

C O U N C I L

Metropolitan Service District
527 SW Hall Portland, Oregon 97201 503/221-1646

Agenda

Date: July 26, 1979

Day: Thursday

Time: 7:00 p.m.

Place: Water Services Building
510 SW Montgomery Street
Portland, Oregon

CALL TO ORDER (7:00)

1. INTRODUCTIONS
2. WRITTEN COMMUNICATIONS TO COUNCIL
3. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS
4. CONSENT AGENDA (7:10)*
 - 4.1 Minutes of Meeting of June 28, 1979
 - 4.2 A-95 Review, directly related to MSD
 - 4.3 Contracts
 - 4.4 Resolution No. 79-62, Authorizing Interstate Funding for Phase I, I-5 North Freeway Transportation Improvement Project (TIP)
 - 4.5 Resolution No. 79-63, Amending Transportation Improvement Program (TIP) to include new City of Portland FAU Project
5. REPORTS
 - 5.1 Report from Executive Officer (7:20)*
 - 5.2 Council Committee Reports (7:40)*
 - 5.3 A-95 Review Report (8:10)*
 - 5.4 1978-1979 Progress Review Report for LCDC (8:15)*

Council Agenda
July 26, 1979

Page 2

6. OLD BUSINESS

- 6.1 Ordinance No. 79-73, Providing Personnel Regulations for the Metropolitan Service District and Repealing Interim Personnel Rules adopted Pursuant to Council Resolution No. 79-2 (8:30)*

7. NEW BUSINESS

- 7.1 ~~Resolution No. 79-64, Recommending the City of Fairview Request for Acknowledgment of Compliance with LCDC Goals (8:45)*~~ (Postponed for further review)
- 7.2 Resolution No. 79-65, Establishing a Regional Strategy to Address Major Transportation Corridor Issues (9:00)*
- 7.3 Resolution No. 79-66, Forwarding Results of Analysis Regarding Highway 43 and Marylhurst South Access to ODOT (9:16)*
- 7.4 Resolution No. 79-67, Selecting Problem Areas for Consideration of MSD Interstate Transfer Reserve Funding (9:30)*
- 7.5 Resolution No. 79-68, Amending Criteria for MSD Reserve of Interstate Transfer Funds (9:45)*
- 7.6 Resolution No. 79-69, Adopting Prospectus for Regional Transportation Planning in Portland-Vancouver Metropolitan Area (10:00)*
- 7.7 Resolution No. 79-70, Reaffirming Withdrawal of I-505 from Interstate Highway System (10:15)*

8. ANNOUNCEMENTS

ADJOURNMENT (10:30)*

* Times proposed are suggested - actual time for consideration of agenda items may vary.

mec

C O U N C I L

Metropolitan Service District
527 SW Hall Portland, Oregon 97201 503/221-1646

Agenda

Date: July 26, 1979

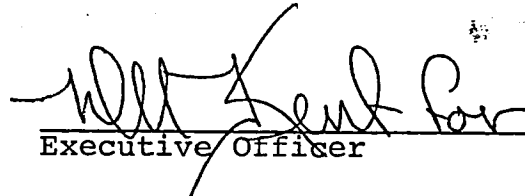
Day: Thursday

Time: 7:00 p.m.

Place: Water Services Building
510 SW Montgomery Street
Portland, Oregon

C O N S E N T A G E N D A

The following business items have been reviewed by the staff and an officer of the Council. In my opinion, these items meet the Consent List Criteria established by the Rules and Procedures of the Council.


Executive Officer

4.1 Minutes of Meeting of June 28, 1979

Action Requested: Approve Minutes as circulated.

4.2 A-95 Review, Directly Related to MSD

Action Requested: Concur in Staff Findings

4.3 Contracts

Action Requested: Approve execution of contracts

4.4 Resolution No. 79-62, Authorizing Interstate Funding for Phase I, I-5 North Freeway Transportation Improvement Project (TIP)

Action Requested: Adopt Resolution No. 79-62

4.5 Resolution No. 79-63, Amending Transportation Improvement Program to include new City of Portland FAU Project

Action Requested: Adopt Resolution No. 79-63

mec

July 26, 1979

A-95 REVIEW SUMMARY

The project applications described below have been processed by MSD staff and recommendations have been made as indicated.

