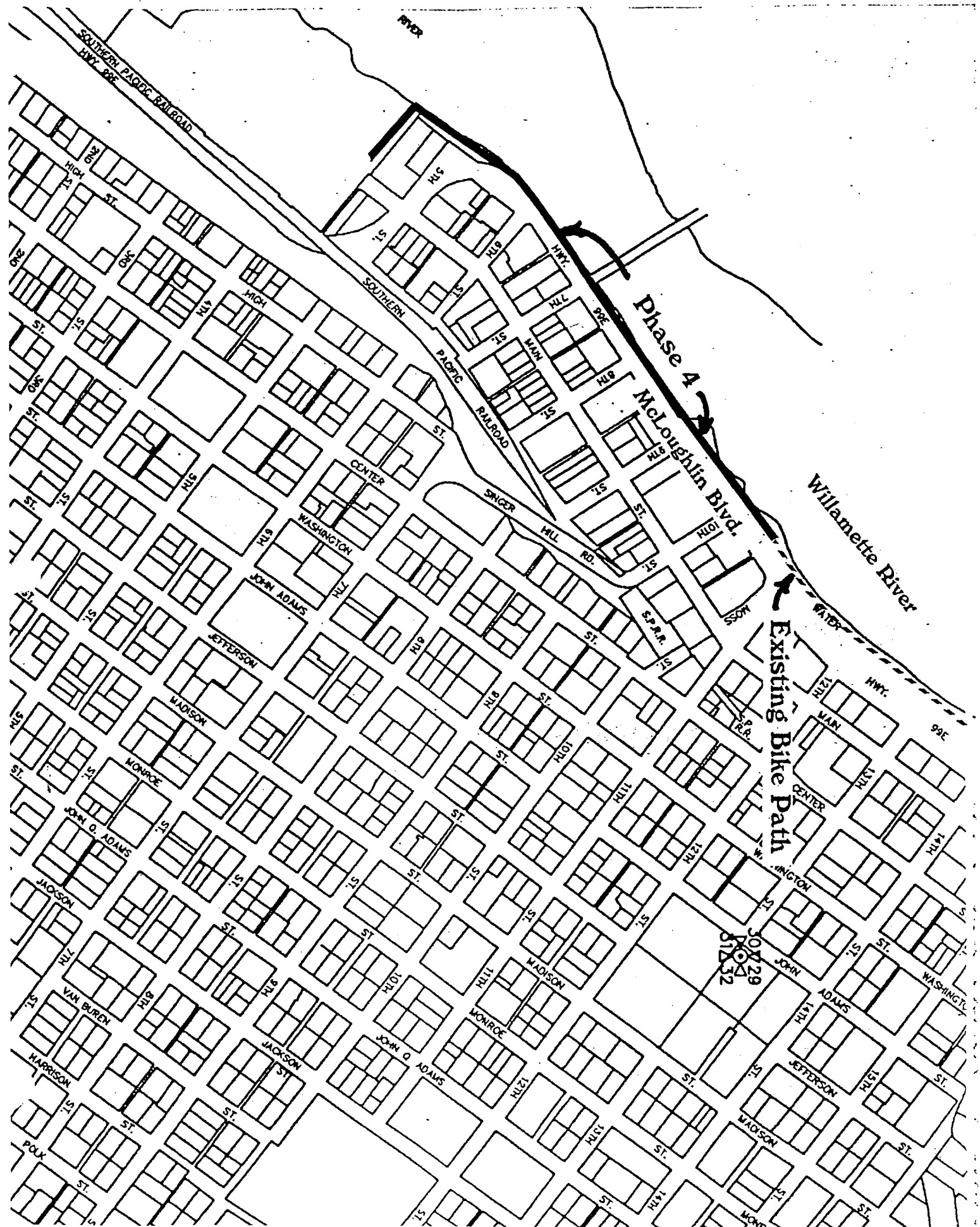
McLoughlin Blvd.

Main Street

I-205

Trails End Highway

verfront Pedestrian/Bike Path Project



5. OREGON ELECTRIC
R/W



**TUALATIN
HILLS
PARK &
RECREATION
DISTRICT ADMINISTRATION OFFICE**

15707 SW Walker Road • Beaverton, Oregon 97006 • 645-6433 • FAX 690-9649

Ronald D. Willoughby
Assistant General Manager

RECEIVED

APR 3 1992

PLANNING DIVISION
LAND USE & TRANSPORTATION

BOARD OF DIRECTORS

- June Crabb
- Dennis Doyle
- Mabel Eng
- Robert Hathaway
- Babette Horenstein

March 31, 1992

Mr. Mark Brown, Principal Planner
Washington County, Department of Land Use and Transportation
155 North First Avenue
Hillsboro, OR 97124

Dear Mr. Brown:

The Tualatin Hills Park and Recreation District hereby submits the following projects for inclusion in project review for the 1991 Intermodal Surface Transportation Efficiency Act.

Oregon Electric Right of Way

The Park District requests consideration for a project that includes acquisition and development of property located on the old Oregon Electric Right of Way in eastern Washington County. The property would connect two pieces of property already owned by the Park District and would complete this linear park between SW 92nd Avenue and SW Oleson Road.

This linear park would provide off street pedestrian and bicycle access through this region. The streets are generally without sidewalks in the area so this path system would provide a safer route for bicyclists and pedestrians (including those using wheelchairs).

Another benefit of completing this path system (other than safety) would be that neighbors would be more likely to walk to the commercial district near SW Oleson and SW Garden Home Roads if a safe access was provided. A resulting benefit would be fewer automobiles on the roads when people walked rather than drove.

The old Oregon Electric Right of Ways historical significance is that this was the route by which railroad trains travelled from the Tualatin Valley to Portland docks moving various types of materials such as lumber, crop harvests and other goods. It played an important role in the development of Washington County and needs to be preserved for its historical (then) and functional (now) values.

By encouraging walking and bicycling, a lesser burden will be placed on the environment in this area. Fewer cars would mean cleaner air and quieter neighborhoods.

Encouraging walking, bicycling, running, etc. will also create an important recreational opportunity that the residents in this area do not currently enjoy. In addition to access to the commercial district, completing this linear park will also provide a much improved access to the Garden Home Recreation Center. This center is heavily used by local residents who currently drive to the Center. Providing a safe pedestrian access will allow these residents to walk rather than drive to the Center. Again, reducing the number of vehicles on the local streets and providing a recreational opportunity.

Washington County has identified the Right of Way as an area of special concern for preservation and pathway development in its Raleigh Hills-Garden Home Community Plan. In addition, Community Participation Organization #3 supports the completion of this park and pathway system.

Tualatin Hills Nature Park Access/Lightrail

This project would acquire and develop powerline right of way for pathway access from the Tualatin Hills Nature Park to the Merlo Road Westside Lightrail station. This project would not only encourage the use of Lightrail but would also provide non-vehicular access to our Nature Park. Off-street access would be safer without the competition with automobiles and would tie into a planned linear park system within powerline rights of way throughout the Park District (see next project).

The one hundred eighty (180) acre Nature Park is one of the last untouched natural areas in our region. By providing bicycle and pedestrian travel (as well as Light Rail) less space would be required for parking areas and thereby maintaining more natural area.

Powerline Right of Way

Acquisition and Development

The final project for your consideration is the acquisition and development of powerline rights of way for linear park systems. This concept has been adopted in the Park District's Action Plan and is addressed in Washington County's Community Plans. Once again, off street pedestrian and bicycle path systems provide a safer route of travel.

It is, as mentioned earlier, the intent of the Park District to create a linear park system that will extend from one end of the Park District to the other. This park system will take advantage of a variety land types and pass through a variety of land use types. This park system will provide regional access to many THPRD facilities as well as commercial, industrial and residential districts. It would not be unreasonable to expect this path system to become a commuter route, a recreational course and a passive walking/strolling route.

As with the other two projects, this proposed pedestrian/bicycle linear park will encourage citizens to walk or ride a bike as opposed to driving an automobile. The environmental benefits would be cleaner air and quieter neighborhoods. This project could also access bus routes and enjoy the same environmentally sound results.

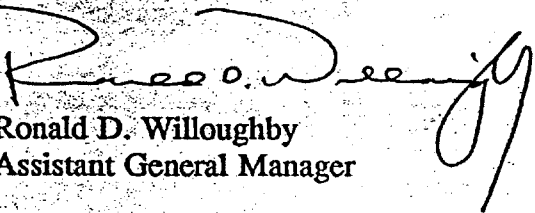
In addition to the transportation and environmental benefit of acquiring and developing powerline rights of way, there are recreational values to be recognized as well. Open play areas, scenic viewpoints and natural resource areas to name a few could be developed along within the pathway system. Multiple uses attract many interests thereby enhancing the this system.

The Tualatin Hills Park and Recreation District supports, as well, the preservation and pathway development of linear park systems. We have attempted to identify and define the transportation, environmental, historical and recreational values and benefits of our proposed projects to assist your review process.

Should further information be required regarding these proposals, please do not hesitate to contact this office at 645-6433.

Your consideration of our proposals are most appreciated.

Sincerely,



Ronald D. Willoughby
Assistant General Manager

RDW:kw

Washington County Enhancement
May 14, 1992
Page 19

TUALATIN HILLS PARK AND RECREATION DISTRICT
TRANSPORTATION ENHANCEMENT PROJECT PROPOSALS

1. OREGON ELECTRIC RIGHT OF WAY

- 1) Is it in an adopted plan? If yes, identify the plan.

Yes. The project is identified in the Regional Bicycle Plan and the the Raleigh Hills Garden Home Community Plan.

- 2) Does it tie into the existing transportation system?

Yes. It would provide an off-road pedestrian and bicycle link between Scholls Ferry Road and Oleson Road.

- 3) Does it meet the needs of more than one jurisdiction?

Yes. The park would serve residents of Beaverton, Portland, and unincorporated Washington County.

- 4) Will it have a broad range of users? Briefly explain.

The park would provide access between employment, transit, shopping, schools, recreation and neighborhoods. As such it would serve a range of users making a variety of different types of trips.

- 5) Will it leverage other funds, either existing or committed?

- 6) Is it consistent with existing land use?

Yes. The development of the park is discussed in the Raleigh Hills-Garden Home Community Plan which is a part of the Washington County Comprehensive Plan.

- 7) Is there a broad range of community support? Briefly explain.

The park and pathway is supported by Citizen Participation Organization #3 - Raleigh Hills/Garden Home.

- 8) Does it allow an historic transportation facility to continue use as a transportation facility?

Yes. The project would allow the old Oregon Electric Right of Way to continue as a transportation facility to serve pedestrians and bicyclists.

- 9) Does it allow an historic transportation facility to continue as an

Washington County Enhancement
May 14, 1992
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N/A

10) Does it provide for alternate modes?

Yes. The project would serve both walkers and bicyclists, two important alternate modes of transportation.

11) Briefly define the historic significance of the project, the significance of its transportation service and its environmental impact to be mitigated?

Pedestrian and bikeway facilities are promoted by federal regional and County acts and plans. Construction of pedestrian and bicycle facilities improve important alternative forms of transportation which lessen reliance on the automobile.



LAKE
OSWEGO.

G. WILL. TROLLEY

DEPARTMENT OF PUBLIC WORKS

May 8, 1992

Michael Hoglund
Transportation Planning Supervisor
2000 SW First Avenue
Portland, OR 97201-5398

TRANSPORTATION DEPT.

MAY 11 1992

RE: Transportation Enhancement Program Funding Request

Dear Mike:

Attached is the project background for Lake Oswego's funding request for the South Trolley extension. This material is being faxed to you. The original will follow by mail.

Sincerely,

J.R. Baker
City Engineer

/ppk

attachment

CITY OF LAKE OSWEGO

Transportation Enhancement Program Status Report

Project Background

South Trolley Extension

Priority: High

1. Is it in an adopted plan?

Yes, it is part of the RTP

2. Does it tie into the existing Transportation System?

The extension will tie into existing sidewalk, pathway, transit, and street system.

3. Does it meet the needs of more than one jurisdiction?

Yes, it serves Portland, Multnomah County, Clackamas County and Lake Oswego.

4. Will it have a broad range of users? Briefly explain.

Its present use is recreational. With improvement it offers a way to augment capacity in the Highway 43/Macadam corridor.

5. Will it leverage other funds, either existing or committed?

The existing line is eligible for use as local match for federal grants.

6. Is it consistent with existing land use?

Yes.

7. Is there a broad range of community support? Briefly explain.

In the November 1990 election, 73% of the voters approved a bond necessary to expand LRT and the regional rail plan is widely supported. On the other hand some of the residents along the line are opposed to the rail operation.

8. Does it allow a historic transportation facility to continue use as a transportation facility?

Originally opened in 1887, this line operated and an electric rail commute line from 1915 to 1929 and much of the early development grew up around it. It is now returning to that function as a result of growth, traffic congestion, and environmental concerns.

9. Does it allow a historic transportation facility to continue use as an alternate use?

No, as the same (rail) use.

10. Does it provide for alternate modes of transportation?

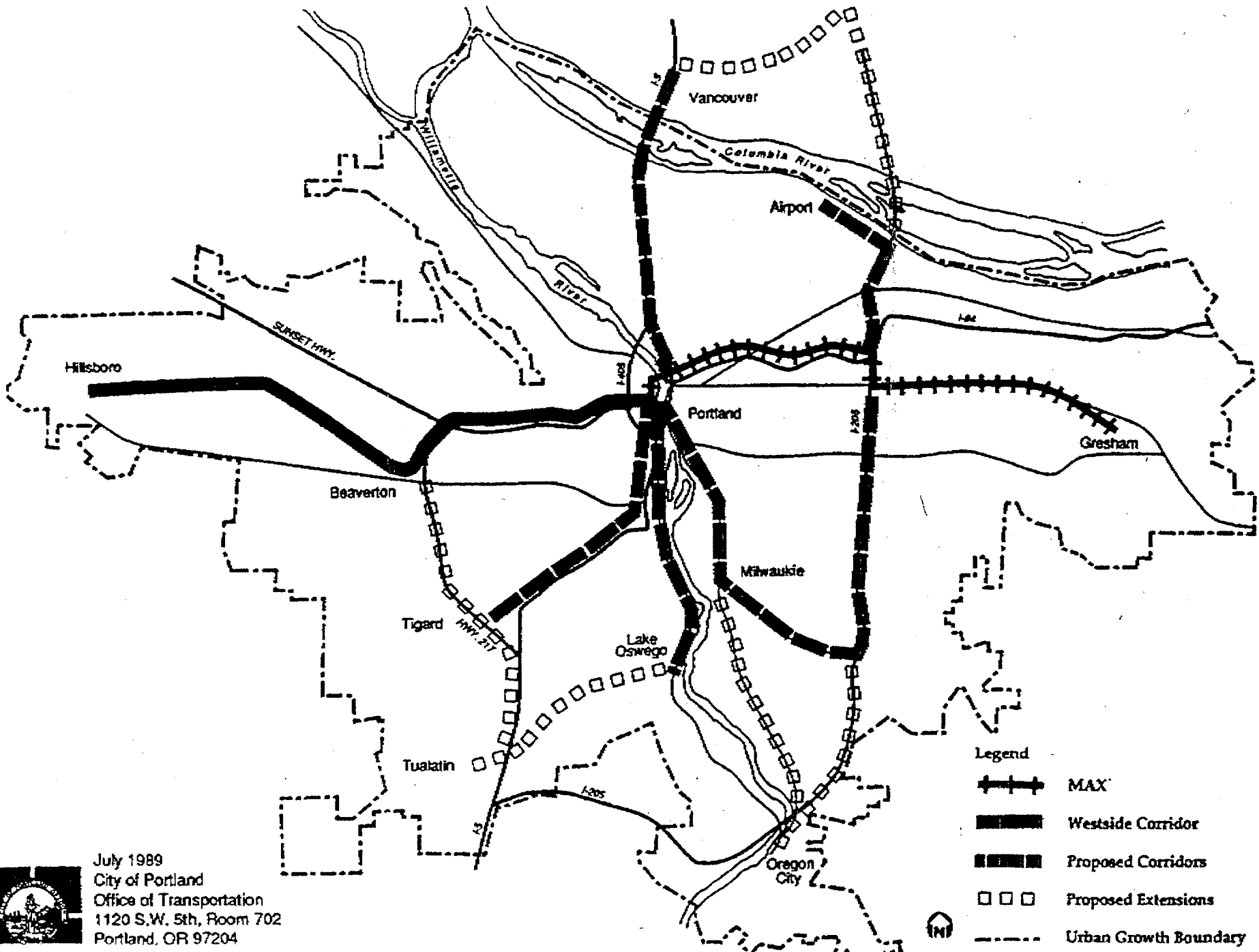
It provides an alternative to traffic on Highway 43 that is insulated from traffic congestion. Rail transit, bikes, and walking provide an alternative to driving for some trips.

11. Briefly define the historic significance of the project, the significance of its transportation service and its environmental impact to be mitigated.

The existing rail line terminates short of the destination of rides and bus connections in Lake Oswego. This project will extend the line into Lake Oswego and correct this situation.

Historically, the line did operate from Lake Oswego and the extension will be entirely in a rail corridor, thereby avoiding any major impacts.

