

STAFF REPORT

CONSIDERATION OF RESOLUTION OF NO. 99-2864 FOR THE PURPOSE OF SELECTION AND FUNDING ALLOCATION OF \$1 MILLION TO TRANSPORTATION MANAGEMENT ASSOCIATIONS FOR FY 2000 TO FY 2003

Date: October 28, 1999

Presented by: Andrew Cotugno

PROPOSED ACTION

The Transportation Demand Management (TDM) Subcommittee of TPAC recommends selection of three existing and eight new Transportation Management Associations (TMA) for funding during the FY 2000 to FY 2003 allocation period. \$1,000,000 in regional CMAQ funds is available for the TMA Assistance Program. A total of \$250,000 is recommended for the three existing TMAs: the Lloyd District TMA, Tualatin TMA, and Westside Transportation Alliance. The remaining \$750,000 is recommended for exploratory and formative/operations phases of eight new TMAs, including the Columbia Corridor TMA, Swan Island TMA, Clackamas Regional Center TMA, Gresham Regional Center TMA, Portland Downtown TMA, Lake Oswego TMA and Troutdale TMA. Recommended funding and proposed annual allocation is described in Exhibit 1 to the Resolution.

FACTUAL BACKGROUND AND ANALYSIS

Earlier this year, the Priorities 2000 (MTIP) funding process allocated \$1 million to TMA assistance over the next four years. TMAs are typically nonprofit coalitions of local businesses and/or public agencies dedicated to reducing traffic congestion and pollution while improving commute options for their employees. In this role, TMAs have become an important institutional option for implementing transportation demand management strategies; particularly those designed to increase the use of alternative modes of travel.

The TMA policy basis and funding strategy is described in Metro Resolution No. 98-2676. TMA development and implementation includes an exploratory and a formative/operations stage. The TDM Subcommittee established criteria based on Resolution No. 98-2676 for ranking and allocating funding to existing and potential TMAs. The TMA funding criteria is described in Attachment B. The TMA criteria were presented to TPAC on August 27, 1999, and to JPACT on September 9, 1999. On September 10, 1999, a wide range of potential applicants were notified about the TMA solicitation, and given over thirty days to submit a proposal.

Summary of the Selection Process

Applications for the formation and regional funding of TMAs were made directly to Tri-Met, the program administrator, with a due date of October 14, 1999. Tri-Met staff then copied the proposals to TDM Subcommittee members for review. The TDM Subcommittee met on October 21, 1999, for initial screening and review of the applications. At a follow-up meeting on October

26, 1999, the Subcommittee selected TMA proposals for funding and allocation. Twelve applications were submitted. The Subcommittee considered both quantitative and qualitative attributes of the applications.

Qualitative Ranking

The qualitative ranking was a group process, based on each Subcommittee member selecting his or her top six TMA proposals. Qualitative attributes included quality of the proposal as a whole, financial need and geographic equity. Table 1 shows the qualitative ranking of all TMA applications by Subcommittee votes.

**Table 1
Qualitative Ranking of All TMAs**

Rank	Applicant	Votes
1	Tualatin	11
2	Columbia Corridor	10
2	Clackamas	10
3	Lloyd District	9
3	Swan Island	9
4	WTA	8
4	Gresham	8
5	APP (Portland)	4
6	Lake Oswego	2
N/A	Cornelius	0
N/A	Multnomah Village	0
N/A	Troutdale	0

The qualitative ranking exercise resulted in seven applicants with eight or more votes (out of a possible 12) from TDM Subcommittee members. Five of the applicants received four or fewer votes. Upon conclusion of this exercise, the TDM Subcommittee adjourned until October 26, 1999, with instructions to submit quantitative rankings to Tri-Met and Metro staff by email or fax.

Quantitative Ranking and Analysis

Eight exploratory phase proposals were compared as group, and five of the seven formative/operations phase proposals were compared as a group. Clackamas and Gresham TMAs requested both exploratory and formation/operations funding, but were scored only on the exploratory phase. Because both Gresham and Clackamas had high qualitative rankings, the Subcommittee felt that the two TMAs should be given a high priority to receive formative funds if they successfully pass the exploratory phase.

The application from the Columbia Corridor Association was divided for quantitative scoring purposes. The exploratory phase of the application focused on the Rivergate industrial area, and was compared with other exploratory applications. The subcommittee felt that the Columbia Corridor/Airport Way area was ready to proceed into the formative/operations phase.

Table 2 shows the quantitative ranking for eight exploratory TMAs and their percent score in the quantitative ranking. The percent scores break down into high, medium and low ranges. The Gresham, Clackamas and Downtown Portland proposals scored highest (75 percent or more). The Troutdale, Columbia Corridor (Rivergate) and Lake Oswego proposals scored in the medium range (50 to 60 %). The Cornelius and Multnomah Village proposals scored lowest (30% to 44%).

Table 2
Quantitative Ranking of Exploratory TMAs

Rank	Applicant	Percent Score
1	Gresham	77.3 %
2	Clackamas	76.9 %
3	APP (Portland Downtown)	75.3 %
4	Troutdale	59.0 %
5	Columbia Corridor: Rivergate	56.3 %
6	Lake Oswego	50.3 %
7	Cornelius	44.3 %
8	Multnomah Village	30.1%

The Gresham and Clackamas TMA proposals also scored high in the qualitative ranking, and were recommended for exploratory phase funding in year 2000. Through a series of votes the TDM Subcommittee decided to fund the exploratory phase of the Portland Downtown, Troutdale, Columbia Corridor (Rivergate), and Lake Oswego proposals during the four-year allocation period. The Subcommittee voted against exploratory phase funding for the Cornelius and Multnomah Village proposals. While both proposals were good efforts, the Subcommittee suggested that Tri-Met work with Cornelius to pursue other funding sources and that Multnomah Village work with the City of Portland as a sponsoring jurisdiction in submitting future TMA proposals.

Table 3 shows the quantitative ranking and percent score for five TMAs requesting formative/operations funding. Both the existing TMAs (WTA, Lloyd District and Tualatin) and the proposed TMAs (Columbia Corridor and Swan Island) requesting formative/operational funding scored high in the quantitative ranking.

Table 3
Quantitative Ranking of Formative/Operational TMAs

Rank	Applicant	Percent Score
1	WTA	89.8 %
1	Lloyd District	89.8 %
3	Tualatin	83.6 %
4	Columbia Corridor	83.0 %
5	Swan Island	81.6 %

The quantitative scoring confirmed that the seven existing and proposed TMAs with a high number of “qualitative votes” as shown in Table 1 also ranked high on the TMA funding criteria described in Attachment B.

Results of the Selection Process

The TMA funding assistance distribution initially recommended by the TDM Subcommittee is shown in Attachment A. The total program amount of \$1 million is divided over the four-year funding period, with an average allocation of \$250,000. In 2001 and 2002 the annual allocation is higher, in order to fund start-up costs for four new TMAs. The \$1 million program total does not include a 10.27 percent Tri-Met match, which totals \$114,456 over the four-year period. The Tri-Met match could be used as a contingency fund to help cover program start-up costs in 2000 and 2001.