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>1. <u>Project Title:</u> Jenkins Estate Park (#797-3) <u>Applicant:</u> Tualatin Hills Park and Recreation District <u>Project Summary:</u> Proposed funding would provide parking, security and access for visitors to the core area of the park. The park site is located at Farmington and Grabhorn Roads on the northwest slope of Cooper Mountain. <u>Staff Recommendation:</u> Favorable Action.</p>	\$ 49,400 (Heritage Conservation & Recreation Service)	-0-	\$ 49,400	-0-	\$ 98,800
<p>2. <u>Project Title:</u> Redevelopment of Small Cities' Central Business District (#797-5) <u>Applicant:</u> Cities of Gresham and Troutdale <u>Project Summary:</u> Demonstration project to conduct detailed analysis of revitalization strategies for the core area and central business districts of Gresham and Troutdale. <u>Staff Recommendation:</u> Favorable Action.</p>	\$ 48,000 (Economic Development Administration)	-0-	\$ 12,000	-0-	\$ 60,000
<p>3. <u>Project Title:</u> State Data Center (#797-6) <u>Applicant:</u> State of Oregon <u>Project Summary:</u> Establishment of a consortium of state agencies to coordinate and improve the use of census data. Participants include the Bureau of Governmental Research at the University of Oregon, Center for Population and Research at Portland State University, Oregon State Library, and the Intergovernmental Relations Division. <u>Staff Recommendation:</u> Favorable Action.</p>	\$ 100,266 (Pacific Northwest Regional Commission)	-0-	-0-	-0-	\$ 100,266
<p>4. <u>Project Title:</u> Red Sunset Park Acquisition (#797-13) <u>Applicant:</u> City of Gresham <u>Project Summary:</u> Acquisition of eleven acres in Northeast Gresham for use as a community park. Proposed site is located at 242nd (Hogan Road) south of Stark. <u>Staff Recommendation:</u> Approval</p>	\$ 70,000 (Heritage Conservation & Recreation Service)	-0-	\$ 70,000	-0-	\$ 140,000

ADOPTED BY THE
MSD COUNCIL
THIS 26th DAY OF July, 1979
Mary H. Luster
CLERK OF THE COUNCIL

AGENDA MANAGEMENT SUMMARY
ADOPTED BY THE

TO: MSD Council
FROM: Executive Officer
SUBJECT: Contract Review

THIS 26th MSD COUNCIL
DAY OF July, 1979
Mary E. Kunkle
CLERK OF THE COUNCIL

The following is a summary of contracts reviewed by staff and submitted for Council action in accordance with Resolution No. 79-52:

MANAGEMENT SERVICES

The following contract was be considered by the Ways and Means Committee on July 17, 1979.

Contractor: Multnomah County Data Processing Authority
Amount: Not to exceed \$55,000 depending on computer time usage during the year
Purpose: Data Processing for Transportation Public Facilities and Metropolitan Development Programs

ZOO

1. Contractor: Service Employees Union, Local No. 49.
Amount: 7 percent wage rate increase from last year's contract, plus \$500 per year laundry allowance.
Purpose: Collective Bargaining Agreement with Zoo concession workers.
2. Contractor: City of Portland CETA
Amount: \$11,048 paid to the Metropolitan Service District.
Purpose: Washington Park Zoo Ground Restoration Project, extension of existing contract.
3. Contractor: City of Portland CETA
Amount: \$43,425 paid to the Metropolitan Service District.
Purpose: Feline House Rehabilitation, extension of existing contract.