PORTLAND REGIONAL LIGHT RAIL SYSTEM



July 1989
 City of Portland
 Office of Transportation
 1120 S.W. 5th, Room 702
 Portland, OR 97204



BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING) RESOLUTION NO. 92-1626
THE REGION'S PRIORITY TRANSPOR-)
TATION ENHANCEMENT PROGRAM) Introduced by
PROJECTS FOR INCLUSION IN ODOT'S) Councilor Richard Devlin
SIX-YEAR PROGRAM)

WHEREAS, The Intermodal Surface Transportation Efficiency Act of 1991 requires the state to allocate 10 percent of its Surface Transportation Program (STP) funds to statewide Transportation Enhancement projects to address general environmental improvement activities; and

WHEREAS, ISTEA stipulates that states shall allocate Transportation Enhancement funds in consultation with the designated metropolitan area; and

WHEREAS, Metro is the designated MPO for the Portland metropolitan area; and

WHEREAS, the state is currently programming funds, including for the first time the new Transportation Enhancement Program funds, through the update of the Oregon Department of Transportation's 1993-1998 Six-Year Transportation Improvement Program; and

WHEREAS, In the absence of established ranking criteria and guidance from the Regional Transportation Plan (RTP), the Joint Policy Advisory Committee on Transportation has used interim criteria to develop a consensus as to the region's priority transportation enhancement projects for inclusion in the first two years of the Six-Year Program update; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District recommends the state program a maximum of two years of Transportation Enhancement funds for the 1993-1998 Six-Year Program update;

2. That the Council of the Metropolitan Service District adopts the Transportation Enhancement projects identified as project Nos. 1, 3, 6 and 7 in Exhibit A; project No. 3 in Exhibit B; and project No. 1 in Exhibit C as the region's priorities for inclusion in the 1993-1998 ODOT Six-Year Transportation Improvement Program for the first two years of the program; and that projects No. 1-7 in Exhibit A; projects 1-5 in Exhibit B; and projects 1-3 in Exhibit C be considered as the region's six-year priorities in the event the decision is made to allocate the Transportation Enhancement funds for the full six-year period.

3. That staff be directed to forward these priorities in testimony during the appropriate hearings on the Six-Year Program update by the Oregon Transportation Commission.

4. That prior to establishing the Portland metropolitan area Transportation Enhancement-related priorities for the next update of ODOT's Six-Year Program, TPAC shall coordinate the development of a regional Transportation Enhancement Program for inclusion in Metro's Transportation Improvement Program and that ranking criteria be developed to evaluate Transportation Enhancement proposals.

5. That staff be directed to work with the state and local jurisdictions and agencies to identify and incorporate into the RTP appropriate Transportation Enhancement-related recommendations and implementation measures which result from Metro's

Region 2040 Study, Metro's Greenspaces Program, regular updates to the RTP, and other state, regional and local planning activities, as necessary.

6. That ODOT be encouraged to incorporate a public review phase into its statewide transportation enhancement prioritization and selection process.

ADOPTED by the Council of the Metropolitan Service District
this ____ day of _____, 1992.

Jim Gardner, Presiding Officer

MH:lmk
92-1626.RES
6-1-92

EXHIBIT A

Transportation Enhancement Projects - Bike/Ped

| Table 1. Ranked Projects (15 possible points) | | | |
|---|------------------------------------|------------------|--------------|
| Name | Jurisdiction | \$Cost | Rank (Score) |
| 1. Springwater Corridor | COP, Mult. Co. Clack. Co., Gresham | 3.0 M | 1 (16.5) |
| 2. Willamette River Bridges Accessibility Study | COP, Mult. Co. | 100,000 | 2 (15) |
| 3. Fanno Creek Bike Path | COB, Wash. Co. | 400,000 | 3 (14) |
| 4. Willamette Greenway Trail Completion | COP | 3,886,100 | 3 (14) |
| 5. Oregon Boardwalk | COP | 1,700,000 | 3 (14) |
| 6. Clackamas/Willamette River Bike Path | Oregon City | 1,175,000 | 3 (14) |
| 7. Oregon Electric ROW | Tualatin Hills Park & Rec Dist | 135,000 | 3 (14) |
| 8. Canby Ferry to SR 170 | Canby | 118,750 | 4 (13) |
| 9. Greenway Corridor from Portland to Pacific Coast | Conservation Fund | 30,000 | 4 (13) |
| 10. Terwilliger Bike Path | COP | 236,000 | 5 (12.5) |
| 11. W. Delta Park-40 Mile Loop | COP | 240,000 | 6 (12) |
| 12. Marquam Trail | COP | 54,000 | 6 (12) |
| 13. Powerline ROW | Tualatin Hills Park & Rec | 698,000 | 6 (12) |
| 14. T. V. Hwy Transit Access | Wash. Co. | 280,000 - 1.02 M | 6 (12) |
| 15. Bike/Ped Improvements for Highway 26 | Sandy | 66,700 | 7 (11) |

| BIKE/PED CON'T | | | |
|---|---------------|-----------|--------------|
| Name | Jurisdiction | \$Cost | Rank (Score) |
| 16. 40 Mile Loop-Two Rivers | Mult. Co. | 450,000 | 7 (11) |
| 17. Transit Mall Extension | COP | 1,280,000 | 7 (11) |
| 18. Sidewalk Improvements on Major Streets | Wash. Co. | 1.5-2.5 M | 8 (10) |
| 19. Ped/Bike Pathways near Schools/Parks | Clack. Co. | 2,000,000 | 8 (10) |
| 20. Blue Lake Road Bike/Ped Path | Mult. Co. | 91,000 | 8 (10) |
| 21. Hwy 26 Access Plan | Sandy | 400,000 | 9 (9) |
| 22. Portland Traction Right-of-Way Bike Trail | Clack. Co. | 700,000 | 9 (9) |
| 23. Agnes Avenue Bike/Ped Improvements | Oregon City | 1,238,000 | 9 (9) |
| 24. Columbia S. Shore-40 Mile Loop | COP | 1,970,300 | 10 (8) |
| 25. Fairview/223rd | Mult. Co. | 120,000 | 10 (8) |
| 26. Golf Creek Bike Path | COB/Wash. Co. | 40,000 | 10 (8) |
| 27. Abernethy Creek Ped/Bike Path | Oregon City | 1,206,000 | 10 (8) |
| 28. Bike Link/185th: T.V. Highway to Bany | Wash. Co. | 375,000 | 10 (8) |
| 29. Bike Link/T.V. Hwy: 209th to 229th | Wash. Co. | 583,000 | 10 (8) |
| 30. Bike Link/Walker: Hwy 217-Cedar Hills | Wash. Co. | 741,000 | 10 (8) |
| 31. Bike Link/Walker Rd: 173rd-185th | Wash. Co. | 893,000 | 10 (8) |
| 32. Bike Link/170th: Baseline-Reusser | Wash. Co. | 1,545,000 | 10 (8) |
| 33. Bike Link/Denney Road: Schools-Beaverton C.L. | Wash. Co. | 1,584 | 10 (8) |

| BIKE/PED CON'T | | | |
|---|--------------|--------------------------------|--------------|
| Name | Jurisdiction | \$Cost | Rank (Score) |
| 34. Bike Link/N.E. Jackson School Rd: Sunrise-Grant | Hillsboro | 50,000 | 10 (8) |
| 35. Bike Link/Glencoe Rd: Glencoe H.S. to Grant St. | Hillsboro | 80,000 | 10 (8) |
| 36. Bike Link/S.E. 21st: Maple to Cypress | Hillsboro | 39,300 | 10 (8) |
| 37. Bike Link/S.E. Bentley: 32nd to 40th | Hillsboro | 37,000 | 10 (8) |
| 38. Bike Link/N.W. 17th: Sunrise to Barberry | Hillsboro | 35,150 | 10 (8) |
| 39. Curb Ramps at 250 Intersections | COB | 225,000 | 10 (8) |
| Total for Ranked Projects | | 27,719,884 to 31,239,884 | |

EXHIBIT A

Transportation Enhancement Projects - Bike/Ped

| Table 2. Unranked Projects | | |
|--|------------------|---------------------------------|
| Name | Jurisdiction | Reason |
| 1. Bike/Ped Facilities on NW Cornell | COP Mult. Co. | Unable to complete in two years |
| 2. Ped/Access from N.Portland to Smith/Bybee Lakes | COP | COP request |
| 3. Ped Trail along Carey Blvd. | COP | COP request |
| 4. Broughten Beach Access Ramp | COP | COP request |
| 5. Bike Path from I-5 to NE 47th | COP | Unable to complete in two years |
| 6. Lloyd Blvd. Pathway | COP | COP request |
| 7. Overpass for Wildwood Trail over W.Burnside | COP | COP request |
| 8. Bike/Ped Facilities on Skyline Dr. | COP | COP request |
| 9. Ped/Bike Ramp from Esplanade to Burnside Bridge | COP | COP request |
| 10. Improvements to Trail System at Powell Butte | COP | Recreation focus |
| 11. Develop Access Plan to Oak Bottom Refuge | COP | Recreation focus |
| 12. Bike/Ped Facilities along SW 39th/40th to Stevensen | COP | Unable to complete in two years |
| 13. Bike/Ped Facilities on SW Multnomah | COP | COP request |
| 14. Ped Improvements along SW Capitol | COP | COP request |
| 15. Sidewalk along SW Capitol Hill Rd: Vermont to Barbur | COP | COP request |

| BIKE/PED CON'T | | |
|---|------------------------------|---------------------------------|
| Name | Jurisdiction | Reason |
| 16. Sidewalk along SW Bertha Bl: Vermont to 30th | COP | COP request |
| 17. Sidewalk along SW B.H. Highway: Hillsdale to SW Shatteek Rd. | COP | COP request |
| 18. Golf Creek Walking Trail | Wash. Co. | Unable to complete in two years |
| 19. Boardwalk Foot Trail along Highway 219 | Hillsboro ✓ | Hillsboro request |
| 20. Ped Facilities for Transit Access in High Use Transit Corridors | COP | COP request |
| 21. Ped Path: Tualatin Hills Nature Park to Merle Rd. LRT station | Tualatin Hills Park&Rec Dist | Unable to complete in two years |

EXHIBIT B

Transportation Enhancement Projects - Historic

| Table 1. Ranked Projects (15 possible points) | | | |
|---|--------------|------------------|--------------|
| Name | Jurisdiction | \$Cost | Rank (Score) |
| 1. Remodel Historic Union Station | COP | 900,000 | 1 (17) |
| 2. Union Station Passenger Shelter | COP | 400,000 | 1 (17) |
| 3. Columbia River Highway Interpretive Panels | Mult. Co. | 10,000 | 2 (16) |
| 4. Canby Ferry | Clack. Co. | 500,000 | 3 (13) |
| 5. Acquire Pristine Segments of Barlow Rd. | Clack. Co. | 437,000 | 3 (13) |
| 6. Terminus and Station for Tillamook Pass. Train | Hillsboro | 50,000 | 4 (10) |
| 7. Purchase Historic Site on Hwy 26 | Sandy | 300,000 | 4 (10) |
| 8. Upgrade Troutdale Rail Depot | Mult. Co. | 35,000 | 5 (8) |
| 9. Preserve Abernethy Parkway and Rebuild Bridge | Clack. Co. | 2,300,000 | 5 (8) |
| Total | | 4,932,000 | |

EXHIBIT B

Transportation Enhancement Projects - Historic

| Table 2. Unranked Projects | | |
|---|--------------|------------------|
| Name | Jurisdiction | Reason |
| 1. Waterboard/Old Canemah Park Improvements | Oregon City | Recreation focus |
| 2. Union Station Ped Crossing | COP | Recreation focus |

EXHIBIT C

Transportation Enhancement Projects - Scenic

| Table 1. Ranked Projects (12 possible points) | | | |
|---|--------------|-----------|--------------|
| Name | Jurisdiction | \$Cost | Rank (Score) |
| 1. Line Extension to Willamette Shore Trolley | Lake Oswego | 800,000 | 1 (11) |
| 2. Terwilliger Bike Path | COP | | 1 (11) |
| 3. Visitor Wayside: 99E | Canby | 315,000 | 2 (9) |
| 4. Landscape I-205 @ Johnson Creek | Clack. Co. | 500,000 | 3 (4) |
| 5. Landscape Hwy 217 | COB | 500,000 | 3 (4) |
| 6. Landscape T.V. Hwy | COB | 600,000 | 3 (4) |
| 7. Landscape Six Arterials in Mult. Co. | Mult. Co. | 350,000 | 4 (2) |
| Total | | 3,065,000 | |

EXHIBIT C

Transportation Enhancement Projects - Scenic

| Table 2. Unranked Projects | | |
|---|--------------|--------------------------|
| Name | Jurisdiction | Reason |
| 1. Provide Decorative Lighting for St. Johns Bridge | COP | COP request |
| 2. Improve Intersection of Stafford Rd. and Borland Rd. | Clack. Co. | Strictly Highway Related |

EXHIBIT D

Transportation Enhancement Projects - Environmental

| Table 1. Ranked Projects (12 possible points) | | | |
|--|--------------|---------|--------------|
| Name | Jurisdiction | \$Cost | Rank (Score) |
| 1. Retrofit Compost Filtration System to Remove Water Runoff | Wash. Co. | 280,000 | 1 (7) |

REGION 2040: CHOICES FOR THE 21ST CENTURY

METRO



**Play an important
role in the region's
future**

Join the Metropolitan Service District (Metro) for workshop discussions that focus on **you** – what you like and don't like about the region, what you see as important issues during the next 50 years, how and where you believe growth should occur and what steps you believe we should take to further enhance this region's livability.

These workshops are an important part of the public involvement phase of Region 2040, a Metro planning project that will help people decide what this region will be, and look like, in the next 50 years – through the year 2040.

Please join us for one (or all) of these free, hands-on workshops that will allow you to make a difference in the region's future. For more information, call Mary Weber at Metro, 221-1646, ext. 117.

**Saturday, June 13
9-11:30 a.m.**

Westminster
Presbyterian Church
Great Hall
1624 NE Hancock
Portland

**Tuesday, June 16
7-9:30 p.m.**

Mt. Hood Community College
Town and Gown Room
2600 SE Stark
Gresham

**Wednesday, June 17
7-9:30 p.m.**

Washington County Public
Services Building
Cafeteria
155 N First Ave.
Hillsboro

**Thursday, June 18
7-9:30 p.m.**

Clackamas County
Department of Transportation
and Development
2nd floor, Room A
902 Abernethy Rd.
Oregon City

TRI-MET

Strategic Plan

Pursuing a Shared Vision

**DISCUSSION
DRAFT**

CONTENTS

Quality of Life: A Matter of Choice

The case for a regional vision
and strategy

Lessons learned from Seattle,
Toronto

A Vision for Growth and Livability

One vision of the region 20 years
from now

Pursuing the Vision: Moving Forward Together

Tri-Met's role in achieving the
vision

Tri-Met's Mission and Goals

A foldout of Tri-Met's draft
Strategic Plan

Business Plan

Tri-Met Board of Directors

| | |
|-----------------------|-----------------|
| Loren Wyss, President | Robert Bocci |
| Phil Bogue | Nita Brueggeman |
| Shirley Huffman | Bill Robertson |
| Ron Tonkin | |

Strategic Plan Working Group

| | |
|----------------------------------|-----------------|
| Tom Walsh | Bob Post |
| Bill Robertson | Nita Brueggeman |
| Bruce Harder | Dick Feeney |
| Doug Capps | Bill Allen |
| Dan Hoyt | |
| G. B. Arrington, Project Manager | |
| Karl Marlantes, Consultant | |
| Paula Coppel, Consultant | |

5-Year Plan Working Group

| | |
|----------------|--------------|
| Rick Gerhart | Ken Zatarain |
| Claire Cushman | Ross Roberts |

Production and Design

| | |
|-----------------|------------|
| Warren Schlegel | Jeff Frane |
| Fran Hart | |

Dear Friend,

Over the next 20 years, some 500,000 people are expected to move to the Portland metropolitan area. That unprecedented level of regional growth raises a key question: "How can this region accommodate half a million more people without losing its livability?"

One of the key components of livability is *mobility*. The ease with which citizens can get from one place to another makes a tremendous difference in the vitality and character of a community. Easy movement can contribute to a bustling, thriving region; traffic jams can choke and destroy it. We have only to look at Seattle and Los Angeles to see how congestion and gridlock can ruin an area's quality of life.

Tri-Met and its regional partners have already laid the groundwork for keeping the Portland area mobile as it grows. Together we have achieved some major successes: a model light rail system, soon to be expanded; an exemplary, smooth-functioning transit mall; a thriving, compact downtown; a regional urban growth boundary; and a transit system that has been named best in the country.

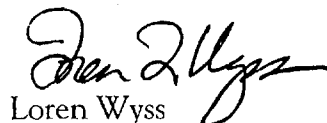
But much more remains to be done. As the region's growth increases, so will its challenges.

This draft strategic plan is intended to do two things: First, to raise the question: "What do we want this community to look like 20 years from now?" The vision offered here for discussion calls for compact, well-planned urban development rather than today's suburban sprawl; increased reliance on transit; and full integration of land use and transportation planning to create attractive, lively and livable neighborhoods.