Based on a combined qualitative and quantitative ranking process, the TDM Subcommittee recommended funding the three existing TMAs—the Lloyd District TMA, Westside Transportation Alliance and Tualatin TMA. The Subcommittee recommended that the three existing TMAs be funded a total of \$250,000 over the four-year allocation period, with the Tualatin TMA receiving \$90,000 and the WTA and Lloyd TMA receiving \$ 80,000. The TDM Subcommittee initially recommended that funds for existing TMAs be equally spread over the four-year allocation period, as shown in Attachment A.

Four of the exploratory and/or formative/operations TMAs are recommended for funding, with annual funding allocations as shown in Attachment A. These four TMAs include:

- Columbia Corridor (formative/operations)
- Swan Island (formative/operations)
- Clackamas Regional Center (if the exploratory phasing leads to a yes answer)
- Gresham Regional Center (if the exploratory phasing leads to a yes answer)

Four applicants are recommended for exploratory phase funding only, including:

- Portland Downtown (APP)
- Columbia Corridor – Rivergate industrial area
- Lake Oswego/Kruse Way
- Troutdale

The Portland Downtown proposal was allocated to the year 2000 because it has a local match of \$17,500 for a like amount of regional funds. The remaining applicants were allocated to 2002 and 2003.

Funding Schedule

Following the TDM Subcommittee recommendation, Metro and Tri-Met staff met to develop a funding schedule consistent with MTIP scheduling and reflective of regional TMA policy as described in Resolution No. 98-2676. That resolution notes that, over a three-year period, reliance on regional TMA funding should be reduced. National studies indicate that, over time, successful TMAs rely on a combination of dues, donations, and public subsidy. The regional TMA policy is to limit regional funding to a four-year period covering the exploratory, formative, and operative states on the TMA. Exhibit 1 to the resolution reflects that declining “stair-step” approach to TMA funding. The revised funding schedule maintains the same overall allocation for each TMA.

Policy Issues

TPAC recommended approval of Resolution No. 99-2864. As part of the discussion, they acknowledged that a successful TMA generally requires a combination of private sector dues or donations and public support. At issue was whether the necessary public support should be provided with regional or local funds, or both. The current regional policy phases out regional funding after four years, with an expectation that a local source would match private contributions. Current practice shows that local sources have not reached a point of replacing the regional funds. Metro staff recommends that the current policy issue for regional vs. local TMA funding be revisited prior to the next MTIP cycle scheduled to begin around May 2000.

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ATTACHMENTS

- A. TMA Assistance Distribution FY2000 - 2003
- B. TMA Funding Criteria

TMA ASSISTANCE DISTRIBUTION FY 2000 - 2003
TDM Subcommittee Recommendation: October 26, 1999

	Year				Total**	Average \$/Year
	2000	2001	2002	2003		
Tualatin TMA	\$22,500	\$22,500	\$22,500	\$22,500	\$90,000	\$22,500
WTA TMA	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$20,000
Lloyd TMA	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000	\$20,000
Columbia Corridor	\$67,500	\$50,250	\$24,750	\$0	\$142,500	\$35,625
Swan Island	\$67,500	\$50,250	\$24,750	\$0	\$142,500	\$35,625
Clackamas Reg Ctr.*	\$32,000	\$67,500	\$50,250	\$24,750	\$174,500	\$43,625
Gresham Reg. Ctr.*	\$32,000	\$67,500	\$50,250	\$24,750	\$174,500	\$43,625
Ptld. Downtown (APP)	\$17,500	\$0	\$0	\$0	\$17,500	\$4,375
Col. Cor. Rivergate	\$0	\$0	\$32,000	\$0	\$32,000	\$8,000
L. Oswego/Kruse Way	\$0	\$0	\$0	\$32,000	\$32,000	\$8,000
Troutdale	\$0	\$0	\$0	\$32,000	\$32,000	\$8,000
Contingency Fund	\$0	\$0	\$0	\$2,500	\$2,500	\$625
Total	\$279,000	\$298,000	\$244,500	\$178,500	\$1,000,000	\$250,000

* Funding for 2001 through 2003 contingent on results of exploratory phase

** Total does not include 10.27 pct. Tri-Met match, which totals \$114,456 over the 4-year period

TMA Funding Criteria

Regional Transportation Demand Management System Goal 5, Objective 2 of the RTP promotes the establishment of TMAs as a means to support programs to reduce the need to travel and to make it more convenient for people to use alternative modes for all trips throughout the region.

Does the TMA application meet the above Objective? If yes, evaluate based on the following criteria.

CRITERIA [POTENTIAL POINTS]

Applications for TMA funding will be evaluated based on the following criteria.

1. Definition of geographic area. Map required from applicant.
2. Definition of employment population.
 - Employment population that would be served by the TMA (required from applicant).
 - Employment population of the area (Metro to define).
3. Definition of transportation problem(s) or issue(s) common to the geographical area. [0-10]
 - The transportation problem should be included in, or related to, other transportation plans, particularly the Regional Transportation Plan.
4. Description that the TMA is in an area of regional significance. [0-10]
 - Population/employment density.
 - 2040 Land Use Link.
5. Demonstration of community support for a TMA. [0-15]
 - Letters of interest from area employers.
 - Letter of support from local jurisdiction.
 - Letters of support from neighborhood associations.
6. Description of financial strategy. This category should identify potential public and private funding sources for the first five years of operation. [0-10]
7. Description of the TMA's potential to assist in meeting the non-auto mode split targets established for the area by Metro and the local jurisdiction. Points will be assigned based on the applicant's intended strategies to reduce VMT and single-occupant vehicle trips, increase access and develop transportation alternatives. [0-10]
8. Description of how the TMA will benefit members and non-members in the area. [0-5]
9. Demonstrated level of support of an identified anchor patron, major employer/organization, core group, chamber of commerce, developer, etc., toward the formation of the TMA. There may be a group currently working on transportation access issues in the proposed area that would facilitate TMA development. [0-15]
10. Coordination with major capital investments, current transportation strategies and/or programs in practice in the area to reduce single-occupant vehicles. [0-5]

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF SELECTION AND
FUNDING ALLOCATION OF \$1 MILLION TO
TRANSPORTATION MANAGEMENT
ASSOCIATIONS FOR FY 2000 TO FY 2003

RESOLUTION NO. 99-2864

Introduced by Jon Kvistad,
JPACT Chair

WHEREAS, Resolution 98-2676 established a policy basis and funding strategy for Transportation Management Associations (TMAs) for the MTIP/STIP development process; and

WHEREAS, The Priorities 2000/MTIP Process allocated \$1 million to TMA assistance over the next four years; and

WHEREAS, TMAs have become an important institutional option for implementing transportation demand management strategies and are a key RTP demand management strategy; and

WHEREAS, The Transportation Demand Management (TDM) Subcommittee of TPAC established criteria based on Resolution 98-2676 for ranking and allocating funding to existing and potential TMAs; and

WHEREAS, The TDM Subcommittee screened and reviewed twelve TMA applications; and

WHEREAS, the TDM Subcommittee recommends funding three existing TMAs and eight new TMAs, and proposed a funding allocation described in Exhibit 1; and

WHEREAS, The TDM Subcommittee recommends revisiting Resolution No. 99-2676 to better articulate regional funding for existing TMAs beyond the three-year formative/operations stage; now, therefore,

BE IT RESOLVED:

1. That JPACT endorse the TMA Assistance Distribution FY 2000 to FY 2003 described in Exhibit 1.
2. That existing, funded and planned TMAs will be incorporated into the current RTP update.
3. That JPACT reconsider the policy basis and funding strategy described in Resolution No. 98-2676 for existing TMAs beyond the three-year formative/operations state.