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
 FROM: Executive Officer
 SUBJECT: I-5 North Freeway Improvement and Management Program

BACKGROUND: The MSD Systems Analysis of Major Regional Transportation Corridors indicates that peak-period traffic conditions on the I-5 North Freeway are the most severe in the region, with large segments of the facility exhibiting 30 or more hours of vehicle delay per mile during the peak hours. The opening of the northern segment of the I-205 Freeway in 1982 is expected to initially reduce traffic by about 20 percent, but traffic levels are expected to climb back to present levels by 1995. MSD analyses have shown that the type and characteristics of travel in the I-5 North Corridor through 1995 could not be effectively served by a major transitway, although improved transit service in the corridor appears essential. Traffic management improvements appear to be most consistent within the system context.

The Oregon Department of Transportation (ODOT) has examined the management options for the I-5 Freeway in depth and has initiated a two phase program for solving the problems using Federal Aid Interstate funds:

Phase I: The I-5 North Freeway Improvement and Management Project.

This project will be to design and install ramp metering signals at all I-5 on-ramps, both northbound and southbound, between Hayden Island and North Broadway. It will also include restriping and/or widening ramps to provide High Occupancy Vehicle (HOV) Bypass Lanes. The Appendix describes the objectives and systems content of the Phase I project.

Phase II: The I-5 North Freeway Reconstruction and Widening Project.

This project would involve the widening of segments of the Freeway where additional capacity is necessary for the efficient operation of the facility. It is proposed to widen the existing four-lane section between the Portland Blvd. ramps to six lanes. Additionally, it is proposed to widen both northbound and southbound connections to the east end of the Marquam Bridge.

While ODOT has initiated both projects, they have requested that preliminary engineering and construction funding be immediately authorized for Phase I of the program. In accordance with FHWA requirements and agreements with ODOT, MSD staff will perform a

systems analysis of several outstanding corridor issues relating to the Phase II program. This analysis will concern the systems affects of (a) Exclusive HOV lanes, (b) the Columbia Blvd. Interchange, and (c) Marquam Bridge access. This analysis is scheduled to be completed by September, allowing federal programming of preliminary engineering funds in FY 1980.

BUDGET IMPLICATIONS: The approved MSD Budget provides funds for the staff planning activities involved in preparing systems documentation for new projects funded by Federal Aid Interstate funds.

POLICY IMPLICATIONS: The action on Phase I of the I-5 North Freeway Improvement and Management Project is consistent with regional policy to develop and implement management solutions to transportation problems.

ACTION REQUESTED: Approval of the attached Resolution which would amend the FY 1979 Annual Element of the Transportation Improvement Program (TIP) to include (a) \$46,000 in Federal Aid Interstate funds for preliminary engineering of Phase I, and (b) \$414,000 in Federal Aid Interstate funds for the construction of Phase I of the I-5 North Freeway Improvement and Management Program. This amendment is made with the understanding that the funds will be automatically carried over into the FY 1980 Annual Element of the TIP, if necessary.

SS/gl
4226A
0033A
7/12/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING)
INTERSTATE FUNDING FOR PRELIMINARY)
ENGINEERING AND FOR)
CONSTRUCTION OF PHASE I OF THE I-5)
NORTH FREEWAY IMPROVEMENT AND)
MANAGEMENT PROGRAM AND AMENDING)
THE ANNUAL ELEMENT OF THE TRANS-)
PORTATION IMPROVEMENT PROGRAM)

RESOLUTION NO. 79-62

Requested by
Rick Gustafson

WHEREAS, MSD has performed an analysis which indicates that travel conditions on the I-5 Freeway are a major regional concern; and

WHEREAS, MSD analysis indicates that recommended improvement on the I-5 North Freeway should involve traffic management techniques; and

WHEREAS, The Oregon Department of Transportation (ODOT) has prepared the I-5 North Freeway Improvement and Management Program which identified traffic management objectives for the I-5 North Freeway; and

WHEREAS, ODOT has initiated two projects to meet the improvement objectives; and

WHEREAS, ODOT has requested that preliminary engineering (PE) and construction funds be immediately programmed to fund Phase I: I-5 North Freeway (Hayden Island to North Broadway) Improvement and Management Project; and