Second, this document describes Tri-Met's new mission statement and six strategic goals aimed at improving mobility. The goals are ambitious but achievable. They call for: 1) Improving customer service; 2) Increasing ridership; 3) Obtaining additional funding and increasing efficiency; 4) Diversifying service; 5) Expanding the transit system; and 6) Advocating land use that supports greater mobility.

While we call this draft *Tri-Met's* strategic plan, it is in fact a plan that must be shared by the entire region if it is to succeed. None of the goals outlined here can be achieved without the support and involvement of others. At the same time, many of the ideas presented here have been discussed previously in other arenas or are reflected in the future plans of other agencies. We will need to work together for coordinated, effective action.

We welcome your thoughtful review and comment on this draft. It will be the first, not the only, communication piece we provide to share ideas as we strive to serve this growing community even better.



Loren Wyss
President of the Board



Tom Walsh
General Manager

Quality of Life

A matter of choice

The Portland area today offers a quality of life that is the envy of much of the nation. Vibrant cities, beautiful parks, stable neighborhoods, cultural opportunities, innovative development, model transportation and trend-setting environmental initiatives all contribute to a community that is widely considered to be one of the best.

Yet, as the population swells, this area's livability is at risk. There is a real danger that an onslaught of growth could wipe out all the progress and good deeds that have shaped this community into the special place it is today.

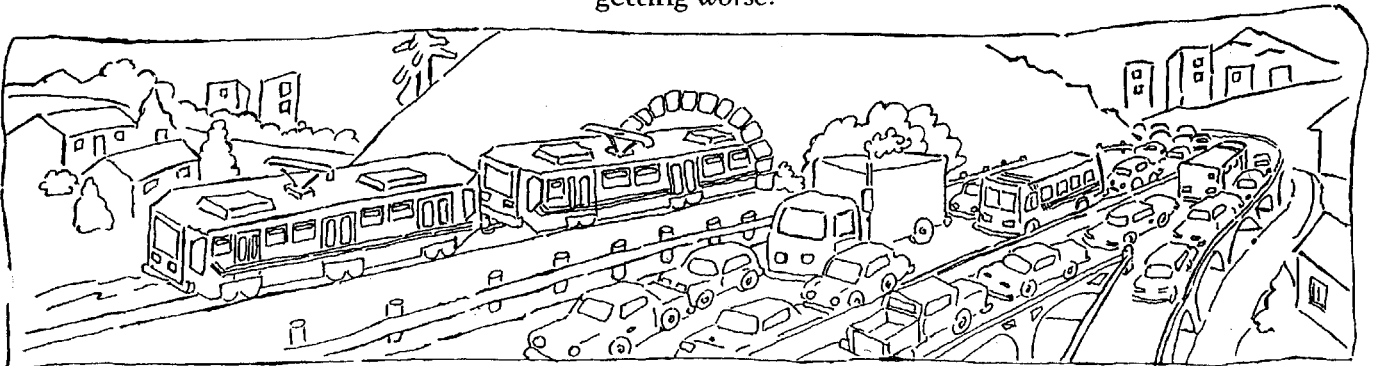
Over the next 20 years, the Portland area is expected to grow faster than the entire state of Oregon did during the 1980s. The population will grow by 500,000 — the equivalent of another city the size of Portland.

The challenge presented by that growth is immense. How can this region accommodate those additional people and still maintain its high quality of life? Other major metropolitan areas have fallen prey to urban sprawl, traffic jams, dirty air and decaying downtowns. It will take a concerted effort for the Portland area to resist those forces and find ways to grow without sacrificing its livability.

Current Trends Are Troubling

Even with the region's past achievements, some of the current trends are troubling.

Traffic congestion is growing. Residents in Washington and Clackamas counties who were recently surveyed listed traffic as their number one concern. Light rail on the west side will alleviate some of the traffic in Washington County, but it will mainly just keep congestion from getting worse.



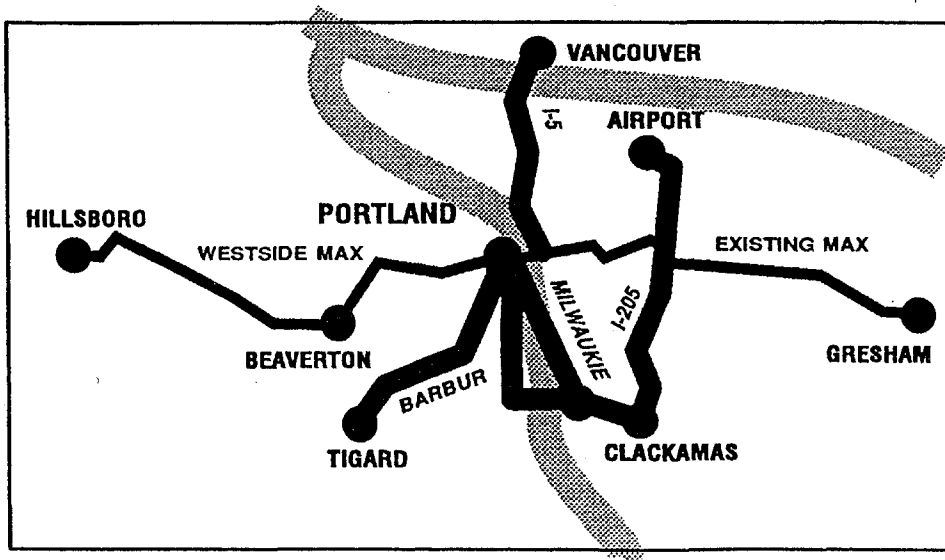
Most disturbing is the projection that, even if the region succeeds in implementing its current land use and transportation plans, 85 percent of all growth will occur *outside* the Portland city limits and traffic congestion in the region will more than double.

A second concern is lagging investment in infrastructure — including transportation, wastewater, storm sewers and other utilities. In transportation alone, according to the Oregon Department of Transportation, the state as a whole is \$19 billion short of the funding needed to restore and maintain its deteriorating roads. About half of that unmet need is in the Portland area.

The question now is not *whether* the region will fall short on infrastructure, but by how much. The more compactly the Portland area grows, the easier it will be to provide for its infrastructure needs.

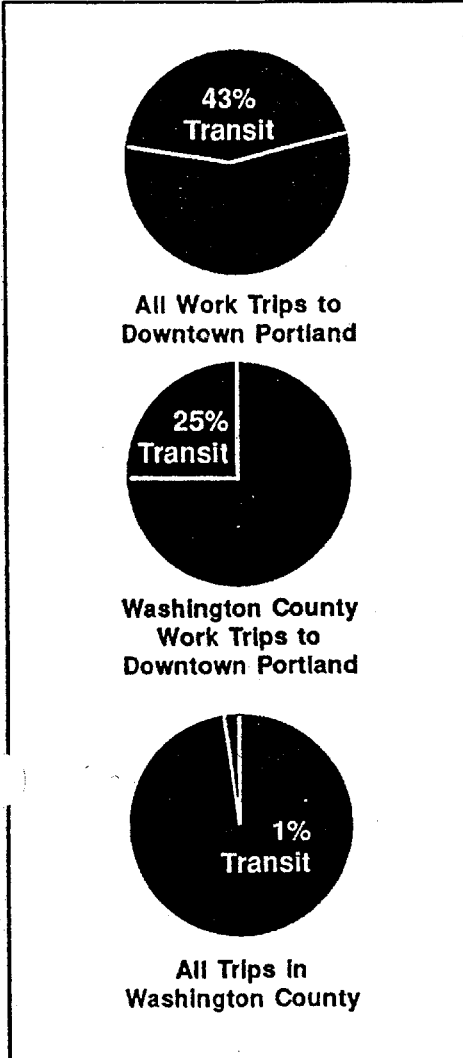
Air quality is another source of concern. The number of vehicle miles traveled in the Portland region has been growing by about 6 percent a year. To keep our air clean and safe to breathe, as well as meet federal clean air guidelines, the area will need to reduce that to only 2 to 4 percent a year — or face tough federal mandates to force compliance.

Regional Rail System



Opening the Westside Project in 1998 is the next link in the development of the proposed regional light rail system.

Transit Share of Market



While Tri-Met has a substantial share of the market for all work trips to downtown Portland, it serves only one-fourth of downtown commuters from Washington County. Transit's market share within the suburbs is even lower: only one percent.

Yet, while there is mounting pressure to reduce vehicular travel, the region's current pattern of growth encourages more trips and more travel by automobile.

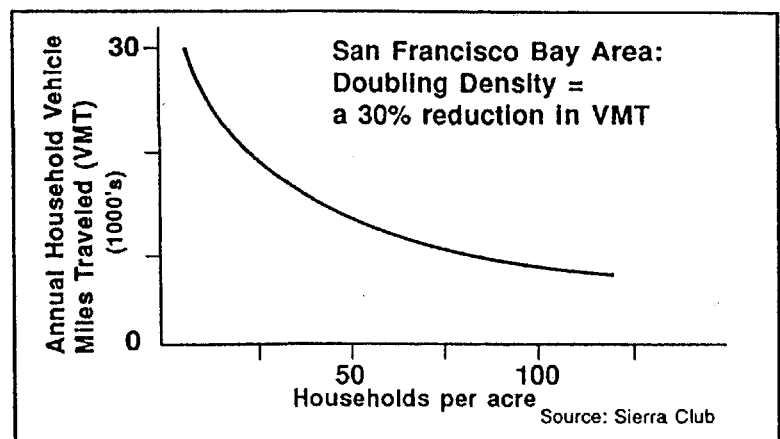
Outward Growth Means More Travel, Less Transit

The metropolitan area is growing outward — through low-density, spread-apart suburban development — rather than upward, through compact urban development. The pattern is one of sprawl within the region's urban growth boundary (UGB). The fact that growth is occurring at only 70 percent of planned densities is intensifying the pressure to expand the UGB. If current patterns continue, future growth will mainly occur on the fringes of the UGB — or, if the boundary is expanded, beyond it.

This pattern of sprawl presents two problems: First, it increases the number of daily trips at a rate even faster than the population. In the 1980s in Oregon, the number of vehicle miles traveled increased eight times faster than the population.

Second, outward growth cannot be served cost-effectively by transit.

Current projections show the number of trips internal to the west side of Portland will increase by 81 percent over the next 20 years — while, even with a large increase in service, the percentage of those trips served by transit will remain at today's level of 1 percent. Without a change in development patterns, transit's share of the suburban transportation market is not expected to change, because transit is not well-suited to serving today's pattern of dispersed development.



Compact growth can cause a reduction in total trips and an increase in transit use.

By contrast, compact growth is well-suited to transit. Compact growth can cause a reduction in total trips and an increase in transit use.

A study of different neighborhoods in the San Francisco area found that the number of vehicle miles traveled for residents of denser communities was considerably less than those from spread-out, lower-density neighborhoods. In actual terms, doubling the density yielded up to a 30 percent drop in vehicle miles traveled.

Contained growth — expanding “up” rather than “out” — can allow a community to fully use transit as a way to maintain mobility in the face of growth.

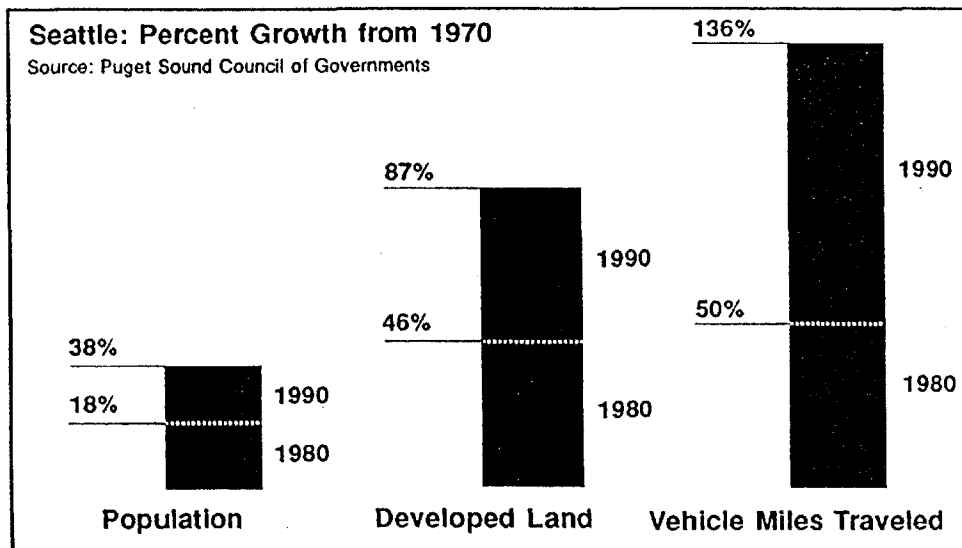
Two North American cities — Seattle and Toronto — provide striking examples of the different effects on mobility and livability when a community grows out or up.

Seattle: “Paradise Lost”

In the early 1980s, Seattle was considered one of the most livable cities in the country. Now, just a decade later, it is listed as the sixth most congested urban area in the United States. In recent times, the Puget Sound area has been referred to as “paradise lost.”

What happened to cause such a dramatic decline in one decade? Primarily, rapid growth. The Seattle region grew by 500,000 people in the 1980s. However, it had no overall vision or strong planning to guide its growth. As a result, the region slid into a pattern of outward growth. From 1970 to 1990, the population grew by 38 percent —

Rx for Gridlock



Portland is currently following the same trends that overtook Seattle: land consumed at a faster rate than population growth, increased dependence on the automobile, and an explosion in vehicle miles traveled.

while the amount of land consumed by urban development increased by 87 percent. The outward growth led to greater reliance on the automobile; consequently, vehicle miles traveled went up 136 percent from 1970 to 1990 — almost four times as much as the population. At the same time, the level of funding for transportation dropped in terms of real dollars.

Seattle is now trying to play “catch-up,” but the costs are enormous. Once a community has spread out, it is nearly impossible to reverse the trend. The Seattle region has identified the need for more than \$20 billion in capital investments and \$10 billion in operations and maintenance for transportation improvements over the next 30 years. That total of \$30 billion would not reduce today’s level of congestion, but would only keep it from getting significantly worse.

Seattle grew “out” not “up” — and has paid dearly for it in terms of traffic jams, gridlock and lost livability.

Toronto: A Better Way to Grow

Toronto has managed its growth differently, with more positive results. It has grown in a non-traditional way: up, not out; through density, not sprawl. The city has 2.2 million people, and 25 percent of all trips are taken on transit.

Compared to the Portland region, metropolitan Toronto has twice the population, four times the density and 10 times the transit ridership. Its transit network consists of diesel buses, subways, light rail, streetcars, trolley buses and commuter trains. The provincial government does not prohibit growth outside the metropolitan area; it just doesn’t provide roads or transit to serve it.

Most importantly, Toronto is a beautiful, thriving, livable city. While L.A. invested in freeways, Toronto

invested in transit and land use planning.

A Matter of Choice

The Portland area is at a critical crossroads. One route leads to "Seattle," the other to "Toronto." This region has a choice — but, judging by the experience of other cities, it has only three or four years to make that choice. Then, unless the people of the region take action, the decision will irrevocably be made *for* them.

Los Angeles is the way it is today not because people want it that way, but because its people missed the chance to make their choice. Seattle had its opportunity in the mid-1970s to plan for growth.

If the Portland area does not get ahead of change, it will be pushed into a pattern of sprawl. The trends are already pointing in that direction — but if the region is willing to take bold action, those trends can be reversed.

Traffic congestion and air pollution are not an inevitable part of growth — they are the result of growing the wrong way.

Downtown Portland, like Toronto, provides an example of growing the right way. The key elements in Portland's success were the downtown plan and an investment in transit. The downtown area has grown from 56,000 jobs in 1975 to 86,000+ jobs today — an increase of more than 50 percent. At the same time, air quality has improved and traffic congestion has not increased.

Now the entire Portland area has a chance to apply the lessons learned from the city's downtown experience, and from Seattle, Toronto and other cities. There is a way to grow and still preserve livability, and this region has the chance to achieve it — if its citizens have the collective will to do so.

A Vision for Growth and Livability

To decide how to grow, the region must first determine what it wants to look like in the future. What follows is one vision, prepared by Tri-Met staff, of how the Portland metropolitan area might look 20 years from now:

The region is a compact, though not crowded, thriving urban area with some 2 million people, set off from surrounding farm and forest lands by a distinct, unchanging urban growth boundary.

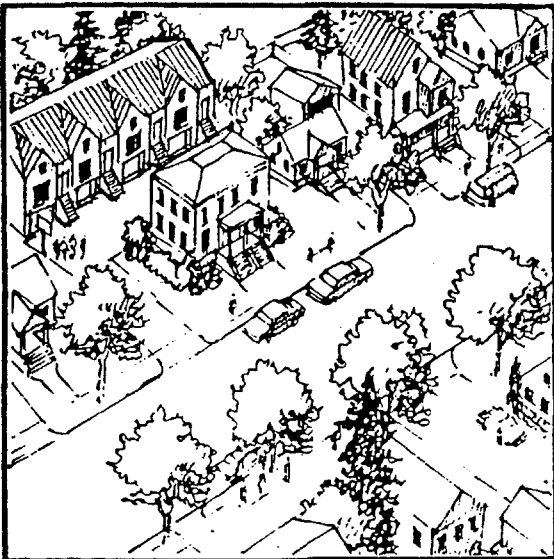
Most buildings are low- to mid-rise, and single-family homes in traditional neighborhoods still predominate. The region includes ample parks and open space, but very little neglected land. Redevelopment is common, as obsolete structures are replaced by new higher-density development that fits with the neighborhoods.