ADOPTED by the Metro Council this _____ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to form:

Daniel B. Cooper, General Counsel

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TMA ASSISTANCE DISTRIBUTION FY 2000 - 2003
Tri-Met/Metro Proposal on 10/29/99


	Year				Total**	Average \$/Year
	2000	2001	2002	2003		
Tualatin TMA	\$50,250	\$24,750	\$15,000	\$0	\$90,000	\$22,500
WTA TMA	\$50,250	\$24,750	\$5,000	\$0	\$80,000	\$20,000
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Troutdale	\$0	\$0	\$0	\$32,000	\$32,000	\$8,000
Total	\$367,250	\$309,750	\$207,000	\$113,500	\$997,500	\$249,375
Total Available**	\$278,614	\$278,614	\$278,614	\$278,614	\$1,114,454	\$278,614
Balance	(\$88,637)	(\$31,137)	\$71,614	\$165,114	\$116,954	\$29,239

*Funding for 2001 through 2003 contingent on results of exploratory phase

**Resources - CMAQ - \$1,000,000; Tri-Met local match (89.73/10.27 ratio) - \$114,454



METRO

Date: November 16, 1999
To: JPACT Members and Alternates
From:  Andy Cotugno, Transportation Director
Re: November 18, 1999, JPACT Agenda

Following are agenda materials for:

Agenda Item 4. – Status of Interstate MAX

APPROVAL of this letter is requested.

Agenda Item 6. – Initiation of Discussion on Federal Funding Priorities

APPROVAL of JPACT's federal priorities is needed in JANUARY 2000.

DRAFT

November 16, 1999

Oregon Congressional Delegation

On behalf of the Joint Policy Advisory Committee on Transportation (JPACT), I am writing to update you on the status of the Interstate MAX light rail project (IMAX) and ask for your support of federal fiscal year 2001 construction funding for the project.

Metro submitted the IMAX Final Environmental Impact Statement (FEIS) to the Federal Transit Administration, and on November 5th notice on the FEIS was published in the Federal Register. In addition, Metro recently adopted the Land Use Final Order for the project, establishing the necessary land use authorizations for construction of IMAX. In recent weeks, the regional funding partners for the project – Metro, the City of Portland and Tri-Met – have all officially adopted the proposed IMAX financing agreement. As a result, all approvals are complete.

The project is the region's top transportation priority for federal approvals and funding.

IMAX is now ready to move forward to construction, starting in the fall of 2000. JPACT hopes that the delegation will support the following actions over the next few months.

1. Federal Transit Administration approval of a Full Funding Grant Agreement and Authorization of \$257.5 million in Section 5309 "New Start" funds.
2. Inclusion of IMAX in the Administration's FY 2001 budget and an appropriation of \$66 million to IMAX in the FY 2001 appropriations bill.

We appreciate all of the work that you have done on our behalf in the past. The IMAX project has achieved the necessary technical and community support to move forward quickly to construction in 2000 if federal funding is available.

Thank you for your assistance in this matter.

Sincerely,

Jon Kvistad, Chair
Joint Policy Advisory Committee on Transportation (JPACT)

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Date: November 15, 1999
To: JPACT
From: Andy Cotugno
Subject: JPACT Federal Priorities

In January 2000 it is important that JPACT articulate its federal transportation priorities to the congressional delegation. These priorities should be in the content of the FFY 2001 Appropriations Bill and anticipate a new six-year Authorization Bill standing in FFY 2004.

A first draft set of priorities is described below:

1. The South/North Corridor is the region's top priority. This immediate priority is Interstate MAX to the north with a follow on the bus improvement program in the South Corridor.
 - A. **Interstate MAX:** The region will expedite Segment #1, the construction of Interstate MAX, by securing:
 - FTA approval of a Full Funding Grant Agreement,
 - An authorization of \$257 million in Section 5309 "New Start" funds, and
 - An appropriation of \$66 million to IMAX in the FY 2001 appropriations bill.
 - B. **SOUTH CORRIDOR:** The region will pursue Segment #2, the South Corridor Project, as follows:
 - Beginning with the FY 2001 transit appropriations bill, seek \$2-\$5 million per year of Section 3 bus funding by working with the Oregon transit community to establish a statewide bus appropriations request which produces this amount of funding for South Corridor improvements.
 - Program the funds received for transit projects that can be constructed on a stand-alone basis, such as transit centers and park-and-rides, until such time as an overall corridor improvement is approved by the Region and the FTA and a Letter of No Prejudice (LONP) can be secured.
 - Fund Preliminary Engineering and environmental studies aimed at securing FTA approval of an overall corridor improvement from discretionary appropriation and available regional funds.
 - At the completion of environmental studies, seek a Letter of No Prejudice (LONP) from FTA for the corridor improvement program.
 - After completion of environmental studies, seek federal funds for the corridor improvement program. Pursue federal authorization of the overall corridor improvement program in the next authorization bill (starting FFY 2004) from Federal Transit "New Starts," Federal Transit "Bus," and/or Federal Highway "Demo" funds.

- While seeking federal funds, use local funds committed to the South Corridor program by Tri-Met and Clackamas County to construct elements of the overall corridor improvement and have such funds apply as local match, under the Letter of No Prejudice, to any federal dollars which are secured.

C. COMMUTER RAIL: The region will pursue the Washington county Commuter Rail Project as follows:

- Seek \$500,000 to \$1,000,000 in New Starts preliminary engineering funds for commuter Rail in the FY 2001 transit appropriations bill from the eight percent set aside for alternative analysis and preliminary engineering.
- At the completion of planning and environmental studies, seek FTA approval of the Commuter Rail Project.
- After completion of environmental studies, seek federal funds for the Commuter Rail. The region will consider seeking New Start Funds of \$25 million depending on the status of New Start funding for IMAX.

D. I-5 TRADE CORRIDOR:

- The region will pursue FFY 2001 appropriation for selected stand-alone improvement segments along I-5 as the Trade Corridor Study continues its Phase II activities, within the context of the multi-modal strategy accepted in Phase I.

E. OTHER ISSUES WE MAY WANT TO TAKE A POSITION ON:

- Columbia River Channel deepening appropriation.
- Discretionary bridge funding for Willamette River bridges.
- FAA reauthorization to ensure Airport MAX is not jeopardized.
- Funding for a South Amtrak Station
- Central City Streetcar

AC:DF:rmb

(It remains JPACT policy that the South/No
Corridor, of which IMAX is the first segment,
is the Region's long term priority
for high capacity transit
services.)

DRAFT

If George +
Dick
were
here

November 16, 1999

Oregon Congressional Delegation

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Thank you for your assistance in this matter.

Sincerely,

Jon Kvistad, Chair
Joint Policy Advisory Committee on Transportation (JPACT)

The South/North Corridor is the region's top priority for high capacity transit service. Segment #1 the Imax light rail project to the north, is the region's immediate transportation priority for federal approvals and funding.