WHEREAS, ODOT and MSD staff analyses indicate that implementation of the I-5 North Freeway Improvement and Management Project will meet the specified improvement objectives; and

WHEREAS, Through Resolution BD 780805 the CRAG Board of

Directors adopted the Transportation Improvement Program (TIP) and its Fiscal Year 1979 Annual Element; now, therefore,

BE IT RESOLVED:

1. That the MSD Council authorize \$46,000 in Federal Aid Interstate funds to initiate preliminary engineering on the I-5 North (Hayden Island-North Broadway) Improvement and Management Project.

2. That the MSD Council authorize \$414,000 in Federal Aid Interstate funds for construction of the I-5 North (Hayden Island-North Broadway) Improvement and Management Project.

3. That the MSD Council amend the FY 1979 Annual Element accordingly, and carry over the funds into the FY 1980 Annual Element if the project cannot be programmed prior to FY 1980.

4. That the MSD Council find the Phase I project to be in accordance with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 approval.

5. That the MSD Council amend the TSME to include the Freeway Improvement and Management Project only.

ADOPTED by the Council of the Metropolitan Service District this 26th day of July, 1979.

Presiding Officer

SS/gl
4227A
0033A

Appendix
SYSTEMS REPORT
I-5 PHASE I PROJECT

The objectives of this Phase I project are to:

1. control peak-hour access onto I-5 to provide more efficient operation;
2. redistribute traffic in the corridor to maximize freeway capacity;
3. promote safety on the facility; and
4. encourage the diversion of peak-hour trips from the single occupant automobile into more efficient transportation modes.

Preliminary analysis by ODOT and MSD staff indicates that implementation of the project will meet these objectives. Access control through ramp metering will allow a more uniform access onto the freeway, relieving the traffic operation problems caused by the platooned entry of vehicles onto the freeway. Ramp metering would permit peak hour traffic to operate at 40 mph which would increase the carrying capacity of the facility and shorten the duration of the peak period.

Trips that currently use the parallel arterials to avoid I-5 congestion will be encouraged to get on the freeway sooner. Local (shorter) trips currently using the freeway will be discouraged from using the facility, adding to the traffic on parallel arterials. ODOT's analysis indicates that the net effect will be a reduction of traffic on the parallel city streets during the peak hour. The improved operation of I-5 will also reduce rear-end accidents, which, because of the stop and go conditions currently experienced, are the predominant type of accident on the facility. The travel time savings projected for the HOV bypass lanes will provide an incentive for the diversion of trips from single occupant automobiles into carpools, vanpools or transit.

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: New City of Portland FAU Project - Preliminary Engineering
 for Selected FAU City Overlays

BACKGROUND: The City of Portland has requested that Federal FAU funds be authorized by MSD to support the initiation of a new project to overlay paved surfaces on selected FAU routes (26.73 miles) within the city limits. When I-205 funds become available, it is the City's intention to request funding for construction of these projects with the I-505 City Reserve. In order to commence construction in spring/summer of 1980, the City has determined that preliminary engineering should begin as soon as possible. The City of Portland has requested \$72,160 of FAU monies be authorized immediately for the preliminary engineering on this project.

The City FAU Reserve fund established by MSD only contains \$37,000. However, it is anticipated that this amount will be increased to over \$246,000, once a correction is made to past obligations. Some \$209,546 was erroneously obligated for a City sponsored FAU project in 1978. Once deobligation occurs, the City FAU Reserve fund will be replenished by this amount. Therefore, it appears that ample FAU Reserve funds exist to cover preliminary engineering costs on the new overlay project.

BUDGET IMPLICATIONS: The approved MSD Budget contains funds for monitoring and updating the region's Transportation Improvement Program.