Development is concentrated along major transit corridors and the region's four light rail lines. Two more lines are getting underway. Land use and transportation have been carefully planned and integrated to make it easy to get around.

Compact mixed-use "villages" have been developed around major transit stops. These consist of everything from a regional shopping center, to a major industrial site, to a mixed-use center offering affordable housing as well as employment, retail and cultural activities.

Nearly a million trips a day are taken on transit. The percentage of total trips taken on transit (including buses, light rail, shuttles and van pools as well as taxis) is as high in the Portland region as anywhere else in the country. The average commute to work takes 20 minutes.

The lifestyle in the region is more urban than suburban. Despite considerable growth, the metro area has retained a "neighborly" feel to it. The city is bustling, but also provides for citizens' quiet time. In Portland, unlike most American cities, people spend their interludes of quiet in parks, in open



spaces, along the rivers and in museums — rather than entombed in lonely autos stuck in traffic jams.

As for Tri-Met, we envision:

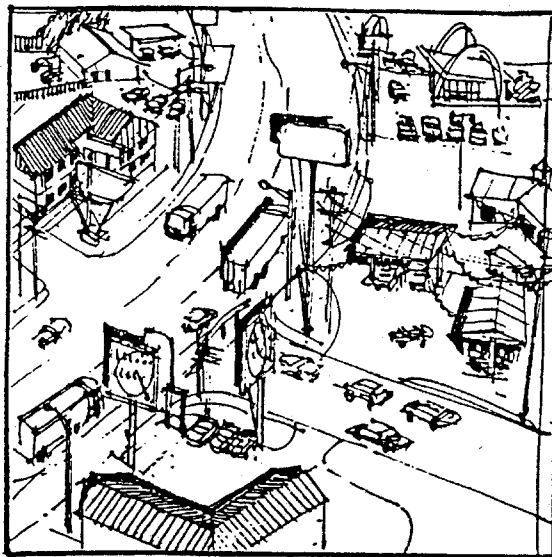
An agency that leads the nation in the quality, integrity and success of its transit system. It operates a model regional rail system, complemented by a network of major bus corridors that provide the bus equivalent of an above-ground subway: fast, frequent, convenient service to key destinations. The agency also provides more personalized service with its neighborhood mini-buses that link residents to the bus corridors and regional rail.

Tri-Met works closely with local jurisdictions, decision-makers and developers to achieve land use and transportation patterns that enhance the region's mobility and livability.

The agency's public approval rating is extremely high. It is well-funded and well-supported at the state and local levels, and at the federal level, where Tri-Met is considered "the Bell Labs" of the transit industry, providing a model for others.

Internally, Tri-Met is high-spirited. Its employees are among the best and brightest in the Northwest. They are actively involved in problem-solving within the agency, and find their ideas for improvement are frequently used. Two-way communication is integral to the agency's method of operation. Managers freely and openly share information with each other and with employees, and employees express their thoughts and concerns.

Each employee has a clear idea of the agency's mission and goals, the obstacles it must overcome, and what he or she can do to contribute to Tri-Met's success. Outstanding customer service is a shared passion, and employees routinely ask themselves, "What will this do to help us attract or keep more customers?" The operative philosophy at Tri-Met is: "Customers, one at a time." The agency sees and treats customers as individuals and strives to satisfy them just that way: one at a time.



Pursuing the Vision: Moving Forward Together

The vision implies significant challenges for the region. Overall, it suggests the need for strong partnerships between citizens, neighborhoods, government, public agencies, private businesses and other organizations to steer the region in the desired direction.

The vision also has significant implications for Tri-Met. First of all, it suggests a broader orientation for Tri-Met — beyond “bus and rail service” to “overall mobility in the region.”

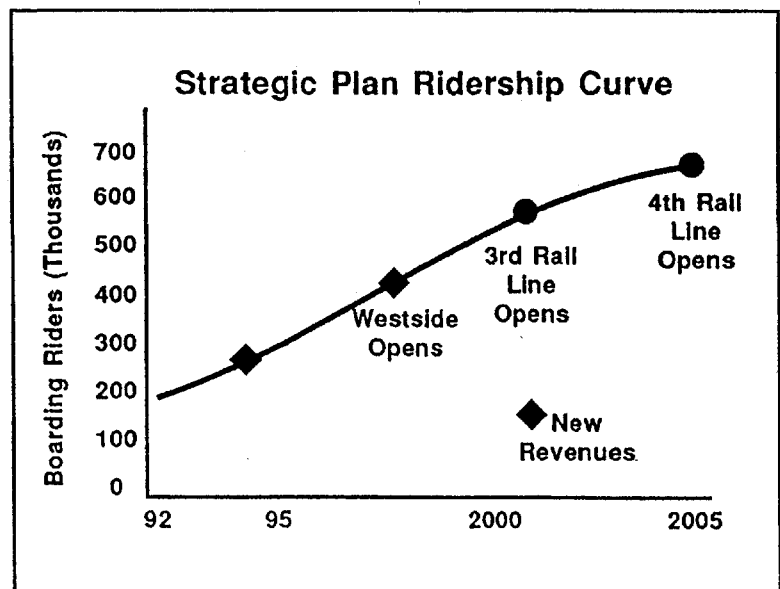
SSecond, the vision suggests a need for Tri-Met to markedly increase its level of service to achieve that mobility. If the agency’s service continues to grow at the current rate of 1 to 1½ percent a year, the level of mobility described in the vision will not be achieved.

Tri-Met’s Mission: Mobility

Using the vision as its foundation, Tri-Met has developed a new strategic plan. The plan includes a mission statement and six strategic goals the agency must achieve to enhance people’s mobility in the region.

Tri-Met’s mission is to assure that mobility improves as the region grows. The agency will help the region avoid a

Dramatically increased ridership is critical for Tri-Met to achieve its mission of enhanced regional mobility.



pattern of sprawl, and meet the transit needs associated with compact growth.

Achieving that mission will require a dramatic increase in transit ridership. The ridership goal calls for 690,000 daily boarding riders by 2005, up significantly from the current level of 200,000 per day. It is an aggressive but achievable goal, and will be the primary focus of every Tri-Met employee.

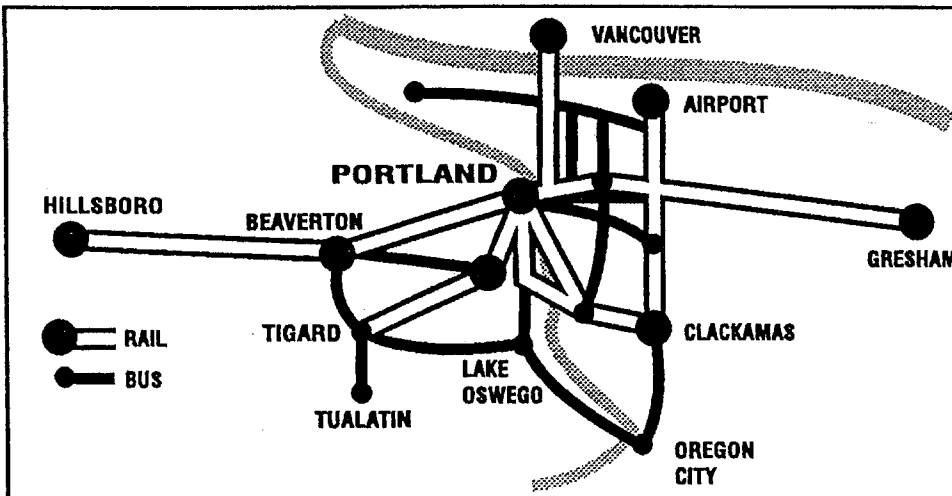
To achieve the ridership goal, the agency will be oriented to attracting more customers to use transit. This will involve an all-out campaign to make transit so convenient, so easy-to-use, so economical and so appealing that customers simply can't resist it.

Tri-Met will simplify the transit system and how it is communicated to customers, and will also introduce a new concept: "10-Minute Corridors." The corridors will provide the backbone for Tri-Met's bus service, creating the bus equivalent of an above-ground subway. Through service and capital improvements on about two dozen major transit corridors, Tri-Met will increase bus frequency and speed so that a bus arrives every 10 minutes.

The customer service goal will reinforce a dedication to giving customers outstanding service. It calls for improving the reliability of the system and decreasing the number of customer complaints. Each Tri-Met employee will be encouraged to do what he or she can to help more customers take advantage of a system that is highly reliable, convenient and "user-friendly."

A massive increase in ridership will mean a massive increase in buses, light rail cars and other Tri-Met vehicles. The system expansion goal supports the ridership

10-Minute Corridors



A new concept, "10 minute" corridors will provide the backbone of Tri-Met service, creating the bus and rail equivalent of an above ground subway.

goal. It indicates what must be physically in place for Tri-Met to accomplish its mission, and also dictates the level of funding needed.

Additional Funding Key to Achieving Vision

Additional funding *will* be needed, and spending that money and putting additional vehicles in service will require taking risks. The **fiscal stability** goal is designed to keep Tri-Met focused on funding needs and on spending its money wisely and carefully.

According to Tri-Met's projections outlined in the attached business plan, the agency will need \$45 million in new revenues starting in fiscal year 1995 and another \$30 million in new revenues beginning in FY '98, in order to provide the level of service required to achieve the vision. The obvious question is: Where will that money come from?

A number of efforts are already underway which will lead to the development of a transit financing package. These include the Oregon Transportation Plan by the Oregon Department of Transportation; the Governor's task force on Portland Area Motor Vehicle Emission Reduction; the Joint Policy Advisory Committee on Transportation (JPACT) for the Portland region; Future Focus, the City of Portland's strategic planning project; and the Transportation '93 Committee, initiated by the Oregon Transit Association and the State Legislative Revenue Committee to consider statewide transit financing.

These groups are considering transportation-related funding mechanisms such as:

- A **tailpipe fee** in the Metro area starting at \$25 per car per year with future Oregon Department of Environmental Quality authority for adjustment. The fee would be authorized by the State Legislature and DEQ;
- A **systems development charge** imposed on developers at a rate of up to \$1,000 per new parking space to support transit; and
- A **commercial parking fee** on businesses aimed at limiting parking availability in order to encourage greater transit use and boost transit revenues.

The fact that more funding will be needed makes it critically important that the region agree on its vision of the future and a land use/transportation strategy to achieve it. It is Tri-Met's belief that if the people of this region are committed to seeing the region grow in a certain way, they will provide the money to make that vision a reality.

Tri-Met will work to help citizens and policymakers

understand that the region has a choice in how it grows—essentially, “up” vs. “out”—and that each alternative carries with it certain costs and implications.

The agency will also carefully target its own spending toward achieving the vision, and will emphasize operational efficiencies to assure that the region is getting top value for its transit dollar. Tri-Met is well aware of the need to spend wisely: If the agency doesn't spend wisely, it could lose its public support.

Land Use and Service Diversity Emphasized

Increased transit ridership is essential to achieve the vision to be achieved, but it is not the only major change needed.

The *land use* goal reflects an awareness that, if current land-use patterns continue, even dramatic service expansion will not solve the transportation problems associated with 500,000 new residents in the region over the next two decades.

In pursuing the land use goal, Tri-Met will encourage the region to concentrate growth along major transit corridors, so the region can grow without losing mobility. Since Tri-Met is not a land use agency, it will need to achieve this goal through complete cooperation with those jurisdictions and agencies that do have land use responsibilities. Some shifting of regional priorities and reallocation of funds may be needed. The region expects and has indicated a desire for Tri-Met to advocate land use patterns that contribute to effective regional transportation. Tri-Met will provide information and encourage an urban form that enhances people's mobility.

Finally, Tri-Met recognizes that demographics, technology and customer needs are changing. To maintain flexibility for the future and avoid getting locked into only bus and rail service, the agency will explore new possibilities in service diversity. The diversity goal is intended to stimulate innovative, fresh, workable ideas that can help Tri-Met better meet customer needs and, at the same time, improve mobility. It will require the agency to devote time and money to creative transportation solutions, including projects and programs to increase carpooling and walking, and new neighborhood mini-bus service.

Tri-Met Strategic Plan: Business Plan

Year of Expenditure Dollars

| | FY92 FORECAST | FY93 FORECAST | FY94 FORECAST | FY95 FORECAST | FY96 FORECAST | FY97 FORECAST | FY98 FORECAST | FY99 FORECAST | FY2000 FORECAST | FY2001 FORECAST | FY2002 FORECAST | FY2003 FORECAST | FY2004 FORECAST | FY2005 FORECAST |
|--|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| 1. Weekday Boardings | 200,000 | 216,000 | 233,280 | 256,608 | 282,269 | 310,496 | 347,755 | 382,531 | 420,784 | 462,862 | 518,406 | 570,246 | 627,271 | 689,998 |
| 2. Weekly Bus and Rail Hours | 31,259 | 32,163 | 33,095 | 36,960 | 41,286 | 46,127 | 52,302 | 56,126 | 60,233 | 64,644 | 70,382 | 75,472 | 80,940 | 86,814 |
| 3. Annual Revenues (000s) | | | | | | | | | | | | | | |
| a. Passenger Revenues | 26,864 | 30,464 | 34,546 | 39,900 | 46,085 | 53,228 | 62,597 | 72,298 | 83,505 | 96,449 | 113,424 | 131,004 | 151,310 | 174,763 |
| b. Payroll Tax Revenues | 77,384 | 84,214 | 90,430 | 96,863 | 103,157 | 109,861 | 117,002 | 124,608 | 132,708 | 141,336 | 150,528 | 160,316 | 171,512 | 172,713 |
| c. Other Existing Revenues | 39,327 | 35,413 | 57,579 | 45,684 | 57,413 | 33,305 | 36,606 | 57,172 | 44,721 | 50,643 | 76,646 | 62,503 | 69,776 | 99,105 |
| d. New Revenues | | | | 45,000 | 48,150 | 51,521 | 85,127 | 91,086 | 97,462 | 104,284 | 111,584 | 119,395 | 127,753 | 136,695 |
| 4. Total Revenues (CR and OTO) | 143,575 | 150,091 | 182,555 | 227,447 | 254,805 | 247,915 | 301,332 | 345,164 | 358,396 | 392,712 | 452,182 | 473,218 | 520,351 | 583,276 |
| 5. Operating Expenditures (CE) | 103,385 | 114,415 | 124,825 | 144,176 | 161,141 | 180,967 | 209,646 | 230,430 | 251,447 | 274,601 | 314,635 | 343,295 | 374,869 | 409,664 |
| 6. Capital Expenditures (CE and OTO) | 32,772 | 32,100 | 67,541 | 53,370 | 109,779 | 62,450 | 70,545 | 101,253 | 90,237 | 101,198 | 138,115 | 125,913 | 139,855 | 184,837 |
| 7. Total Expenditures (CE and OTO) | 136,157 | 146,515 | 192,366 | 197,546 | 270,920 | 243,417 | 280,191 | 331,683 | 341,684 | 375,799 | 452,750 | 469,208 | 514,724 | 594,501 |
| 8. Operating Result | 7,418 | 3,576 | (9,811) | 29,901 | (16,115) | 4,498 | 21,141 | 13,481 | 16,712 | 16,913 | (568) | 4,010 | 5,627 | (11,225) |
| 9. Estimated Beginning Working Capital | 49,616 | 57,034 | 54,610 | 44,799 | 74,700 | 58,585 | 63,083 | 84,223 | 97,704 | 114,416 | 131,329 | 130,761 | 134,771 | 140,398 |
| a. Operating Fund | 25,846 | 28,604 | 31,206 | 36,044 | 40,285 | 45,242 | 52,412 | 57,608 | 62,862 | 68,650 | 78,659 | 85,824 | 93,717 | 102,416 |
| b. Capital Reserve Fund | 23,770 | 28,430 | 23,404 | 8,755 | 34,415 | 13,343 | 10,671 | 26,616 | 34,843 | 45,766 | 52,670 | 44,938 | 41,054 | 37,982 |
| 10. Months of Operating Expense | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| 11. Fare Recovery Ratio | 26.0% | 26.6% | 27.7% | 27.7% | 28.6% | 29.4% | 29.9% | 31.4% | 33.2% | 35.1% | 36.0% | 38.2% | 40.4% | 42.7% |

CR=Continuing Revenue
OTO=One Time Only
CE=Continuing Expenditures

Key Points:

Ridership Growth

- The focus of much of Tri-Met's activities will be achieving the weekly boarding ridership increases shown in line one—from 200,000 daily boarding rides today to about 690,000 in FY 2005. This growth in ridership is considered critical for Tri-met to achieve its mission of improving mobility as the region grows.