Corridor Map

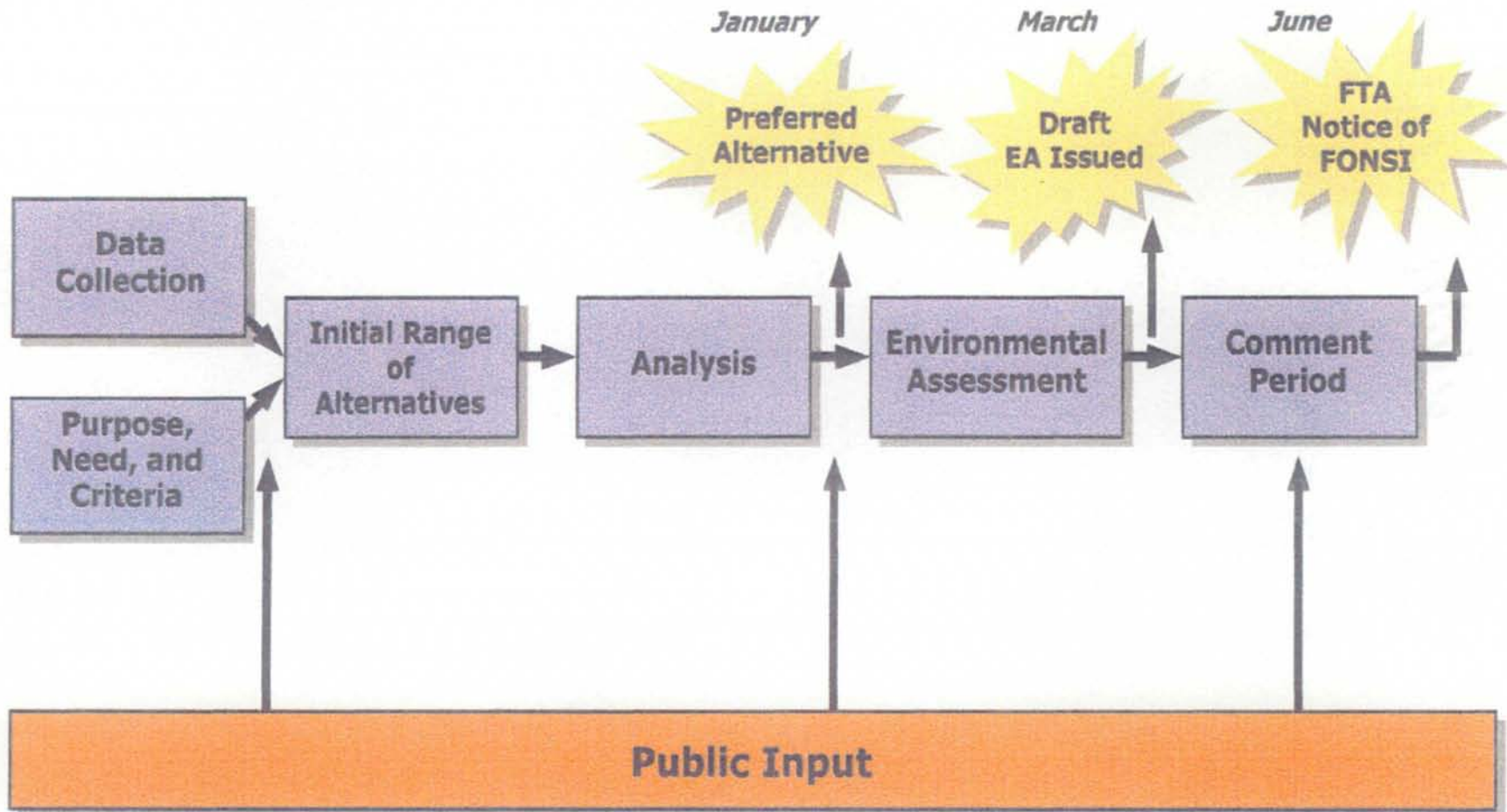


WASHINGTON COUNTY
COMMUTER RAIL STUDY



Wilsonville to Beaverton Commuter Rail

Alternatives Analysis and Environmental Assessment



EXECUTIVE SUMMARY

This study, made possible through funding by the 1997 Oregon Legislature, was initiated to answer the question of whether a commuter rail operation in the Wilsonville to Beaverton corridor offers a transportation solution significant enough to warrant the required capital and operating cost investments. The study was commissioned by jurisdictions located in the eastern portion of Washington County interested in exploring all possible options for addressing the rapidly increasing traffic congestion on facilities such as I-5 and Highway 217. The concept being evaluated is the use of the existing freight rail line, which generally parallels I-5 and Highway 217, for passenger rail service.

Commuter rail ... a definition

Commuter rail commonly refers to passenger rail service operated on rail lines which currently or in the past have served as heavy freight railroad lines. Although commuter rail operations have existed for decades in some metropolitan areas, only recently has it seen a substantial resurgence as regions heavily impacted by traffic congestion look for lower cost solutions. Dallas, San Diego, Los Angeles, Seattle, Sacramento and Vancouver BC are but a few of the communities where commuter rail has recently been initiated or is in the process of being implemented. The service in most applications focuses on the peak period commute, although a number of mature systems offer service all day.

Commuter rail operations usually serve longer trips and have stations spaced at a greater distance than typical for a light rail system. Commuter rail cost advantages are the result of use of existing right of way and freight rail improvements. Vehicles used in commuter rail projects vary substantially, from double decked locomotive pulled units to light weight single diesel units resembling light rail cars.



Commuter Rail vehicle near Denny Road in Beaverton

Previous study

A previous study titled the Washington County Interurban Rail Feasibility Study, Phase I, was completed in May 1997. The purpose of the study was to determine if there were technical, regulatory or legal issues which would prevent implementation of a commuter rail operation in the corridor. The following findings were reported:

- No design or engineering obstacles exist which would prevent a commuter rail operation in the corridor
- Improvements would have to be made to the current rail facilities. Stations, park and ride lots and a maintenance facility would have to be built
- The required capital costs for this corridor were anticipated to be near the lower end of recent experience in implementing similar projects
- Corridor trip characteristics suggest service should be bi-directional
- Commuter Rail travel time would be comparable to the average auto travel time and less than parallel bus service
- Estimated ridership of 1,820 in year 2000 and 2,290 in year 2015 is within the range of experience of commuter rail operations in North America, although at the lower end of the scale
- No legal issues that appear insurmountable were discovered

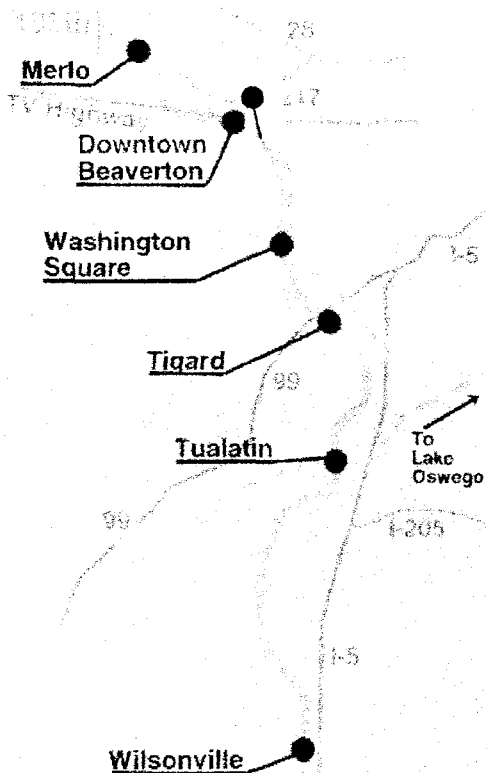
In summary, no fatal flaws which would prevent the project from being implemented

were discovered during the study completed in May 1997. The study provided the basis for a funding request to the Legislature to undertake the current Phase II study which is to provide a more detailed assessment of the possible implementation of commuter rail in the corridor.