POLICY IMPLICATIONS: Authorization of FAU funds for this project would be consistent with existing policy of applying FAU funds to respond to both local and regional problems. However, policies have not been established by MSD for the use of the I-505 City Reserve fund. Such policies need to be established before such funds are authorized.

ACTION REQUESTED: Authorize FAU funds for preliminary engineering on this project with the understanding that the erroneous obligation of \$209,546 will be deobligated.

/gl
4330A
0033A
7/12/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	Resolution No. <u>79-63</u>
TRANSPORTATION IMPROVEMENT PRO-)	
GRAM AND ITS ANNUAL ELEMENT TO	)	Requested by
INCLUDE A NEW CITY OF PORTLAND	)	Rick Gustafson
FAU PROJECT)	

WHEREAS, CRAG Resolution BD 780805 adopted the Transportation Improvement Program (TIP) and its Annual Element; and

WHEREAS, CRAG Resolution BD 781213 transferred a portion of Federal Aid Urban monies outside the Portland metropolitan area, thereby, resulting in a limitation of FAU funds available for obligation; and

WHEREAS, In Resolution No. 79-25, MSD prioritized projects to receive FAU funds dedicated to the City of Portland including the establishment of a City FAU Reserve; and

WHEREAS, It appears the City FAU Reserve funds exceed \$246,000, once an erroneous obligation is corrected, thus allowing funding for a new project; and

WHEREAS, The City of Portland has requested that a new project be initiated in FY 1979 using FAU funds, namely;

Preliminary engineering for selected FAU projects

City Overlays - \$72,160 (Federal); and

WHEREAS, The Transportation Policy Alternatives Committee has reviewed and concurs with this request and its systems report (Exhibit A); now, therefore,

BE IT RESOLVED,

1. That the TIP and its Annual Element be amended to include the project and amounts set forth in Exhibit B.

2. That the amendment be made an integral part of the

Resolution
Page 2

TIP and its Annual Element and hereby receives affirmative A-95
preview.

3. That the TSME be amended to include the project.

ADOPTED by the Council of the Metropolitan Service Dis-
trict this 26th day of July, 1979.

Presiding Officer

/gl
4331A
0033A

EXHIBIT A

SYSTEMS REPORT

Project Objectives: To correct deficient surfaces on selected FAU routes by overlaying to full width, including any base repair as required on a priority basis.

Degree to Which Project Meets Objectives: This project will overlay approximately 14-18 miles of heavily used roadway each year.

Impact of the Project on Overall Regional Transportation System: This project will not alter travel patterns or markedly change travel times. It will, however, result in substantially lower maintenance costs, increased driving comfort, and safety because of an improved pavement surface.