Service Expansion

- Line two, weekly bus and rail hours, shows the level of service needed to serve significantly more customers.

New Revenues

- As indicated in line 3d, Tri-Met will need new revenues to pay for expanded service. The agency will need \$45 million in new revenues starting in FY '95, growing at 7 percent per year. An additional new revenue source of \$30 million is anticipated starting in FY '98, also increasing at 7 percent per year. The total revenues in line 4 will cover Tri-Met's operating and capital expenses except for the money needed to match federal funding for additional light rail lines.

Fiscal Stability

- The agency's commitment to maintaining three months' of operating working capital as part of its fiscal stability goal is reflected in line 10, which shows steady maintenance of three months of operating expense. Tri-Met will maintain this cushion to assure wise and prudent spending.

Operating Efficiencies

- The agency will be improving its operating efficiencies, so that its fare recovery ratio (line 11) increases from 26 percent today to almost 43 percent in FY 2005. This means that by 2005, about 43 percent of Tri-Met's costs will be covered by passenger fares.

Open
Here

Tri-Met Strategic Plan Discussion Draft

Tri-Met's mission: To assure people increased mobility in our growing, compact urban region.

Goal 1 Customer Service:

Steadily increase system reliability and decrease the number of customer complaints.

Overall Approach:

Tri-Met will be driven by an ethic of superlative customer service. The operative principle will be satisfying customers "one at a time." The system for organizing and responding to customer complaints will be improved, and customer and community input will be used to improve service. Tri-Met will also improve the transit system itself to make it more convenient, reliable, easy-to-understand and appealing to customers.

Capital improvements will include creation of 10-minute corridors (where faster, more frequent service is provided on primary routes), and improvements in and around transit stops, including park-and-ride lots.

Key Five-Year Objectives:

- Increase customer satisfaction and reduce customer complaints regarding regular and special service.
- Meet or exceed all fixed-route bus service on-time performance criteria in Tri-Met's Service Standards.
- Assure reliability by maintaining adequate service and vehicle maintenance levels.
- Work with jurisdictions to achieve road treatments that give preference to transit.
- Strengthen customer- and service-orientation throughout Tri-Met.
- Improve ways of listening and responding to customers; use complaints and other customer and community input to improve service.
- Expand efforts to help more people learn how to use transit.

Goal 2 Ridership:

Increase transit ridership to 690,000 riders per day by 2005.

Overall Approach:

The goal represents a dramatic increase from the 200,000 daily boarding riders that now use transit. The increase will be accomplished in incremental stages. Bus service will continue to be the mainstay of Tri-Met's transit service, and will be bolstered by two new concepts:

1) Ten-minute corridors on two dozen major transit corridors, where Tri-Met will increase bus frequency and speed so that a bus comes by every 10 minutes (creating the bus equivalent of an above-ground subway system); and

2) Neighborhood mini-bus service, which will provide service to customers close-to-home, offering almost door-to-door pickup and delivery to link customers with light rail and the 10-minute corridors.

Marketing, advertising, promotions and pricing strategies will be used to boost transit ridership. Attracting and retaining more customers will be the primary focus of every Tri-Met employee.

Key Five-Year Objectives:

- Achieve an average of 310,000 daily boarding riders per day by the end of fiscal year 1997.
- Increase the number of hours of bus and light rail service to 50,000 per week from the current level of 30,000 per week by the end of FY97. This will constitute a 67 percent increase in weekly vehicle hours in five years.
- Begin implementation of 10-minute corridors by FY95.
- Substantially increase system reliability, operating speeds, capacity, frequency, security and convenience
- Increase transit ridership by elderly and disabled citizens

Goal 3 Fiscal Stability:

Steadily decrease the cost of each originating ride provided, maintain the equivalent of three months' working capital, and increase the continuing revenue base by \$145 million per year by 2005.

Overall Approach:

To achieve this goal, Tri-Met will focus on:

- 1) Obtaining additional funding; and
- 2) Getting the best return for each dollar spent.

To obtain additional funding, Tri-Met will need the region's support for a shared vision of compact urban growth and a regional rail system. Tri-Met will increase efficiency and get the best return for each dollar spent by increasing ridership and increasing transit speeds. Maintaining three months' capital provides a control mechanism for keeping Tri-Met on track financially.

Key Five-Year Objectives:

- Achieve regional consensus on finance packaging, mobility goals, expansion of transit system and adoption of land use plans that foster mobility.
- Secure legislative authority on one or more taxing measures.
- Secure major new funding source for operations and routine capital by July 4, 1994.
- Assure finances to complete Westside light rail and provide funds to construct a third rail corridor in 1999.
- Secure voter approval of a funding mechanism to provide the local share of support for the 20-year rail development plan.
- Improve efficiency by increasing transit vehicle speeds and ridership.

Goal 4 Diversity:

Achieve a steadily increasing share of walking, biking, carpooling and paratransit as a percentage of total trips.

Overall Approach:

Tri-Met will explore new service possibilities to better meet customer needs, maintain flexibility for the future and stimulate innovative ideas for improving mobility. Tri-Met will work with its regional partners to obtain more funding and staffing for carpooling programs, to create new incentives (e.g., energy tax credits) for non-automobile alternatives, to advocate high-occupancy vehicle lanes, to encourage parking incentives for carpoolers and to increase employer vanpooling. The agency will advocate improvements to make more public areas safe and oriented to walking, and will encourage more bicycle use. "Sector teams" made up of Tri-Met employees will help assure that the transportation needs of specific neighborhoods are met, either through transit or other means.

Key Five-Year Objectives:

- Assure an array of paratransit service options to meet customer needs.
- Expand Special Needs Transportation to meet or exceed Americans with Disabilities Act requirements.
- Achieve attractive, transit-supportive pedestrian and biking environments.
- Develop a simple, integrated fare structure for bus, rail and paratransit.
- Provide good trip planning information for multi-modal trips and good linkage between various modes of transportation.
- Expand the carpooling program to mitigate the disruption of Westside traffic during light rail construction and road improvements.

Goal 5 System Expansion:

By 2005, expand the system to 1650 buses and paratransit vehicles and three rail operating corridors, with one additional rail corridor in construction and one in final design.

Overall Approach:

Tri-Met will expand its bus service to support the 10-minute corridors and existing and future rail lines. It will seek to accelerate development of a six-line regional rail system, with the completion of Westside light rail by September 1997, the start of final design on a third rail corridor by 1996, and a fourth ready for final design in 2000. The capital cost of system expansion will be \$3-\$4 billion.

Key Five-Year Objectives:

- Open Westside light rail in September, 1997, within budget and with more than 20,000 daily boarding riders.
- Add Hillsboro to project in 1994; complete in 1998.
- Assure that a third rail corridor is ready for construction in 1999, with completion scheduled for 2003.
- Increase fixed-route bus fleet by 208 coaches (118 to meet service standards; 90 to operate 10-minute lines) to 734 fixed-route buses by the end of FY 97; and maintain average bus age at under 6.5 years.
- Successfully adopt one or more alternative fuel technologies to meet Clean Air Act requirements.
- Expand existing operating and maintenance centers, or add a new one.
- Develop 1900 Park and Ride parking spaces (approximately 100 lots).

Goal 6 Land Use:

In partnership with other jurisdictions, help assure that 85 percent of all new growth inside the Urban Growth Boundary occurs within a 5-minute walk of a designated major transit corridor.

Overall Approach:

Tri-Met is not a land use agency. Tri-Met will work with others to achieve land use plans that can be cost-effectively served by transit as a way to improve mobility in the region. The agency will advocate three major initiatives:

1. Containing growth within the region's urban growth boundary (UGB);
2. Substantially increasing densities in transit corridors; and
3. Helping to assure that new development is designed to be served by transit.

Tri-Met will consider those three factors in deciding where to provide service.

Key Five-Year Objectives:

- Change Tri-Met's service standards and Five-Year Plan to incorporate land use considerations into service expansion decisions.
- By 1997, assure that 65 percent of all new development is located within one-fourth mile of current and future transit corridors, and built to density, design and development standards that support transit.
- See that the region's land use and transportation plan (Region 2040 Plan and revised Regional Transportation Plan) and local comprehensive plans include Tri-Met's land use initiatives.
- Achieve recognition from development community that transit-oriented development is both achievable and profitable.
- Pursue joint development opportunities at key transit stations along the Westside corridor.

Please Let Us Know

What You Think

While we call this draft Tri-Met's Strategic Plan, the plan must be supported by the entire region if it is to succeed. We need your input and support. If you have questions, want more details or your group needs a speaker on the Strategic Plan, please call 238-4831.

We would appreciate your taking a few minutes to fill out this questionnaire and let us know what you think.

- The Strategic Plan raises the question, "What do we want this community look like in 20 years?"
Have we clearly explained the challenge this community is facing?

Yes No

Comments:

Do you think the vision Tri-Met has suggested is appropriate?

Yes No

Do you support it?

Yes No

How would you change or improve the vision statement?

- The Strategic Plan describes a new Tri-Met Mission Statement and six strategic goals aimed at helping the agency improve mobility.

Do you think Tri-Met should be focused on mobility?

Yes No

If not, what should be Tri-Met's focus?

Do you think its strategic goals are appropriate?

Yes No

Comments:

- Additional funding will be necessary to achieve this plan.
Would you support additional funding to carry out this plan?

Yes No

What funding sources should the region consider for expanding transit?

- What advice do you have for Tri-Met?

Thank you.

Name: _____

Address: _____

Phone: _____

Group or Affiliation: _____

Addendum to TPAC Comments on OTP Multimodal System Element

Summary of City of Portland comments received after other comments

- The Oregon Highway Plan is simply accepted as a given. The OTP cannot be a truly multimodal plan unless the highway plan is re-examined. The highway plan uses operational characteristics as a stand-in for service levels. "The Metro region should make reopening of the highway plan an essential part of our support of the OTP."
- Telecommunications should be handled more broadly than simply a way to reduce travel demand. The institutional issues relating to the establishment of a statewide and international telecommunications network should be addressed. The OTP discussion should describe the interrelationship of various state and local agencies involved in the establishment of such a network.
- The specific functional roles of IVHS and demand management should be clearly defined, including quantifiable goals.
- Congestion pricing and full cost accounting seem to be confused in the draft plan. Congestion pricing is a demand management technique which can assist in full cost accounting.
- The discussion paper on performance requirements for state, regional and local governments needs a separate presentation and review period. Two comments at this time; 1) the Transportation Planning Rule language presented is not the correct rule language and 2) the requirements do not mention all of the management plans required by ISTEA.

Summary of TPAC Comments on Oregon Transportation Plan

Policy Element Committee Draft Two With Commentary

Comments made by multiple TPAC representatives

1. Action 1E.4 calling for completion of the **Access Oregon Highways Program** is inconsistent with the mode neutrality of the Oregon Transportation Plan. Should this plan call for the completion of other modal plans? (O'Reilly, Tri-Met, Washington Co.)
2. Do not change **Urban Mobility to Urban Accessibility**. The term "urban mobility" more strongly implies the concept of movement within an urban area, while the term "urban accessibility" is more ambiguous and tends to imply access to an urban area. Furthermore, in previous comments TPAC has recommended that Urban Mobility be elevated to goal status, emphasizing that urban mobility is a statewide concern. (Washington Co., Tri-Met)
3. Action 2C.3 requires that regional and local plans "**avoid dependence on the state highway system** for direct access to commercial, residential or industrial development". Does this mean that ODOT will need to purchase access easements or develop new frontage/access roads? These issues should be addressed through state access management policies and standards, and ultimately through the Metropolitan Area Corridor Studies (MACS). (Washington Co., Portland)
4. The use of the term "**alternative modes**" is not appropriate. Those modes which are generally grouped under alternative modes should be directly referred to as bicycle, walk, transit, etc. (Tri-Met, O'Reilly)
5. ISTEA requires the development of **management systems plans** addressing pavement management, bridge management, highway safety management, traffic congestion management, public transportation and intermodal transportation facilities and systems. The OTP should describe the plan development process for these management plans including the role of the MPO's and local service providers in this process. (Portland, Metro)
6. The OTP should clearly identify the **relationship of the OTP to other statewide goals and plans and its relationship to regional and local transportation and land use plans**. This has been accomplished in the past with state plans using an organizational diagram. This diagram concept should be included in the OTP and expanded to include regional and local plans. (Washington Co., Metro)

Other substantive comments

7. The concept of **full cost pricing** needs more attention before it is included in the OTP. How would this concept be applied to transit? Does it imply that transit fares must cover all costs of service provision? What about other modes such as bikes and pedestrians? (Tri-Met)
8. Policy 2E Rural Accessibility includes a stated policy that the State will "**define and assure minimum levels of service** to connect all areas of the state". Policy 2B Urban Accessibility (Mobility) does not include a similar State commitment to minimum service levels, but it should. (Tri-Met)
9. The Policy Element should recognize that the use of **traffic-calming techniques** can slow traffic, reduce auto-bike-pedestrian conflicts and improve safety. (O'Reilly)
10. It should be a stated policy that the state will support transportation facility development only to **serve land use plans which support multimodal concepts**. (O'Reilly)
11. The Policy Element should also discuss **how decisions between and among modes will be made** in this new era of mode neutrality. There should be a process to utilize state and federal guidelines, such as the Oregon Benchmarks, Transportation Planning Rule, Clean Air Act Amendments and ISTEA, to develop criteria by which to judge the relative merits of alternative transportation project proposals. (Washington Co.)
12. Under Goal 1: Characteristics of the System, should **add "Reliability"** as a system characteristic. A well-maintained and operated system is essential to usefulness and to public acceptance. The concept isn't covered by any other item. (Portland)
13. Suggest retention of, and new wording for, Action 1E.3 relating to issues of **interstate transportation issues**. (Portland)
14. Add action item 2F.6 relating to **restricting state facility access for rural or resource developments**. (Portland)

Other issues

Tri-Met

- Retain Action 1C.4 as originally written.

O'Reilly

- Retain Action 2D.1 as originally written, do not delete bulleted items.
- Policy 4H Research and Technology Transfer, recommend to pursue research into bicycles and pedestrians as modes of transportation.

Portland

- Eliminate proposed new wording "all the time" referring to air quality standards on page 6.
- Under Public Participation, Information and Education, add new policy - "It is the policy of the State of Oregon to lead in new approaches to meeting mobility needs and working cooperatively with citizens."

Washington County

- Two comments on plan implementation:
 - 1) The ODOT region offices should have a major role in the implementation of the Oregon Transportation Plan.
 - 2) There is need for a process that would allow the policies to be revised as implementation proceeds, thus recognizing that some adjustments may prove to be necessary.

Summary of TPAC Comments on Oregon Transportation Plan

Multimodal System Element

Comments made by multiple TPAC representatives

1. The discussion of **Alternatives Approaches** on page 15 implies that the **Funding Decline and Continuation of Current Program Levels** alternatives do not make an attempt to meet the requirements of the Transportation Planning Rule (TPR). There is no reason that TPR requirements could not be addressed within the funding constraints represented by these two scenarios. A distinction needs to be made as to whether the plan is presenting alternative policy scenarios or alternative funding scenarios. (Clackamas Co., Tri-Met, O'Reilly)
2. Pages 20 - 27 present **Minimum Levels of Service** for various elements of the multimodal plan. There are no minimum levels of service described for a **bicycle or pedestrian** system. These may not be as easy to quantify as service levels for highways or transit, yet if these modes are to be considered as viable transportation modes they must be developed and scrutinized on the same level as other modes. Minimum standards could relate to miles of bike routes per capita and the inclusion of sidewalks throughout urban areas. (Washington Co., O'Reilly)
3. The **Urban Mobility Benchmark** on page 10 has an asterisk which indicates that this benchmark is probably not achievable. If this is the case shouldn't the benchmark be changed or shouldn't the plan be changed to better address this benchmark. In any case, it doesn't look very good to fall short on a critical transportation benchmark. (Clackamas Co., Tri-Met, O'Reilly)
4. Under the **Minimum Levels of Service** for Regional/Local Transit Service on page 25, the final bullet calls for **Park and Ride** facilities which meet 100% of the peak and off-peak demand in major rail and busway corridors. This is not necessarily desirable and it can be counter-productive by reducing the reliance on the feeder bus system. (Tri-Met, Clackamas Co., O'Reilly)
5. How will the dual objectives of attaining mode-specific minimum levels of service and making non-mode specific investment decisions that maximize transportation value be achieved?

The system element identifies proposed statewide minimum levels of service by mode. The system element does not, however, clearly define criteria or priorities that would be employed in achieving these levels of service.

Will these **planning and performance criteria** be developed in conjunction with the current development of this system element? (Washington Co., Clackamas Co.)