Project Description

The proposed project would run from Wilsonville to Beaverton, connecting to the Westside light rail at one of two alternative locations; the Beaverton Transit Center or the Merlo Road Station. The distance is 15.3 miles to the Beaverton Transit Center and 17.8 miles to Merlo Road. The Northern 1/3 of the corridor is owned by the Union Pacific Railroad (UPRR), and the Southern 2/3 by the Oregon Department of Transportation. Freight rail service over the entire line is provided by the Portland & Western Railroad.

Stations are proposed to be located at:
 Wilsonville - serving residential and high employment areas



Wilsonville to Beaverton commuter rail corridor

- Tualatin - serving residential and the downtown area
- Tigard - serving the downtown area and the existing transit center
- Washington Square - serving employment and the regional shopping center
- *Central Beaverton - serving the downtown area and bus connections
- *Merlo Road - serving residential areas and connecting to light rail
- Beaverton Transit Center - serving the downtown and light rail connection

*only on the Merlo Road alternative

Corridor Condition Assessment

A detailed inspection was made of the existing railroad facilities to determine the condition of the track, crossings, bridges and structures. The line was determined to be generally in fair to good condition for the current level of service and train speeds.

Capital Improvement Plan

Rail - The report identifies specific improvements required to accommodate a 60 mph passenger operation (75 mph South of Tualatin). Selected rail replacement and improvements to ties, ballast, crossings and bridges/structures are identified. The plan calls for double-tracking between Lombard Street and the Bonita crossover, and adding sidings at Wilsonville and Merlo Road.

Signal System - To improve safety and operating efficiencies, a Centralized Traffic Control (CTC) system has been assumed for the entire line.

Stations - A prototypical station design was developed. Included is a 200-foot platform, a sheltered waiting area, benches, information



A typical commuter rail station

system and pedestrian/bike facilities. With the exception of the Beaverton Transit Center and Central Beaverton, all stations have park and ride spaces; 752 for the Merlo Road alternative and 652 for the Beaverton Transit Center alternative.

Beaverton Transit Center Alignment - The Beaverton Transit Center alternative represents a special case because it involves construction of a new track alignment of approximately 2,000 feet between the intersection of the UPRR and Farmington Road and the Beaverton Transit Center. The alignment would be located in the center of a reconstructed Lombard Street and would require modification of the signals at Beaverton-Hillsdale and Canyon Road and a new signal at Broadway.

Maintenance Facility - The recommended location for a maintenance/storage facility is in Tigard, south of Hall Blvd. near Wall Street. The facility will be designed to accommodate inspection, cleaning, storage, operator report and minor maintenance functions. Major maintenance functions and repair are recommended to be contracted to outside vendors.

Vehicles

The report reviews the full range of vehicles potentially available for use including locomotive-hauled cars and self-propelled cars. The features and characteristics of each vehicle type are described and estimated procurement costs identified. Based on the capacity requirements, operating flexibility and suitability for in-street operation if the Beaverton Transit Center alternative is selected, the recommendation is to pursue as a first priority new FRA-compliant Diesel Multiple Units (DMU) technology. These vehicles are self-propelled, can operate as individual cars or in sets of multiple cars and are designed to allow operation on lines with existing freight operation. A second choice

would be to pursue refurbished Rail Diesel Cars (RDC) which would represent the least cost option, if enough suitable cars can be located. An inappropriate option, given existing and projected freight rail operations, would be diesel-powered light rail cars.

Capital Cost Estimates

Cost estimates were developed based on current unit costs for similar construction. Vehicle costs were based on the most recent industry experience. All costs are stated in 1998 dollars. The following tables provide

SUMMARY OF COSTS - BEAVERTON TRANSIT CENTER ALTERNATIVE

ITEM	COSTS
Track, Structures, Crossing, Signal Improvements	\$38,726,760
Stations, Park and Ride Lots	5,308,240
Dispatch Center and Radio System	1,250,000
Maintenance Facility	2,200,000
Vehicles ¹	17,500,000 - 24,000,000
Total Cost	\$64,990,000 - 71,490,000

(1) 7 or 8 cars at a cost range of \$2.5 to 3.0 Million.

SUMMARY OF COSTS - MERLO STATION ALTERNATIVE

ITEM	COSTS
Track, Structures, Crossing, Signal Improvements	\$36,540,000
Stations, Park and Ride Lots	6,019,000
Dispatch Center and Radio System	1,250,000
Maintenance Facility	2,200,000
Vehicles ¹	22,500,000 - 30,000,000
Total Cost	\$68,509,000 - 76,009,000

(1) 9 or 10 cars at a cost range of \$2.5 to 3.0 Million.

estimates for the two alternatives under consideration; Beaverton Transit Center and Merlo Road. A range of costs were developed for the vehicle portion of the costs reflecting the limited North American acquisition experience for such vehicles and fluxuation of the number of cars required. The Beaverton Transit Center option is less expensive due primarily to the reduced length which requires fewer cars to operate the same service frequency.

Operations Plan

Operating plans were developed for both the Beaverton Transit Center and Merlo Road alternatives. For both alternatives, DMU technology was used to develop travel time

and schedules. Train frequency was established at 30 minutes, in both the north and southbound directions. Planned service hours are from 5:30 to 9:00 am and 3:30 to 7:00 pm. The maximum operating speed is 60 mph north of Tualatin and 75 mph south of Tualatin. The travel time from Wilsonville to Merlo Station is 31 minutes with an average speed of 34 mph. From Wilsonville to Beaverton Transit Center travel time is 25 minutes at an average speed of 37 mph. Four train sets will be required to operate the Merlo service, and three for the Beaverton Transit Center.

Annual Operating Costs

Based on the operating plan which establishes operating hours, service miles and equipment requirements, annual operating costs for each alternative were developed.

The operating costs are based on the current ownership in the corridor. With public ownership of the entire corridor some operating expenses such as access fees and liability insurance would likely be less than indicated in the following table.