Streets being considered for resurfacing by contract

<u>NO.</u>	<u>STREET NAME</u>	<u>MILES</u>	<u>FAU ROUTE</u>
1.	N Alberta, Michigan-Interstate	0.27	9932
2.	N Basin, RR Track-Fathom	0.60	9930
3.	N Fessenden, Columbia-Portsmouth	0.81	9976
4.	N Lombard, St. Johns-City Limits	0.76	9956
5.	N Vancouver Way, Union-Gertz Rd.	0.28	9960
6.	N Williams Ave., Broadway-Killingsworth	1.93	9957
7.	N Williamette Blvd., Portsmouth-Portland Blvd.	1.63	9950
8.	NE Ainsworth, Grand Ave.-33rd Ave.	1.46	9950
9.	E. Burnside St., 47th-67th Aves.	0.99	9822
10.	N Dekum, Union-33rd Ave.	1.40	9952
11.	NE 12th Ave., Irving-Sandy Blvd.	0.50	9765
12.	NE 15th Ave., Shaver-#4337	0.21	9903
13.	NE 33rd Ave., Knott-Peerless Pl.	1.42	9823
14.	NE 42nd Ave., Killingsworth-Fremont	1.02	9699
15.	NE 47th Ave., Sandy-Glisan	0.90	9837
16.	NE 47th Ave., Everett-Burnside	0.30	9837
17.	SE Ankeny, Union-Grand	0.05	9818
18.	SE Belmont, 49th-60th Aves.	0.51	9808
19.	SE Belmont, 60th-69th Aves.	0.48	9808
20.	SE Clinton, 47th-49th Aves.	0.10	9796
21.	SE Clinton, 12th-26th Aves.	0.53	9796
22.	SE Foster Rd., 82nd-88th Aves.	0.36	9776
23.	SE Hawthorne, Grand-12th Ave.	0.34	9356
24.	SE Lincoln, 30th-39th Aves.	0.60	9804
25.	SE Morrison, 12th-25th Aves.	0.66	9808
26.	SE 39th Ave., Holgate-Woodstock	0.77	9699
27.	SE 39th Ave., Woodstock-Glenwood	0.31	9699
28.	SE 60th Ave., Stark-Lincoln	0.78	9847
29.	SE 92nd Ave., Holgate-Woodstock	0.66	9753
30.	SW Jefferson, Front-6th Ave.	0.33	9368
31.	SW Sunset Blvd., Dewitt-Dosch Rd.	1.10	9395
32.	SW 18th Ave., W. Burnside-Jefferson	0.50	9295
33.	NW 21st Ave., Burnside-Quimby	0.71	9311
34.	NW 23rd Ave., Burnside-Vaughn	0.94	9317
35.	SE Milwaukie, 17th-Powell	<u>2.52</u>	9765
TOTAL		26.73	

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

Exhibit B

PORTLAND-VAN COVIER
METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland

LIMITS 35 city streets (FAU) LENGTH 26.73 mi

DESCRIPTION Conduct preliminary engineering to define nature and extent of overlays on selected city streets. PE to use FAU funds, overlays to use I-505 funds when available.

PROJECT NAME PE-Selected
FAU City Overlays
ID No various
APPLICANT City of Portland

SCHEDULE

TO ODOT 8/79
PE OK'D 8/79 EIS OK'D n/a
CAT'Y 3NM BID LET _____
HEARING n/a COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
LONG RANGE ELEMENT _____ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL		82				82
FEDERAL		72				72
STATE		5				5
LOCAL		5				5

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 82,000
CONSTRUCTION _____
RIGHT OF WAY _____
TRAFFIC CONTROL _____
ILLUMIN, SIGNS, _____
LANDSCAPING, ETC _____
STRUCTURES _____
RAILROAD CROSSINGS _____