6. The **highway and local street minimum levels of service** should be detailed in this document. The current System Element refers to the Oregon Highway Plan for

the interstate and state highway minimums, and to the Oregon Roads Finance Study for the regional and local highway and streets minimums. The System Element should be a stand alone, all inclusive document. (Clackamas Co., Tri-Met, Metro)

In addition, the highway levels of service standard for urban freeways in the Highway Plan is too high and will undermine the region's ability to meet VMT/capita and air quality standards. (Metro)

Other Substantive Comments

7. The System Element should clearly describe what the **State's responsibilities** are within metropolitan and local areas. It should also describe what the **regional and local roles** are and what the planning, regulatory and funding responsibilities of each are. (Washington Co.)
8. The **Assumptions** on page 19 raise several questions.
 - Is Assumption #1, which assumes containing development within urban growth boundaries, a realistic assumption. Isn't this a fundamental question that the Region 2040 process will attempt to answer? (Clackamas Co.)
 - Assumption #3 assumes that we achieve the transportation-related Oregon Benchmarks. Does this include the Urban Mobility benchmark which was described as not achievable? (Metro)
 - Why is Assumption #6, which assumes a significant growth in telecommuting, applied only to the Preferred Plan? Doesn't it seem logical that more people might choose telecommuting with the higher congestion levels assumed in the other two alternatives? (O'Reilly)
9. The percentage of **walk and bike** trips is assumed to total 5%. Wouldn't a more ambitious assumption that each mode would capture 5% of the travel market be appropriate. (O'Reilly)
10. Additional **documentation, reference or source notes** would be useful where the document refers to specific data items relating to costs, impacts and benefits. (Washington Co.)

Other Comments

Tri-Met

- Tri-Met is currently updating Service Standards and will provide to ODOT upon completion.

- What does it mean when the document refers to the transit system as a whole is of statewide significance?

O'Reilly

- Bicycle and pedestrian funding issues should be discussed.
- The forecasts should include bicycle and pedestrian trips.
- The ability of IVHS to eliminate the need for modernization projects should be explored.

Clackamas County

- The difference between "acknowledged comprehensive plans" and acknowledged comprehensive plans which are consistent with the Transportation Planning Rule, needs to be made clear.
- The Minimum Levels of Service are not worded as requirements using "should" as opposed to "shall".

Metro

- All Oregon Benchmarks which apply should be itemized in the plan.
- Criteria identified to evaluate the adequacy of regional and local plans should not be limited to performance standards. Rather, the criteria should include the extent to which these plans support land use plans.
- The management systems required by ISTEA are to be implemented cooperatively between the states and MPOs. The OTP should acknowledge this.
- The Willamette Valley Transportation Plan and long range Willamette Valley transit elements called for in the OTP will have significant land use implications. This further improvement in accessibility will continue to disperse development generated by economic growth of the metro area, thereby threatening farm and forest goals. As such, this should be undertaken as a joint land use/transportation study with land use jurisdictions involved, and coordinated with Metro's Region 2040 project.
- The analysis of how to meet the VMT/capita reduction requirement should be presented as a policy choice yet to be made in each region, which will involve some combination of transit, demand management, pricing and land use changes.



METRO

2000 SW First Avenue
Portland, OR 97201-5398
(503) 221-1646
Fax 241-7417

May 9, 1992

The Honorable Les AuCoin
United States Congress
2159 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman AuCoin:

On March 4, 1992, we sent you a letter requesting your assistance in ensuring the full appropriation of the remaining I-205 Buslane withdrawal funds. At that time, we alerted you to the possibility that we may also ask for increased flexibility in the use of these funds.

As you know, this \$16 million is only available for LRT purposes and only in the I-205 corridor. Since we are in the midst of the federal process to consider high capacity transit priorities in both the I-205 and Portland-to-Milwaukie corridors, it is not clear at this time whether or not it will be feasible to spend these funds toward an I-205 light rail project in the near future. As such, we are hereby requesting Congress to provide language to allow these funds to be used for transit (rather than just LRT) anywhere in the Portland region (rather than just in the I-205 corridor).

Attached is the resolution approved by local governments of the region through JPACT and the Metro Council. While the resolution requests Congressional assistance to provide flexibility in the use of the I-205 funds, we would emphasize that these funds will remain committed for LRT purposes in the I-205 corridor unless further JPACT action is taken which would allow them to be used for another purpose, as specified in the JPACT resolution. We are requesting this language only to prepare for the possibility that it will not be feasible to build LRT in the near future and are therefore seeking sufficient flexibility to ensure that these funds are not lost to the region. Inasmuch as FY 93 is the last year of the

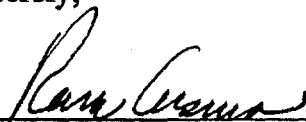
Executive Officer
Ma Cusma
Metro Council
Nya Collier
Residing Officer
District 9
Gardner
Deputy Presiding Officer
District 3
San McLain
District 1
Wrence Bauer
District 2
Devlin
DeJardin
District 5
George Van Bergen
District 6
Th McFarland
District 7
Ly Wyers
District 8
Ger Buchanan
District 10
Vid Knowles
District 11
Di Hansen
District 12

Congressman AuCoin
May 9, 1992
Page 2

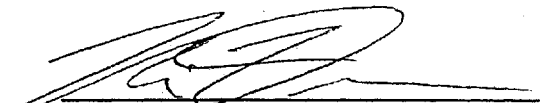
Interstate Transfer-Transit Program as provided in the Intermodal Surface Transportation Efficiency Act of 1991, it appears that FY 93 is the last opportunity to provide this flexibility through the Appropriations Bill.

Thank you for your assistance.

Sincerely,



Rena Cusma
Executive Officer
Metropolitan Service District



Richard Devlin, Chair
Joint Policy Advisory Committee
on Transportation

RC:RD:lmk
Attachment

Certified A True Copy of the Original Thereof
Richard Devlin
Clerk of the Council

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REQUESTING)
GREATER FLEXIBILITY IN THE USE)
OF THE I-205 BUSLANE FUNDS)

RESOLUTION NO. 92-1584
Introduced by
Councilor Richard Devlin

WHEREAS, The I-205 Freeway between Airport Way and Foster Road was approved by the Federal Highway Administration with a provision for buslanes; and

WHEREAS, Section 142 of the Surface Transportation Act of 1987 allowed the Portland region and the Governor to request withdrawal of the I-205 buslanes and transfer to a light rail transit project in the I-205 corridor; and

WHEREAS, By Metro Resolution No. 89-1094, the Portland region approved a request for withdrawal of the I-205 buslanes from the Interstate system; and

WHEREAS, On May 30, 1989, the Governor requested withdrawal of the I-205 buslanes from the Interstate system; and

WHEREAS, The Federal Highway Administration approved withdrawal of the I-205 buslanes, providing \$16,366,283 for light rail transit in the I-205 corridor; and

WHEREAS, By Resolution No. 89-1094 and Resolution No. 91-1456 and IRC Resolution No. TPC 6-91-2, the Portland region established that the next LRT project after the Westside LRT to Hillsboro will include a terminus in Clackamas County; and

WHEREAS, Resolution No. 91-1407 approved the FY 92 Unified Work Program authorizing application for Federal Transit Administration (FTA) grants for a "Preliminary Alternatives

Analysis" of the I-205 and Milwaukie corridors to determine the project to next proceed into the Alternatives Analysis/Environmental Impact Statement process and to determine the financing strategy for the recommended improvements; and

WHEREAS, Bus and LRT alternatives will be considered in both the I-205 and Milwaukie corridors; and

WHEREAS, \$425,000 of the I-205 buslane funds have been awarded in a grant from the FTA for the I-205 portion of the I-205/Milwaukie Preliminary Alternatives Analysis, leaving a \$15,941,283 balance available; and

WHEREAS, If LRT is not constructed in the I-205 corridor due to lack of funding, the \$16 million cannot be used for alternate purposes and will be lost to the Portland region; and

WHEREAS, FY 93 is the final year of the Interstate Transfer Transit Program as provided in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and is therefore the final opportunity to seek increased flexibility in the use of these funds; now, therefore,

BE IT RESOLVED,

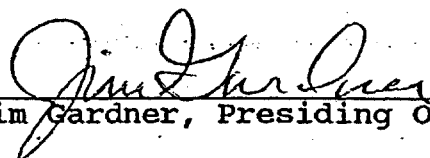
That the Council of the Metropolitan Service District:

1. Approves seeking Congressional action to provide flexibility in the use of I-205 buslane funds for alternate transit projects in the Portland region.
2. Retains the JPACT commitment of the I-205 buslane funds in the I-205 corridor for LRT purposes.
3. Requires further JPACT approval to shift the funds out of the I-205 corridor and will only be considered if a concurrent

commitment is made to replace the funds from an alternate source for LRT purposes in the I-205 corridor.

4. Establishes that final allocation of these funds (or the replacement funds) will be made based upon the I-205/Milwaukie Preliminary Alternatives Analysis together with an implementation funding strategy.

ADOPTED by the Council of the Metropolitan Service District
this 23rd day of April, 1992.



Jim Gardner, Presiding Officer

ACC:lmk
92-1584.RES
3-27-92

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1584 FOR THE PURPOSE OF REQUESTING GREATER FLEXIBILITY IN THE USE OF THE I- 205 BUSLANE FUNDS

Date: February 20, 1992

Presented by: Andrew Cotugno

PROPOSED ACTION

Adoption of the proposed resolution to seek Congressional action to broaden the allowed use of the I-205 Buslane Interstate Transfer funds but retain the current commitment of these funds for LRT in the I-205 corridor.

TPAC has reviewed this funding framework and recommends approval of Resolution No. 92-1584.

FACTUAL BACKGROUND AND ANALYSIS

The Surface Transportation Act of 1985 allowed the Portland region and the State of Oregon to withdraw the I-205 buslanes between Foster Road and Airport Way and to transfer these funds for future LRT in the I-205 corridor. The amount of funding made available for this purpose was \$16,366,283 of which \$425,000 was recently received for the I-205/Milwaukie Pre-AA study. The remaining amount of \$15,941,283 is restricted to LRT purposes only and does not inflate in value.

The recently initiated I-205/Milwaukie Pre-AA study is intended to conclude with one of the two corridors proceeding to full Alternatives Analysis in order to further consider LRT and to identify an interim improvement for the other corridor. As such, LRT in the near term may or may not be pursued in the I-205 corridor, thereby raising concerns about the region's ability to use these funds. The concern is particularly urgent since FY 93 is the last year that these funds can be appropriated by Congress and therefore likely the last opportunity to address this concern. In addition, the problem is compounded by the fact that the amount that will be available is fixed at \$15,941,283 and therefore loses purchasing power with time. Since this amount is only a very small portion of the cost to implement LRT in the I-205 corridor, the option of building something now is not available to the region.

Possible alternatives:

1. Leave the eligible use of the funds unchanged, thereby making it available for LRT in the I-205 corridor if and when a decision is made to implement LRT together with securing the remaining funds needed to implement the project. In the event LRT is not built, these funds will be lost to the Portland region.

2. Seek a Congressional action as part of the FY 93 Appropriations Bill to change the eligibility to allow it to be used for:
 - a. Any transit project in the I-205 region;
 - b. Any transit project in the I-205 or Milwaukie corridors (resulting from the I-205/Milwaukie Pre-AA);
 - c. Any transportation project in the I-205 corridor; or
 - d. Any transportation project in the region.

Options 2a and 2b would restrict the use to transit as originally intended but would result in lost purchasing power by waiting until a project is advanced to construction. Options 2c and 2d would allow the region to use these funds for an alternate regional purpose and assign future regional "Surface Transportation Program" funds to the I-205 or Milwaukie project.

Option 2a is recommended since it gives the Portland region the broadest flexibility for transit purposes. However, the recommended resolution also retains the current commitment of the funds to LRT in the I-205 corridor, thereby requiring further Council action to exercise the flexibility provision.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 92-1584.

TRANSPORTATION AND PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 92-1584, REQUESTING GREATER FLEXIBILITY IN THE USE OF THE I-205 BUSLANE FUNDS

Date: April 20, 1992

Presented by: Councilor McLain

Committee Recommendation: At the April 14, 1992 meeting, the Transportation and Planning Committee voted 3-2 to recommend Council adoption of Resolution No. 92-1584. Voting in favor: Councilors Devlin, McLain, and Washington. Voting no: Councilors Bauer and Buchanan.

Committee Issues/Discussion: Andy Cotugno, Transportation Director, presented the staff report. He clarified that the resolution does four things: 1) requests Congressional action for greater "flexibility" in spending the \$16.3 million of I-205 buslane funds for alternative transit projects in the region; 2) continues JPACT's commitment that these funds be used for I-205 corridor light rail transit projects; 3) set parameters under which funds may be used for alternative purpose, including JPACT approval and replacement of funds; and 4) provides that final allocation of the funds is to be based upon the outcome of the I-205/Milwaukie Preliminary Alternatives Analysis (Pre-AA) together with an implementation funding strategy.

Councilor Buchanan asked Mr. Cotugno to clarify the fourth item of the resolution regarding the Pre-AA of I-205/Milwaukie. Buchanan's concern was that the previous agreement regarding this resolution was being compromised because of #4. His understanding was that regardless of the ultimate decision in the Pre-AA, the funds would be used for transit projects along I-205. Cotugno disagreed.

A lengthy discussion occurred regarding the interpretation of #4 in the resolution; the agreement reached in a meeting in Salem with Senator Frank Roberts; and Metro's status as the Metropolitan Planning Organization (MPO) for the region.

After the discussion, Councilor Buchanan moved to delete subsection 4. After more discussion, the committee voted on the motion which failed 2-3 (voting aye: Councilors Buchanan and Bauer; voting no: Councilors Devlin McLain and Washington).

Councilor McLain explained her vote. She felt it was better to have \$16 million for the region to use in any capacity than to risk the entire amount by tying it to I-205 light rail transit uses only. This resolution allows the region to do better long term planning.

Councilor Buchanan disagreed. He felt that Clackamas County has "gone along" with two other transit projects on the basis that I-

205 would be next. Number 4 of this resolution puts the \$16 million in jeopardy of being lost from the I-205 corridor and is therefore unacceptable.

Councilor Bauer explained his vote. He explained that the area he represents has already been a recipient of light rail transit but it was his understanding that I-205 would be next and he voiced concern that this resolution may nullify that agreement.

Councilor Gardner, attending the meeting as an observer, voiced his concern about the trend to create a myth regarding the I-205 corridor light rail project. He said there has never been an agreement that I-205 would be the next corridor selected. It is one of two corridors under study, through the Pre-AA. The only agreement is that Clackamas County will be the next county to have a light rail system. The Pre-AA for I-205/Milwaukie will decide which corridor.

Councilor Buchanan reiterated that this argument is not about the Pre-AA decision, it is about the \$16 million. The money has been earmarked for I-205, regardless of the final decision between I-205 and Milwaukie, and it should remain dedicated to I-205.

The committee asked Mr. Cotugno for his opinion. He suggested that the matter be returned to JPACT for further examination. When asked if this would allow enough time for action by the federal government, he replied, he hoped so but could not guarantee it. The committee opted to vote on the issue and passed it to the Council on a 3-2 vote.



METRO

2000 SW First Avenue
Portland, OR 97201-5398
(503) 221-1646
Fax 241-7417

May 9, 1992

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

Dear Senator Hatfield:

On March 4, 1992, we sent you a letter requesting your assistance in ensuring the full appropriation of the remaining I-205 Buslane withdrawal funds. At that time, we alerted you to the possibility that we may also ask for increased flexibility in the use of these funds.

As you know, this \$16 million is only available for LRT purposes and only in the I-205 corridor. Since we are in the midst of the federal process to consider high capacity transit priorities in both the I-205 and Portland-to-Milwaukie corridors, it is not clear at this time whether or not it will be feasible to spend these funds toward an I-205 light rail project in the near future. As such, we are hereby requesting Congress to provide language to allow these funds to be used for transit (rather than just LRT) anywhere in the Portland region (rather than just in the I-205 corridor).

Attached is the resolution approved by local governments of the region through JPACT and the Metro Council. While the resolution requests Congressional assistance to provide flexibility in the use of the I-205 funds, we would emphasize that these funds will remain committed for LRT purposes in the I-205 corridor unless further JPACT action is taken which would allow them to be used for another purpose, as specified in the JPACT resolution. We are requesting this language only to prepare for the possibility that it will not be feasible to build LRT in the near future and are therefore seeking sufficient flexibility to ensure that these funds are not lost to the region. Inasmuch as FY 93 is the last year of the

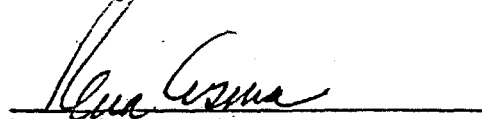
Executive Officer
Lisa Cusma
Metro Council
Linda Collier
Deputy Executive Officer
District 9
Gardner
Deputy Presiding Officer
District 3
John McLain
District 1
Terence Bauer
District 2
David Devlin
Richard Jardin
District 5
George Van Bergen
District 6
John McFarland
District 7
John Wyers
District 8
John Buchanan
District 10
David Knowles
District 11
John Hansen
District 12

Senator Hatfield
May 9, 1992
Page 2

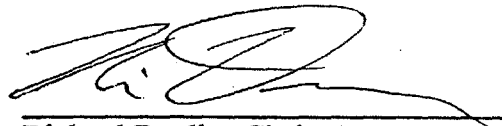
Interstate Transfer-Transit Program as provided in the Intermodal Surface Transportation Efficiency Act of 1991, it appears that FY 93 is the last opportunity to provide this flexibility through the Appropriations Bill.