ANNUAL OPERATING COSTS

COSTS	BTC	Merlo
Train operators	\$904,000	\$1,202,000
Equipment maintenance	\$592,000	\$717,000
Track maintenance / Access charges	\$341,000	\$378,000
Station maintenance	\$385,200	\$443,200
Insurance	\$804,000	\$804,000
General and administrative	\$850,000	\$850,000
Total	\$3,876,200	\$4,394,200

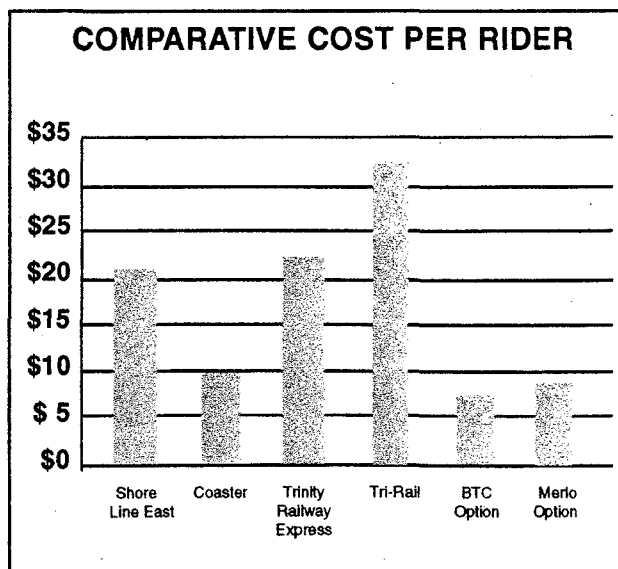
Operating Revenues

The primary source of funds for operating the service other than public or public/private funding sources will be the fare structure established for users of the commuter rail service. A broad range of options from no fares to a premium fare structure were explored. The recommended option is to

integrate the fare structure with the Tri-Met system which currently would result in a flat fare of \$1.10. This approach would simplify use of the system and emphasize the commuter rail line as an element of an integrated transportation system. Other potential revenue sources associated with operation of the service could include advertising, sponsorship of vehicles or stations, charter operations and possibly charges for parking at park and ride lots. These latter sources would likely provide a marginal amount of revenue. Other items such as easements, fiber optics, subsurface rights and trackage rights represent potential sources of revenues if the corridor is in public ownership and an agreement exists that such revenues would be dedicated to offsetting operating expenses.

Project Cost Effectiveness

Commuter rail in the Wilsonville to Beaverton corridor represents a low capital cost option for providing a time-competitive travel option which connects a number of the Washington County 2040 Framework Plan designated regional and town centers. The cost per route mile is substantially lower than either expanding adjacent highway facilities



or building light rail. The cost of increasing the system capacity would also be less than other options. Because the ridership levels are lower, the per passenger operating cost is greater than light rail, but due to the line's relatively short length its costs are less than comparable commuter rail systems in North America.

Project Funding

The commuter rail project is potentially eligible for funding through numerous federal, state and local sources. The study does not rank the project with respect to other regional or local priorities.

Land Use and Transportation Plans

Metro's Joint Policy Advisory Committee on Transportation (JPACT) has endorsed inclusion of the Wilsonville-Beaverton line into the revised Regional Transportation Plan. The line serves the designated regional centers of central Beaverton and Washington Square and town centers at Tigard, Tualatin and Wilsonville. The project is consistent with both the Portland region and State of Oregon policies which encourage increasing the number of mobility options. A review of local transportation and land use plans did not identify any significant conflicts with the proposed project.

Environmental Review

The study was to determine if any "fatal flaws" from an environmental standpoint exist which would suggest the project should not proceed or would require substantial expense to mitigate. ODOT and consultant team members conducted an analysis of cultural/historic resources, wetlands/water resources, threatened and endangered species, hazardous materials and 4(f) properties. None of these areas exhibited impacts which would suggest the project could not

successfully move ahead. The work does indicate that a full environmental assessment will be required.

Institutional Considerations

Implementation of a commuter rail operation will require resolution of the appropriate entities to serve in the roles of owner, operator and manager of the system. In many cases the roles are split between existing jurisdictions, newly formed entities and contractors. The most common arrangement for smaller new operations such as the Wilsonville to Beaverton line is to contract significant portions or all of the operating and maintenance functions. The report concludes that the complexities of developing the line and implementing service would be simplified if the entire line were under public ownership.

Demonstration Project

Development of a full demonstration project is not recommended. In order to develop a service which reasonably representative of the travel time, station locations, access and passenger amenities important to a successful operation a substantial capital and operating investment would be required. Excursion type service such as provided on September 12 and 13, 1998 in conjunction with the Westside Light Rail opening has helped to develop public awareness and demonstrated a public interest in such service.

DATE: November 10, 1999

TO: JPACT

FR: Andy Cotugno, Metro
Kate Deane, ODOT

RE: Bonding Projects

Based on the feedback we received at the public comment meetings and discussions with jurisdictions about their priorities, we are recommending the attached list of projects to JPACT for your consideration at the November 18, 1999, meeting. This list is 135% of the amount available to Region 1. There are \$256 million worth of projects on the list; however, the Region 1 target is \$189 million.

This list is for JPACT to discuss, forwarding their final recommendation of projects to the OTC at their December 9, 1999, meeting.

AC:KD

Attc.

C:\Cotugno\JPACTmemoreODOTbondpgm.doc

ODOT/Metro Proposed Bonding List (135%)

Project #	Name	Cost in Millions
1	US 26: 217-Murray	\$24
2	Hwy 217: TV to 26	21
3	Columbia/Killingsworth/87th Ave	24
4	Clackamas Industrial Connector	73
6	Tualatin-Sherwood Expressway (MIS)	2
7	US 30: Swedetown - Lost Creek (Columbia County)	9
8	US 26: 217-Camelot	12
9	Hwy 99E: Hwy 224 - River Road (Milualkie)	2
10	Sandy Blvd (12th -57th)	17
12	South Portland Circulation	21
13	I-5: Greeley Ave to I-84/Lloyd Dist Access EIS	5
14	Barbur Blvd. (Alice St. to Capitol Hill Rd.)	3
16	242nd Avenue Connector	25
17	I-5: Delta Park to Lombard	13
new	Cornelius Gateway Enhancement	2.75
new	US 26: Wildwood to Wemme (Clackamas County)	2
	Total	\$255.75
	Region 1 Target	\$189.00
	Percent	135%



Oregon

John A. Kitzhaber, M.D., Governor

Department of Transportation

Region 1
123 NW Flanders
Portland, OR 97209-4037
(503) 731-8200
FAX (503) 731-8259

November 17, 1999

FILE CODE:

To: JPACT

From: Kate Deane, ODOT

Subject: Update of the Region 1 Supplemental STIP Process

Public Outreach

Over the course of the last month, Region 1 held six public comment meetings on the Supplemental STIP. Four of the meetings were held in the Portland metropolitan area, and one meeting each was held in Rainer and Hood River. The Portland area meetings were held in conjunction with Metro and were joint meetings to receive public comment on both the Supplemental STIP and the Regional Transportation Plan. Approximately 130 people attended the six meetings.

Status of the Region 1 Project List

Following the completion of the public meetings, ODOT's Region 1 office developed a list of projects that we recommend *continue to be considered for construction with bond funds*. This list was developed based on feedback during the public comment period and discussions with jurisdictions about priorities. This list was then reviewed with Metro. A short and long version of this list are attached.