TOTAL \$ 82,000
new 7/79

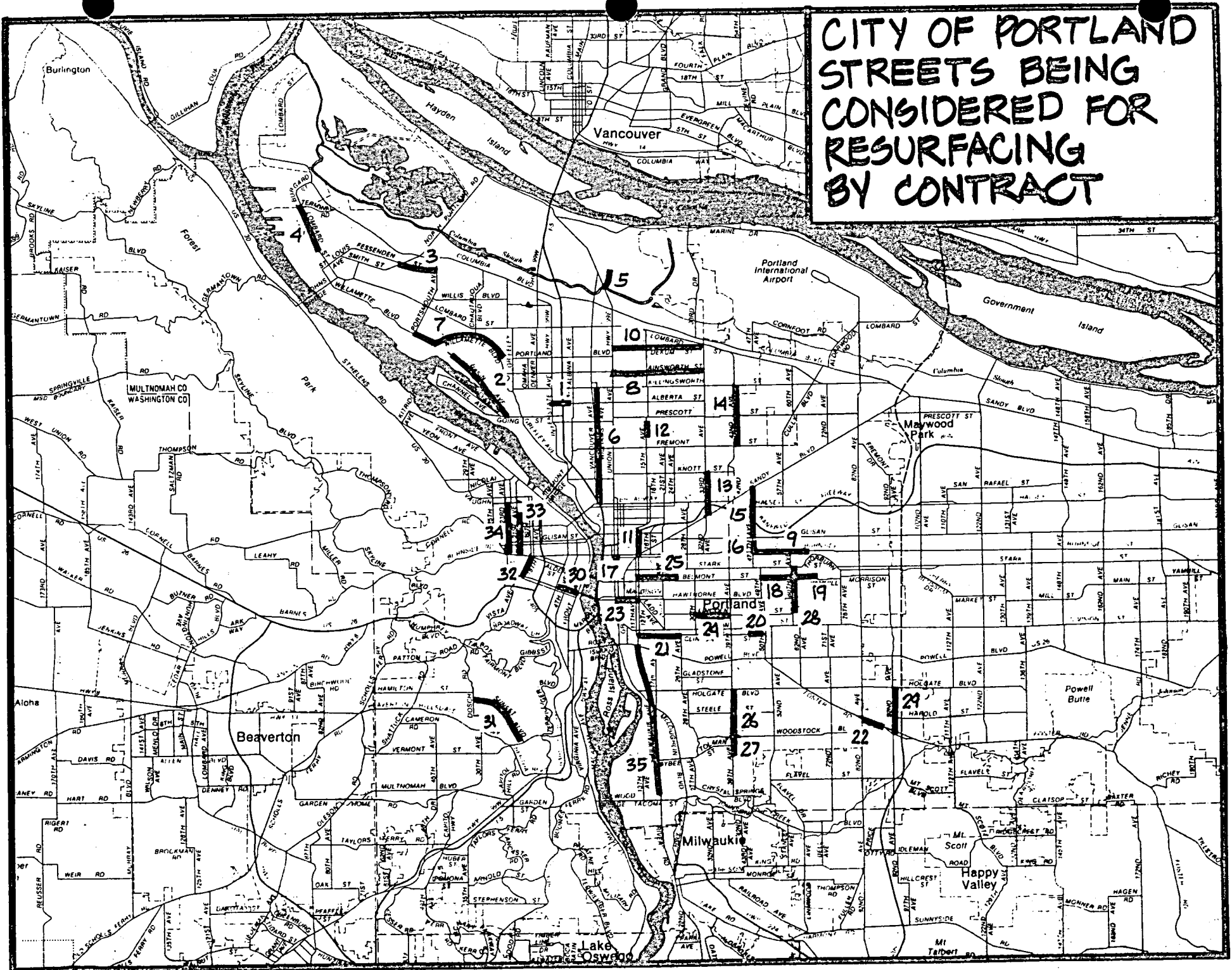
LOCATION MAP

SEE ATTACHED LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL
FAUS (PORTLAND) 88
FAUS (OREGON REGION) _____
FAUS (WASH REGION) _____
UMTA CAPITAL _____ UMTA OPRTG _____
INTERSTATE _____
FED AID PRIMARY _____
INTERSTATE _____
SUBSTITUTION _____
NON FEDERAL
STATE 6 LOCAL 6

CITY OF PORTLAND STREETS BEING CONSIDERED FOR RESURFACING BY CONTRACT



PLANNING AND DEVELOPMENT
COMMITTEE

Metropolitan Service District
527 SW Hall Portland, Oregon 97201 503/221-1646

Agenda

Date: July 23, 1979

Day: Monday

Time: 11:00 a.m.

Place: Room B

1. INTRODUCTIONS
2. WRITTEN COMMUNICATIONS
3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS
4. APPROVAL OF MINUTES
5. REPORTS AND BUSINESS
 - 5.1 UGB Report Re: August 10 LCDC Meeting
 - 5.2 Annual LCDC Planning Progress Reviews*
 - 5.3 Appointment of Tri-Met Ex-Officio Representative to HPAC. *

* Attachments

JS:lz

Metropolitan Service District
527 SW Hall Portland, Oregon 97201 503/221-1646

Agenda

Date: July 31, 1979

Day: Tuesday

Time: 5:00 p.m.