Thank you for your assistance.

Sincerely,



Rena Cusma
Executive Officer
Metropolitan Service District



Richard Devlin, Chair
Joint Policy Advisory Committee
on Transportation

RC:RD:lmk
Attachment

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

Filed A True Copy of the Original Thereof
Walter D. Allen
Clerk of the Council

FOR THE PURPOSE OF REQUESTING)
GREATER FLEXIBILITY IN THE USE)
OF THE I-205 BUSLANE FUNDS)

RESOLUTION NO. 92-1584
Introduced by
Councilor Richard Devlin

WHEREAS, The I-205 Freeway between Airport Way and Foster Road was approved by the Federal Highway Administration with a provision for buslanes; and

WHEREAS, Section 142 of the Surface Transportation Act of 1987 allowed the Portland region and the Governor to request withdrawal of the I-205 buslanes and transfer to a light rail transit project in the I-205 corridor; and

WHEREAS, By Metro Resolution No. 89-1094, the Portland region approved a request for withdrawal of the I-205 buslanes from the Interstate system; and

WHEREAS, On May 30, 1989, the Governor requested withdrawal of the I-205 buslanes from the Interstate system; and

WHEREAS, The Federal Highway Administration approved withdrawal of the I-205 buslanes, providing \$16,366,283 for light rail transit in the I-205 corridor; and

WHEREAS, By Resolution No. 89-1094 and Resolution No. 91-1456 and IRC Resolution No. TPC 6-91-2, the Portland region established that the next LRT project after the Westside LRT to Hillsboro will include a terminus in Clackamas County; and

WHEREAS, Resolution No. 91-1407 approved the FY 92 Unified Work Program authorizing application for Federal Transit Administration (FTA) grants for a "Preliminary Alternatives

Analysis" of the I-205 and Milwaukie corridors to determine the project to next proceed into the Alternatives Analysis/Environmental Impact Statement process and to determine the financing strategy for the recommended improvements; and

WHEREAS, Bus and LRT alternatives will be considered in both the I-205 and Milwaukie corridors; and

WHEREAS, \$425,000 of the I-205 buslane funds have been awarded in a grant from the FTA for the I-205 portion of the I-205/Milwaukie Preliminary Alternatives Analysis, leaving a \$15,941,283 balance available; and

WHEREAS, If LRT is not constructed in the I-205 corridor due to lack of funding, the \$16 million cannot be used for alternate purposes and will be lost to the Portland region; and

WHEREAS, FY 93 is the final year of the Interstate Transfer Transit Program as provided in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and is therefore the final opportunity to seek increased flexibility in the use of these funds; now, therefore,

BE IT RESOLVED,

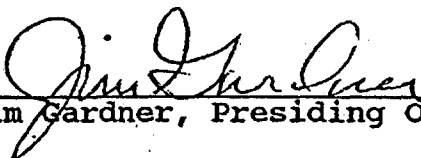
That the Council of the Metropolitan Service District:

1. Approves seeking Congressional action to provide flexibility in the use of I-205 buslane funds for alternate transit projects in the Portland region.
2. Retains the JPACT commitment of the I-205 buslane funds in the I-205 corridor for LRT purposes.
3. Requires further JPACT approval to shift the funds out of the I-205 corridor and will only be considered if a concurrent

commitment is made to replace the funds from an alternate source for LRT purposes in the I-205 corridor.

4. Establishes that final allocation of these funds (or the replacement funds) will be made based upon the I-205/Milwaukie Preliminary Alternatives Analysis together with an implementation funding strategy.

ADOPTED by the Council of the Metropolitan Service District
this 23rd day of April, 1992.



Jim Gardner, Presiding Officer

ACC:lmk
92-1584.RES
3-27-92

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1584 FOR THE PURPOSE
OF REQUESTING GREATER FLEXIBILITY IN THE USE OF THE I-
205 BUSLANE FUNDS

Date: February 20, 1992

Presented by: Andrew Cotugno

PROPOSED ACTION

Adoption of the proposed resolution to seek Congressional action to broaden the allowed use of the I-205 Buslane Interstate Transfer funds but retain the current commitment of these funds for LRT in the I-205 corridor.

TPAC has reviewed this funding framework and recommends approval of Resolution No. 92-1584.

FACTUAL BACKGROUND AND ANALYSIS

The Surface Transportation Act of 1985 allowed the Portland region and the State of Oregon to withdraw the I-205 buslanes between Foster Road and Airport Way and to transfer these funds for future LRT in the I-205 corridor. The amount of funding made available for this purpose was \$16,366,283 of which \$425,000 was recently received for the I-205/Milwaukie Pre-AA study. The remaining amount of \$15,941,283 is restricted to LRT purposes only and does not inflate in value.

The recently initiated I-205/Milwaukie Pre-AA study is intended to conclude with one of the two corridors proceeding to full Alternatives Analysis in order to further consider LRT and to identify an interim improvement for the other corridor. As such, LRT in the near term may or may not be pursued in the I-205 corridor, thereby raising concerns about the region's ability to use these funds. The concern is particularly urgent since FY 93 is the last year that these funds can be appropriated by Congress and therefore likely the last opportunity to address this concern. In addition, the problem is compounded by the fact that the amount that will be available is fixed at \$15,941,283 and therefore loses purchasing power with time. Since this amount is only a very small portion of the cost to implement LRT in the I-205 corridor, the option of building something now is not available to the region.

Possible alternatives:

1. Leave the eligible use of the funds unchanged, thereby making it available for LRT in the I-205 corridor if and when a decision is made to implement LRT together with securing the remaining funds needed to implement the project. In the event LRT is not built, these funds will be lost to the Portland region.

2. Seek a Congressional action as part of the FY 93 Appropriations Bill to change the eligibility to allow it to be used for:
 - a. Any transit project in the I-205 region;
 - b. Any transit project in the I-205 or Milwaukie corridors (resulting from the I-205/Milwaukie Pre-AA);
 - c. Any transportation project in the I-205 corridor; or
 - d. Any transportation project in the region.

Options 2a and 2b would restrict the use to transit as originally intended but would result in lost purchasing power by waiting until a project is advanced to construction. Options 2c and 2d would allow the region to use these funds for an alternate regional purpose and assign future regional "Surface Transportation Program" funds to the I-205 or Milwaukie project.

Option 2a is recommended since it gives the Portland region the broadest flexibility for transit purposes. However, the recommended resolution also retains the current commitment of the funds to LRT in the I-205 corridor, thereby requiring further Council action to exercise the flexibility provision.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 92-1584.

TRANSPORTATION AND PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 92-1584, REQUESTING GREATER FLEXIBILITY IN THE USE OF THE I-205 BUSLANE FUNDS

Date: April 20, 1992

Presented by: Councilor McLain

Committee Recommendation: At the April 14, 1992 meeting, the Transportation and Planning Committee voted 3-2 to recommend Council adoption of Resolution No. 92-1584. Voting in favor: Councilors Devlin, McLain, and Washington. Voting no: Councilors Bauer and Buchanan.

Committee Issues/Discussion: Andy Cotugno, Transportation Director, presented the staff report. He clarified that the resolution does four things: 1) requests Congressional action for greater "flexibility" in spending the \$16.3 million of I-205 buslane funds for alternative transit projects in the region; 2) continues JPACT's commitment that these funds be used for I-205 corridor light rail transit projects; 3) set parameters under which funds may be used for alternative purpose, including JPACT approval and replacement of funds; and 4) provides that final allocation of the funds is to be based upon the outcome of the I-205/Milwaukie Preliminary Alternatives Analysis (Pre-AA) together with an implementation funding strategy.

Councilor Buchanan asked Mr. Cotugno to clarify the fourth item of the resolution regarding the Pre-AA of I-205/Milwaukie. Buchanan's concern was that the previous agreement regarding this resolution was being compromised because of #4. His understanding was that regardless of the ultimate decision in the Pre-AA, the funds would be used for transit projects along I-205. Cotugno disagreed.

A lengthy discussion occurred regarding the interpretation of #4 in the resolution; the agreement reached in a meeting in Salem with Senator Frank Roberts; and Metro's status as the Metropolitan Planning Organization (MPO) for the region.

After the discussion, Councilor Buchanan moved to delete subsection 4. After more discussion, the committee voted on the motion which failed 2-3 (voting aye: Councilors Buchanan and Bauer; voting no: Councilors Devlin McLain and Washington).

Councilor McLain explained her vote. She felt it was better to have \$16 million for the region to use in any capacity than to risk the entire amount by tying it to I-205 light rail transit uses only. This resolution allows the region to do better long term planning.

Councilor Buchanan disagreed. He felt that Clackamas County has "gone along" with two other transit projects on the basis that I-

205 would be next. Number 4 of this resolution puts the \$16 million in jeopardy of being lost from the I-205 corridor and is therefore unacceptable.

Councilor Bauer explained his vote. He explained that the area he represents has already been a recipient of light rail transit but it was his understanding that I-205 would be next and he voiced concern that this resolution may nullify that agreement.

Councilor Gardner, attending the meeting as an observer, voiced his concern about the trend to create a myth regarding the I-205 corridor light rail project. He said there has never been an agreement that I-205 would be the next corridor selected. It is one of two corridors under study, through the Pre-AA. The only agreement is that Clackamas County will be the next county to have a light rail system. The Pre-AA for I-205/Milwaukie will decide which corridor.

Councilor Buchanan reiterated that this argument is not about the Pre-AA decision, it is about the \$16 million. The money has been earmarked for I-205, regardless of the final decision between I-205 and Milwaukie, and it should remain dedicated to I-205.

The committee asked Mr. Cotugno for his opinion. He suggested that the matter be returned to JPACT for further examination. When asked if this would allow enough time for action by the federal government, he replied, he hoped so but could not guarantee it. The committee opted to vote on the issue and passed it to the Council on a 3-2 vote.



NEWBERG AREA CHAMBER OF COMMERCE

115 N. Washington

Newberg, OR 97132

(503) 538-2014

June 5, 1992

TRANSPORTATION DEPT.

JUN 8 1992

Metropolitan Service District
2000 S.W. First Av. Bldg. 128
Portland, OR 97201-5398

Attn: Joint Advisory Committee on Transportation

Gentlemen:

The Newberg Area Chamber of Commerce is very concerned about a potential delay in the Westside Bypass Study. This delay would be the result of including the study of the alternative of providing light rail along Highway 217 and Barbur Blvd. While this subject may have merit and be of interest to some, it appears that such an inclusion would not be in the best interest of progress.

As we will be positively affected by the bypass, we are anxiously awaiting the completion of this project. Therefore, we urge you to adopt the recommendation of the Steering Committee and omit this light rail alternative from the study.

Thank you for your consideration.

Sincerely,

Arthur L. Krueger
President

STOP**Sensible Transportation Options for People**

May 19, 1992

Michal Wert
 Special Projects Manager
 ODOT
 9002 SE McLoughlin Blvd.
 Milwaukie, OR 97222

Dear Michal,

STOP requests that the Western Bypass study team model the Bypass Alternative with the rural section of the bypass facility removed.

Based on the Western Bypass Study traffic volume maps dated 4/16/92, the rural portion of the bypass (i.e., between Highway 99W and TV Highway) shows volumes of 759 vehicles/hour northbound and 1229 vehicles/hour southbound during the evening peak hour. We suspect that these vehicles could be easily distributed to other roads with little or no impact. Simply put, we want to know exactly how much the bypass facility itself is contributing to the performance of the Bypass Alternative.

According to Dick Walker of Metro, the requested modelling run would require 2-3 hours of staff time, would cost about \$1,000, and could be accomplished with two weeks of lead time.

Given the controversial nature of the Western Bypass, its multi-million dollar cost, and the insignificant price of the requested modelling run, we believe this information should be made public as soon as possible. At the latest, the study team should present the modelling results at the Western Bypass Study Open Houses scheduled for June 9, 16, and 18.

Thank you for assistance.

Sincerely,

Meeky Blizzard

Meeky Blizzard
 Executive Coordinator

cc: Western Bypass Study Committee members
 Don Forbes, Director, ODOT
 Michael Hollern, Chair, Oregon Transportation Commission
 Steve Korson, Governor's Office

Metro Council
TPAC Members
JPACT Members
Washington County Board of Commissioners
CPO Chairs, Washington County
Senator Bob Shoemaker
Senator Dick Springer
STOP Board Members

May 22, 1992

Meeky Blizzard
Executive Coordinator
STOP
15405 S.W. 116th #202B
Tigard, Oregon 97224-2600

Please refer to your letters of May 19 and May 20, 1992, regarding transportation modeling of the bypass alternative without the rural segment. These letters were submitted at meetings of project committees on May 20 and my staff has had minimal opportunity to talk with you regarding this request.

From a cursory overview, it looks like this alternative is already modeled as the "Arterial/HOV" alternative. This alternative has both the segments between I-5/99W, and between U.S.26/TV Highway, without the rural segment of the bypass. As you know, the STOP proposal generated a lot of discussion at the TAC and CAC meetings. Some concern was raised that to do the minor effort you requested would result in information that could not be compared with the other alternatives and that would be misleading. If the rural segment is eliminated, the traffic will go somewhere, and it is important to know the redistribution of traffic if we really want to compare the performance and impacts. This is a complex project and we need to continue to look at how all of the components interrelate.

The TAC and CAC agreed that staff should bring this back to the committees, along with other recommendations from the June open houses, for discussion and possible action. It should be stressed that this project will go on for at least 1 to 1-1/2 more years and there will be more opportunities for the public to review and comment on alternatives before a final decision is made.

As we discussed at the meetings, it generally takes 2-3 weeks and considerably more than \$1,000 to run the model and put the data in a



format that is useful to non-technical people. We could not provide this information to STOP prior to the open houses because of other staff commitments. Our open houses have already been advertised, so we cannot reschedule them to accommodate your request.

In the future, it would be more timely and effective if STOP would discuss these proposals and work through them with my staff prior to presentation of the ideas to committees. We mail meeting materials at least a week before the meetings to allow the committee members an opportunity to prepare and have staff gather any additional information they may want. Again, we will be happy to include your information in our mailings to our committees, and my staff is available to you or any other group to help put together complete proposals for committee consideration.

If you have any questions or comments, please don't hesitate to call me or Bill Ciz.



Michal Wert
Project Development Manager

MW:BC:po

cc: Western Bypass Study Committee members
Don Forbes, Director, ODOT
Michael Hollern, Chair, Oregon Transportation Commission
Steve Korson, Governor's Office
Metro Council
TPAC Members
JPACT Members
Washington County Board of Commissioners
CPO Chairs, Washington County
Senator Bob Shoemaker
Senator Dick Springer
STOP Board Members

**JPACT FINANCE COMMITTEE
OBJECTIVES AND SCHEDULE**

A. '93 LEGISLATIVE AGENDA

1. Develop a regional position on:
 - . The AOC/LOC/ODOT Roads Finance Recommendations
 - . The ODOT OTP Finance Recommendations
 - . The Governor's Task Force on Vehicle Emissions Recommendations
2. Finalize a regional position on funding for transit operations and routine capital.
3. Develop a Regional Transportation Legislative Proposal and coordinate with local legislative proposals.

Timing: June 1992 to December 1992

B. REGIONAL FINANCE EFFORTS -- REGIONAL VOTES IN 1993 AND/OR 1994

1. Regional Arterial Program - develop a program of projects on which to base a vote, determine source of funds (revisit local option vehicle fee), determine whether to address bridges, identify vote date, adopt JPACT resolution and implement IGAs.

Timing: January 1993 to May 1993

2. Regional LRT Program - finalize next regional LRT project and financing strategy; determine whether the financing is for a corridor to Clackamas County, multiple corridors or a system; determine a funding source and target a date for a vote.

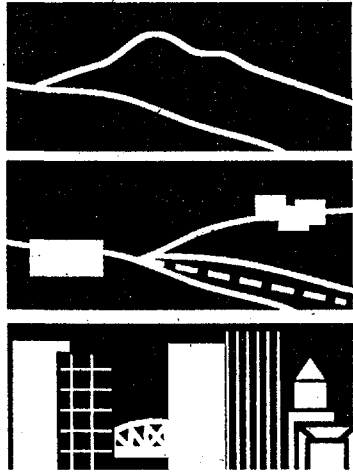
Timing: June 1993 to November 1993

3. Transit Service Expansion - evaluate the results of the '93 Legislature and determine whether to pursue a regional transit funding measure.

Timing: June 1993 to November 1993

- C. DEVELOP THE NEXT REGIONAL PROGRAM -- based upon the result of Region 2040, Tri-Met's Strategic Plan and the next RTP update, define a comprehensive funding program for transit, highways and alternative modes; and determine legislative and regional role strategies.**

Timing: January 1994 to December 1994 (leading to the '95 Legislature and possibly a vote in 1996)



TRANSPORTATION PLANNING IN THE 1990S

**WESTERN COUNCIL
OF GOVERNMENTS**

**1992 ANNUAL
CONFERENCE
JULY 9-11**

TRANSPORTATION PLANNING IN THE 1990S

*ISTEA — A New Era in the Movement
of People and Products has Begun*

**WESTERN
COUNCIL
OF GOVERN-
MENTS**

**ANNUAL
CONFERENCE**

**JULY 9-11,
1992**

Councils of governments are entering a new era of transportation planning brought about by the passage of the *Intermodal Surface Transportation Efficiency Act (ISTEA)*. Put simply, the issues of rural and urban transportation will be handled in a significantly different framework. Most of our current plans and methods for dealing with transportation issues were developed in the age of the Interstate program. We are now entering a period of increased state responsibility, which creates both challenges and opportunities. The act brings old and new partners to a significantly altered planning and funding process.