The attached list represents a first cut to 135% of the amount available to Region 1. There are \$256 million worth of projects on the list, however, the Region 1 target is \$189 million. The following are some of the highlights of the list:

- Projects 1-4 and 6-9 were on the original ODOT project list. These projects continue to have a high level of jurisdictional and public support.
- Project #5, I-5: Greeley Ave. to N. Banfield (estimated cost \$92 million), was not recommended for funding by JPACT because the project could not be constructed within the 6 year timeframe and because the local jurisdiction does not support the current project design. This project is not recommended by ODOT.
- Project 13 is an EIS for the I-5: Greeley Ave. to N. Banfield and the Lloyd District area. This project will allow ODOT, the City of Portland and the community to come to consensus on both the freeway design and improvements to the local street network adjacent to the freeway.



- Projects 10, 12 and 14 are strongly supported by the City of Portland and likewise received support during the public comment period. These projects include three boulevard projects (Sandy Blvd., South Portland Circulation and Barbur Blvd.) in which district highways would be reconstructed with more main street features. Jurisdiction of the road would be turned over to the City as part of the agreement to fund these projects on the Sandy Blvd and South Portland Circulation projects.
- Projects 11 and 15 are not recommended for funding because the other projects within the City of Portland are of a higher priority to this jurisdiction.
- Project 16 is strongly supported by Multnomah County and cities in east Multnomah County. It also received support during the public meetings. This project will provide a more direct connection between I-84 and US 26.
- Project 17 is strongly supported by the jurisdictions and the public in Clark County, Washington. This project has emerged in the I-5 Trade Corridor Study as one of four critical bottlenecks. The first phase of the Study will be complete in December 1999.
- Project 18 is not recommended for funding because the other projects within Clackamas and Washington counties are of higher priority for those jurisdictions.
- Project 19 was identified through the public comment meetings. The Cornelius Gateway Enhancement project will allow for completion of main street treatment of Tualatin-Valley Highway as it passes through Cornelius. This is a project that the Region 1 Community Solutions Team has been working to get constructed.
- Project 20 and 21 were also identified through the public comment meetings. These projects are located in the eastern side of the Region 1 area, outside of the Portland metropolitan area. The original list contained no projects in this area.

Recommended Next Steps

ODOT and Metro recommended that Region 1 work with the OTC members prior to the December JPACT meeting to craft a 100% list that has OTC input. At the December 9, 1999 meeting JPACT would then consider a 100% list and either accept that list or suggest revisions. The list adopted at the December 9, 1999 meeting will then be forwarded to the Oregon Transportation Commission for their approval in January.

ODOT/Metro Proposed Bonding List (135%)

Project #	Name	Cost in Millions
1	US 26: 217-Murray	\$24
2	Hwy 217: TV to 26	21
3	Columbia/Killingsworth/87th Ave	24
4	Clackamas Industrial Connector	73
6	Tualatin-Sherwood Expressway (MIS)	2
7	US 30: Swedetown - Lost Creek (Columbia County)	8.5
8	US 26: 217-Camelot	12
9	Hwy 99E: Hwy 224 - River Road (Milwuakie)	2
10	Sandy Blvd (12th -57th)	17
12	South Portland Circulation	21
13	I-5: Greeley Ave to I-84/Lloyd Dist Access EIS	5
14	Barbur Blvd. (Alice St. to Capitol Hill Rd.)	3
16	242nd Avenue Connector	25
17	I-5: Delta Park to Lombard	13
19	Cornelius Gateway Enhancement	2.75
20	US 26: Wildwood to Wemme (Clackamas County)	2
21	Pacific Ave and 12th (Hood River)	0.5
Total		\$255.75
Region 1 Target		\$189.00
Percent		135%

PROJECTS PROPOSED FOR BONDING *

Region 1

	Project Name	County	Route or Highway Name	Current Construction Cost Estimate **	Notes	Recommend for 135% list.
1	US 26: OR 217 to Murray Blvd. with Barnes Road Ramp. Adds lanes EB and WB, restores Barnes Road on-ramp, and improves Cedar Hills interchange.	Washington	Sunset Hwy., US-26	\$24,000,000	This project has been identified by Washington County and the City of Beaverton as a priority.	Yes
2	Hwy 217: Tualatin Valley Hwy to HWY 26 - improves interchange	Washington	Beaverton-Tigard Hwy., OR-217	\$21,000,000	This project has been identified by JPACT as a regional priority. It is a deferred element of Westside Corridor Project	Yes
3	Columbia/Killingsworth/87th Avenue connection; improves Port of Portland freight access and access from South Airport to I-205 (Port of Portland)	Multnomah	Northeast Portland Hwy, US 30B	\$24,500,000	This project has been identified by JPACT as a regional priority.	Yes
4	Clackamas Industrial Connection - I-205 to 135th: Extend the Milwaukie Expressway over I-205 to join Hwy 212/224 at 145th.	Clackamas	new alignment of Hwy 224 - the Milwaukie Expressway	\$72,500,000	Project limits have been revised. Project will end at approximately 135th, not 145th as originally described.	Yes
5	I-5: Greeley Ave. to N. Banfield/ Lloyd District Rose Quarter Access	Multnomah	Pacific Hwy., I-5	\$92,000,000	This project cannot be constructed in 6 years and is not recommended by JPACT. Please see project #13, that is proposed as a replacement.	No
6	Tualatin-Sherwood Expressway - conduct Major Investment Study (EIS) for roadway between I-5 and 99W	Washington	new alignment	\$2,000,000	JPACT and ODOT recommend conducting a Major Investment Study (MIS) instead of an EIS as originally proposed. The MIS will better define the alternatives that should be examined in an EIS.	Yes
7	US 30: Swedetown to Lost Creek - safety improvements; widen shoulders, extend climbing lane, left turn lane at Lingberg (Carlson) Road.	Columbia	Lower Columbia River Hwy., US-30	\$8,500,000		Yes
8	US 26: OR 217 to Camelot - Complete widening of US 26 to 3 lanes in each direction by adding an eastbound lane.	Washington	Sunset Hwy., US-26	\$11,500,000	This project has been identified by JPACT as a regional priority. It is a deferred element of Westside Corridor Project	Yes
9	99E: Hwy. 224 to River Rd. - improve McLoughlin Blvd. through downtown Milwaukie	Clackamas	Pacific Hwy. E., OR-99E	\$1,700,000	This project received an allocation through the MTIP 2000 process that will fund right of way acquisition. This funding applies to construction.	Yes
10	Sandy Modernization (12th to 57th Avenue) - Reconstruct Sandy to Main Street design guidelines.	Multnomah	Northeast Portland Hwy, US 30B	\$17,000,000	This project includes transfer of Sandy Blvd from ODOT to the City of Portland.	Yes
11	SW Clay/Market Reconstruction between Naito Parkway and I-405: Reconstruct US 26 thru Downtown Portland.	Multnomah	US 26	\$5,000,000	<i>This project is not recommended to JPACT for the 135% list.</i> This project includes transfer of Clay and Market from ODOT to the City of Portland.	No
12	South Portland Circulation Phase I: Improve local connections to redevelopment area.	Multnomah	SW Naito Parkway	\$21,000,000	This project includes transfer of Naito Parkway from ODOT to the City of Portland.	Yes
13	I-5: Greeley Ave to I-84/Lloyd Dist. Access: Conduct EIS to develop I-5 design between I-84 and Greeley Avenue and local street design in adjacent project area.	Multnomah	Pacific Hwy., I-5	\$5,000,000	JPACT recommends this project as a substitute for project #5.	Yes
14	Barbur Modernization (Alice St. to Capitol Hill Road): Demonstration Project: Reconstruct Barbur to Main Street design guidelines.	Multnomah	Pacific Hwy. W., 99W	\$3,000,000	This project is recommended to be scaled back. The original project was \$13,000,000.	Yes
15	Lombard Modernization: I-5 to St. Johns Bridge: Reconstruct segments to Main Street design guidelines.	Multnomah	Northeast Portland Hwy, US 30B	\$20,000,000	<i>This project is not recommended to JPACT for the 135% list.</i> This project includes transfer of Lombard from ODOT to the City of Portland.	No
16	242nd Avenue Connector: I-84 to Stark: Change alignment of 242nd connection to I-84.	Multnomah	Columbia River Highway, I-84; extension of 242nd Ave	\$25,000,000		Yes
17	I-5 (Delta Park to Lombard): Widen I-5 freeway to 3 lanes in each direction.	Multnomah	Pacific Hwy., I-5	\$13,000,000		Yes
18	I-5/Hwy 217/Kruse Way Interchange - Ph. 2	Washington & Clackamas	Pacific Hwy., I-5	\$35,000,000	<i>This project is not recommended to JPACT for the 135% list.</i>	No
19	US 26: Wildwood to Wemme	Clackamas	US 26	\$2,000,000	This project was identified through public comment meetings in Hood River County. ODOT has a petition for this safety project signed by 300 persons.	Yes
20	Cornelius Gateway Enhancement Project	Washington	Tualatin Valley Hwy	\$2,750,000	This project was identified through public comment meetings and in conversations with jurisdictions.	Yes
21	Pacific Ave. and 12th	Hood River		\$500,000	This project was identified through public comment meetings and in conversations with jurisdictions.	Yes
Total Estimated Construction Cost				\$406,450,000		
135% List Estimated Construction Cost				\$254,450,000		
Amount Available in Region 1				\$189,000,000		

* Projects 1-9 were originally proposed by ODOT. Projects 10-18 are supplemental projects to the ODOT list added by JPACT.

** Cost estimates are under review and should be considered draft.

it provides for stop-work orders and fines of as much as \$1,000 a day for violators.

Saltzman's amendment includes all machine digging in the ordinance, not just digs that require permits through the Bureau of Buildings.

But small-scale violators would receive only an educational visit from a Bureau of Environmental Services worker, Saltzman said, and wouldn't be fined even if they didn't mend their ways.

Hales said he's skeptical about the extent of the erosion problem from nonconstruction activities.

The Unified Sewerage Agency in Washington County has taken the same basic approach since 1990 without problems, agency officials say.

Saltzman said he expects about 200 erosion complaints a year.

The final vote on the amended ordinance is scheduled for Wednesday, with the ordinance taking effect in March.

QUOTABLE

"If people are going to hose away their gardens, and it's going to go into our storm sewers, and we have to pay to get it out, I think that's an issue."

— Commissioner
Dan Saltzman

OTHER ACTION

The council also:

◆ Voted 4-0 to approve a resolution opposing any efforts in Congress to overturn Oregon's assisted-suicide law. Commissioner Jim Francesconi, a devout Catholic, would have had a tough call to make on the issue given Catholic opposition to assisted suicide. But Francesconi was absent Wednesday, traveling in Japan.

◆ Approved a \$50,000 contract with Global Action Plan for the Earth to provide a sustainable-lifestyle campaign for Portland residents.

— Scott Learn

Street youths assail City Hall, claim

The mayor talks to them briefly, and others sign their petitions as they prepare for a campout Wednesday

By PETER FARRELL
THE OREGONIAN

About 30 youths, some of whom said they have lived on Portland streets for years, complained Wednesday to Mayor Vera Katz that Portland police officers are harassing them, sometimes physically abusing them.

The mayor talked briefly with the group members as they prepared to camp out for the night under the portico of City Hall. She

asked them to write a letter for an appointment so she could set up a meeting to discuss the issues. Katz is police commissioner.

Dozens of people going in and out of City Hall signed a petition asking for an end to the harassment.

"Most of us are what we call 'old school' and have been on the street for a while, and we're doing this to protect the 'newbies,'" said Renee McDonald, 16, who talked to the mayor. She said a similar protest eight years ago brought some relief for street youths.

Holly Baugh, 19, who said she has lived on the street for most of the past eight years, said that when they sleep under bridges or in parks, some police officers will kick

them in the head to wake the
"Most of us come from ex-abusive backgrounds and a the street to get away from a Baugh said.

Detective Sgt. Mike Hefley, a formation officer for the Portland Police Bureau, said he could respond to the general actions, but that the bureau provide ways for anyone to complain about police conduct.

Several of the youths said had the names of officers who mistreated street youths.

"We aren't saying all the police are bad," Baugh said. "It's just some that harass us. We want to see them plined."

Multnomah County administration programs that serve Por

THE OREGONIAN
THURS., NOV. 18, 1999

METRO AREA ROUNDUP

PORTLAND

Second round of bids creates hope for I-5/217 interchange

Oregon transportation officials will try today for the second time to launch a reconstruction of one of the state's busiest and most congested freeway interchanges.

If all goes as planned, a face-lift of Interstate 5 at its interchange with Oregon 217 could begin as early as next spring. The project's first phase is scheduled to take about two years.

The first attempt to award a contract, estimated at \$35 million, stalled in June when only one private construction company submitted a bid. It was at least 10 percent higher than state officials had anticipated, prompting the decision to wait until the busy summer construction season was over before trying again.

Bids from interested companies are scheduled to be opened this morning in Salem.

Motorists, as well as merchants

along the frontage road facing the interchange, say they can't wait for the project to get under way. Any slowdowns caused by the construction, they add, will be worthwhile if the completed project improves traffic flow.

The interchange carries more than 141,000 automobiles a day toward destinations in Portland, Beaverton, Lake Oswego and Wilsonville.

Continuing residential and business growth in the suburbs feeding into the interchange is projected to add 50,000 more cars a day within 20 years, according to state estimates.

Police investigate shootings of two Tuesday night in NE

Portland police are investigating two Tuesday night shootings in Northeast Portland that left a 29-year-old man and a 40-year-old woman hospitalized.

About 9:15 p.m., Mallaan Saffron was shot while in a rear parking lot of an apartment complex in the 5800 block of Northeast Sixth Avenue, said Detective Sgt. Mi-

chael Hefley, a Portland Police Bureau spokesman.

A friend drove Saffron to east Precinct, where he was by ambulance to a Portland hospital. Saffron was in fair condition Wednesday with wounds to lower torso, a spokeswoman said.

At 10:34 p.m., Kimberly Cophy was shot while in the southeast corner of the intersection of Northeast 10th Avenue and Worth Street. She suffered a facial wound to her right lower lip and was in good condition, a spokeswoman said.

Although the shootings occurred near the same time, "we don't know if the two are connected," Hefley said. "Detectives are looking to see if there are any similarities."

TROUTDALE

Native American artifact halts construction of plant

The discovery of what is believed to be a Native American artifact has halted the construction of a manufacturing plant along No-