Given this reality, elected leaders for the next decade will have to be adept at both local and regional leadership to move transportation *plans* into transportation *projects*. New voluntary coalitions will need to be forged around a much broader transportation system agenda. Leaders will need a clear understanding of the mandates and opportunities of the act to best provide for their local communities.

This conference will focus on providing a basic understanding of the act and the specific "new" planning and processes required. But the conference will offer much more. The program is designed to present this information in the context of the major transportation issues in each state.

Top local and national transportation officials will provide a clear picture of the challenges facing our states and the nation. Speakers will cover a wide range of subjects from the problems of meeting the requirements of the Americans with Disabilities Act, to controlling growth through transportation strategies.

Conference planners haven't forgotten the value of simply talking to each other in a relaxed atmosphere. The Inn of the Seventh Mountain in Bend is one of Oregon's most beautiful conference locations. High in the Cascades, with golf, fishing, rafting, swimming, biking and hiking of unsurpassed quality, you will find the activities you most enjoy.

Welcome to Oregon!

James W. Lewis, chair
Oregon Regional Councils Association

WHAT AND WHEN



Note: Unless otherwise indicated, all events take place at Inn of the Seventh Mountain conference headquarters.

THURSDAY, JULY 9

8 a.m. to noon
Golf tournament –
(Seventh Mountain Golf Village,
1 mile northeast of Inn of the
Seventh Mountain.) See
registration form to sign up.

Noon to 4:30 p.m.
Registration

1:30 to 2 p.m.
Welcoming address
ORCA Chair James W. Lewis
and NARC President John
Melton

2 to 4:30 p.m.
General session
"Intermodal Surface
Transportation Efficiency Act –
An Overview of the Act"

5:30 to 7:30 p.m.
Reception



FRIDAY, JULY 10

7:30 to 8:30 a.m.
Continental breakfast

8 a.m. to noon
Registration

8:30 to 10 a.m.
Concurrent sessions:

- Americans with Disabilities Act
- Applied Technology in Transit and Highways

10 to 10:20 a.m.
Break

10:20 to 11:45 a.m.
Concurrent sessions:

- MPO/State DOT Planning Under ISTEA
- Non-metro/State DOT Planning Under ISTEA

12:15 to 1:45 p.m.
Keynote luncheon
Featuring a prominent national
or state official involved in
transportation administration.

2:30 to 4 p.m.
General session
Land Use, Growth Management
and Transportation Planning

5 to 10 p.m.
Crooked River
Dinner Train and Hoedown
Meet in front of the lobby at 5
p.m. to board buses that will
take us to the train's point of
departure. (See next column
for details.)

SATURDAY, JULY 11

7:30 to 8:30 a.m.
Continental breakfast

8:30 to 10 a.m.
State Association meetings

10 to 10:30 a.m.
Break

10:30 to 11:30 a.m.
Closing session

Noon
Outdoor luncheon



EVENTS

GOLF TOURNAMENT

Cost of this year's golf tournament is \$45, which includes a cart. Twenty tee times have been reserved.

The event will be from 8 a.m. to noon Thursday, July 9. See registration form to sign up.

CROOKED RIVER DINNER TRAIN

The entertainment highlight of this year's conference is an excursion on the Crooked River Dinner Train on Friday night. The rustic train meanders through the scenic Crooked River Canyon to the 1,800-acre King Ranch, where an authentic western hoedown awaits,

complete with outdoor barbecue and western music. Bring your boots!

We anticipate the train will accommodate all conference participants, however, space is limited and will be reserved on a space available basis – REGISTER EARLY!

ALPINE ADVENTURE

Spend a day and a half hiking in the magnificent Cascade Wilderness area. On this post conference trip you will climb to the top of the South Sister. (at 10,000 feet, it is the second highest peak in Oregon). The view at the top is worth the effort. See insert for details and to sign up.

INFO

Program – Dennis Lewis,
(503) 664-6674

Registration – Lindsey Ray,
(503) 221-1646

Lodging – The Inn of the
Seventh Mountain,
1-800-452-6810

Golf Tournament – Don
Carlson, (503) 221-1646

Alpine Adventure – Bill
Wagner, (503) 757-6851

ROOMS

The Inn of the Seventh Mountain
Guest room reservation
information

RESERVATIONS MUST BE MADE BY MAY 25

We are pleased to announce The Inn of the Seventh Mountain has been selected as the location of the annual Western Council of Governments conference.

This information is provided to assist you in making lodging reservations at the Inn. Major room types are listed below. Please select your preferred room choice, and phone the Inn as soon as possible. Early contact from you will help assure you receive your first choice.

The reservation cut-off date is May 25, at which time any rooms not reserved within the block being held for WCOG will be released for general sale.

BEDROOM UNITS

Bedroom units sleep one to four people.

Economy bedrooms
feature one queen bed.
\$58

Standard bedrooms
have one queen bed and
one Murphy queen bed, plus
private deck.
\$86

FIRESIDE STUDIOS

Fireside studios sleep one to four people and include full living room, kitchen, fireplace and outdoor deck. Studios have either one queen sofa bed or one queen Murphy bed, or both.
\$94

CONDOMINIUMS

Condominiums include full living room and kitchen area with one, two or three bedrooms. Each bedroom has one queen bed and private bath. Living rooms include sofa bed or Murphy bed.

One bedroom/bath
\$138

Two bedrooms/baths
\$196

Three bedrooms/baths
\$256

FAMILY CONDOMINIUMS

Family condominiums are larger, more spacious and have one or two bedrooms. Family condominiums feature kitchen area and full living room with one queen Murphy bed, one queen sofa bed or both. Bedrooms can accommodate two to four people with a variety of bedding arrangements.

Attached bedroom with queen/
bunk beds and one bath
\$146

Attached bedroom with queen-
type bed and two baths
\$162

Attached bedroom with
two queen-type beds and
two baths
\$176

Two attached bedrooms –
one with two queen-type
beds, the other an open loft
bedroom with queen bed
and 2 1/2 baths.
\$224

BOOKING INFORMATION

- Reservations can be made directly with the Inn, or through your travel agent or airline. Call the Inn toll-free, 1-800-452-6810 or (503) 382-8711.

- First night's lodging deposit due 10 days after booking to confirm reservation.

- In case of cancellation, deposit less \$5 handling fee will be refunded only if notice is given more than 14 days prior to arrival date.

- County room tax additional.

- For reservations assistance or more information, contact the Reservations Department at the Inn.

Check-in time is 5 p.m. –
rooms cannot be guaranteed
for check-in before 5 p.m.
Check-out time is noon.

CONFERENCE REGISTRATION FORM

Complete one form for each registrant. Copy this form if you need to register more than one person. Contact Lindsey Ray at the Metropolitan Service District with questions at (503) 221-1646 or FAX at (503) 273-5589.

Please return the form, together with a check for the total amount due. Make check payable to Metro and send to:

**Lindsey Ray
Metropolitan Service District
WCOG Conference
2000 SW First Ave.
Portland, OR 97201.**

Name _____

Nickname _____

Title _____

Organization _____

Address _____

City/state/ZIP _____

Phone _____

REGISTRATION

Registration

\$ _____

\$160 before June 1, 1992

\$185 after June 1, 1992

Spouse registration

\$ _____

Reception

\$ 15

Luncheon

\$ 15

Dinner train

\$ 40

Golf tournament

\$ 45

TOTAL DUE

\$ _____

DRAFT

WHEREAS, Tri-Met is currently in the processing of finalizing its plans to undertake the acquisition, construction and installation of the Westside Corridor Extension to its existing light rail mass transit system (the "Light Rail System") and the preliminary planning and acquisition of land, interests in land and rights of way pertaining to a future extension of the Light Rail System into Clackamas County (said Westside Corridor Extension together with the activities pertaining to said Clackamas County extension being herein collectively called the "Project"); and

WHEREAS, the Project is currently estimated to have a total cost in excess of \$959,000,000, consisting of approximately \$944,000,000 for the Westside Corridor Extension and approximately \$15,000,000 for the preliminary expenditures on the Clackamas County extension; and

WHEREAS, the Project will be funded from four principal sources of funds (each a "Source of Funds" and collectively the "Project Funds"), namely: (i) federal grant moneys from the Federal Transit Administration pursuant to a full funding grant agreement to be entered into under the Intermodal Surface Transportation Action ("FTA Funds"); (ii) State grant moneys from the Oregon Department of Transportation ("ODOT Funds"); (iii) contributions by Tri-Met and the other regional participants ("Regional Funds"); and (iv) the proceeds of the \$125,000,000 in general obligation bonds Tri-Met has been authorized by the voters to issue for the purpose of financing part of the Project costs ("Bond Proceeds"); and

WHEREAS, because the FTA Funds will not be made available to fund various portions of the Project in the amounts and at the times during the construction period such FTA Funds are needed to pay the federal share of the costs incurred, it will be necessary to utilize other available Sources of Funds and, under certain circumstances, the proceeds of interim borrowings by Tri-Met (the "Interim Obligations") to pay such federal share pending receipt of the FTA Funds in order to proceed with the Project on the most efficient and cost effective manner, including: (i) paying the federal share of such costs on an interim basis out of Sources of Funds which would otherwise be reserved for expenditure on other portions of the Project if FTA Funds were received as and when needed to pay the federal share of the costs; and (ii) using Sources of Funds which would otherwise be reserved for expenditure on other portions of the Project as security for any Interim Obligations that may be issued to pay the federal share of such costs on an interim basis; and

WHEREAS, notwithstanding the use of available Sources of Funds to pay on an interim basis the federal share of Project costs or as security for any Interim Obligations issued to provide interim financing for such federal share of Project costs, it is the intent of Tri-Met to fund all portions of the Project using moneys available at the time each such portion requires funding, including for such purposes FTA Funds paid to Tri-Met as reimbursement for the federal share of Project costs paid on an interim basis out of other Sources of Funds;

NOW, THEREFORE, BE IT RESOLVED by the Tri-Met Board as follows:

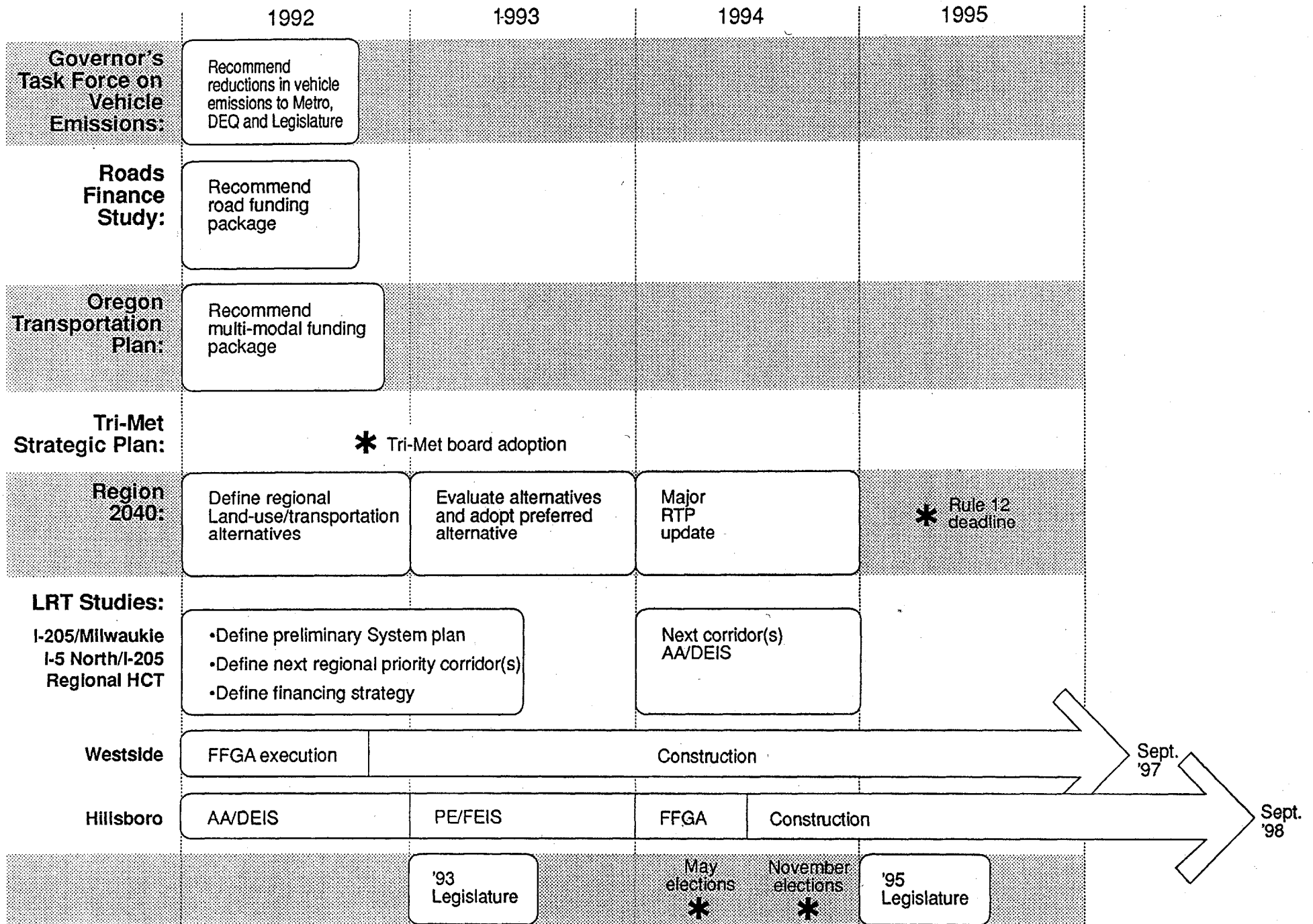
Section 1. Use of Funds to Make Preliminary Planning Expenditures on Clackamas County Extension During First Five Years of Construction. The Board hereby states and declares that it is the intent of Tri-Met to expend Bond Proceeds over the first five years of Project construction for the purpose of paying the costs of the preliminary planning (including alternatives analysis) and, if appropriate, acquisition of land, interests in land and rights of way needed for the Clackamas County extension, said expenditures currently estimated to be in the aggregate amount of \$_____. Tri-Met's Executive Director of Finance and Administration is hereby directed to hold, account for and disburse from time to time the Bond Proceeds, including the investment earnings thereon, or other available Sources of Funds in a manner that will make such amount of funds available during the first five years of Project

DRAFT

construction for the purpose of paying such preliminary planning costs for the Clackamas County extension.

Section 2. Use of Funds to Make Additional Expenditures on Clackamas County Extension After First Five Years of Construction. The Board hereby further states and declares that it is the intent of Tri-Met to expend Bond Proceeds or other Sources of funds after the first five years of Project construction for the purpose of paying additional costs of the preliminary planning, design and acquisition of land, interests in land and rights of way needed for the Clackamas County extension, said additional expenditures to be in the aggregate amount such that, when added to the amount expended on the Clackamas County extension as contemplated in Section 1 above, will result in the total amount of not less than \$15,000,000 having been expended on the preliminary planning, design and right of way acquisition for the Clackamas County extension. Tri-Met's Executive Director of Finance and Administration is hereby directed to hold, account for and disburse from time to time the Bond Proceeds, including the investment earnings thereon, or other available Sources of Funds in a manner that will make such amount of funds available after the first five years of Project construction for the purpose of paying such preliminary planning, design and right of way acquisition costs for the Clackamas County extension.

State /Regional Transportation Programs



COMMITTEE MEETING TITLE

SPACT

DATE

6/11/92

NAME

AFFILIATION

✓ EARL Blumenauer

PORTLAND

✓ Naellie Anderson

Multnomah County

✓ Donnie L. Hays

Washington County

LARRY COLE

CITIES OF ↑

✓ Marjorie A. Schmundt

Cities of Multnomah County

Don Forbes

ODOT

✓ RICHARD DEUKIN

METRO

✓ Tom Welsh

Tri-Met

✓ BRIAN CAMPBELL (ALT.)

PORT

✓ Keith Ahola

WSDOT

✓ Les White

C-TRAN

✓ Fred Hansen

OREGON DEQ

✓ [Signature]

Clackamas Co.

✓ BOB LIDDRELL

Cities of Clackamas CD.

✓ ED. WASHINGTON

METRO

✓ Dick FEENEY

Tri-Met

✓ JOHN G. BUCK

CITY OF OREGON CITY

✓ ROO SANDOZ

CLACKAMAS COUNTY

✓ DAPSO SOBOMEHIN

CITIZEN

✓ Steve Greenwood

DEQ

✓ [Signature]

METRO

✓ Jerry Baker

Cities of Clackamas Co.

✓ GB ARRINGTON

TRI-MET