Place: Conference Room "A" (MSD)

WAYS AND MEANS COMMITTEE

Discussion of long-range financing for MSD

MEETING REPORT

DATE OF MEETING: July 12, 1979

GROUP: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS IN

ATTENDANCE: Charlie Williamson, Chairperson, Donna Stuhr, Caroline Miller, Betty Schedeen, Dick Carroll, WSDOT; Bob Bothman, ODOT; John Frewing, Tri-Met; Jim Fisher, Washington Co; Larry Cole, Beaverton; Al Myers, Gresham; Don Clark, Multnomah Co; Rose Besserman, Vancouver; Connie Kearney, Clark Co.

Staff: Bill Ockert, Paul Bay, Ann Batson, Ken Johnsen, Ted Spence, Mike Borresen, John MacGregor, Alan Harvey, Ed Murphy, Gerald Edwards, Frank Angelo, Bob Haas, Deanna Mueller-Crispin, Gary Spanovich, Steve Siegel, Karen Thackston.

MEDIA: None

SUMMARY: 1. CORRIDOR PRIORITIES

Steve Siegel explained the findings of the corridor studies and the recommendations. Dick Carroll commented that the recommendations in the North Corridor stop at the Columbia River and that it is incumbent on Clark County/Vancouver to begin their work to prepare a plan to meet the federal requirements. Connie Kearney stated that RPC would be working on the plan and would have recommendations.

Donna Stuhr moved and was seconded to approve the staff recommendations and forward to the Council for adoption, with the proviso that staff work with Washington jurisdictions regarding Washington Corridor recommendations and report back to JPACT if changes or other study are indicated. Motion adopted unanimously.

2. SCREENING PROCESS FOR THE MSD RESERVE

The screening process applied to the 88 suggested problem areas was explained by Gary Spanovich. TPAC action was to approve the 22 identified problem areas with two additions: 1) include the purchase of buses with the understanding that the city of Portland consider using part of the city reserve to participate and 2) include 257th Avenue. Staff agreed that bus purchases should be studied as long as the city of Portland was willing to consider participating in their purchase as part of the city I-505 reserve.

Staff recommended against the addition of 257th as a separate problem area primarily because it does not meet the adopted criteria and because there are other similar problem areas which were eliminated for the same reasons.

Ed Murphy, Troutdale, said 257th would tie the E. County cities and is meant as a north-south regional corridor. He felt that the E. County Transportation Committee needed time to study the options of responding to the north-south problems and make a recommendation to MSD.

Don Clark stated that the Multnomah County Comprehensive Plan shows 257th as a major arterial and that a decision on 257th should be left open until the E. County Committee does further study.

Paul Bay, Tri-Met stated that his staff had studied the two areas (242nd & 257th) and would support leaving 257th open as a means to respond to the north-south circulation problems including access to the Mt. Hood Community College.

Charlie Williamson asked if there were other jurisdictions with similar situations. Dean Cole, responded that they felt 158th was in the same situation, where two options (158th & Murray potentially respond to the same problem). Bill Ockert pointed out that the same situation exists in Clackamas County where two options (Railroad Ave/Harmony and Harrison/King) could potentially respond to the same corridor problems. He suggested that to be consistent all three situations should be studied. He pointed out that these additions would add to the staff effort and time table for completing the analysis.

Don Clark moved and was seconded to endorse the staff recommendations (including the addition of bus purchases) provided that the options in three of the problem areas not be narrowed down at this time (i.e., 242nd and 257th would be options in the east-west problem areas between Gresham and Troutdale, 158th and Murray would be options in responding to north-south problems in the Beaverton area, and Railroad/Harmony and Harrison/King would be options in responding to east-west problems in the Milwaukie area). Motion adopted unanimously.

3. EVALUATION OF HWY 43 AT MARYLHURST EDUCATION CENTER

Staff explained the process for the proposed signal and the recommendation to send the report to ODOT. Several members commented on the number of other locations needing signals. Charlie Williamson felt something more should be done.

Don Clark moved and was seconded to approve the staff recommendation and forward it to the Council. Motion adopted with one dissenting (Williamson).

4. AMENDMENTS TO THE MSD RESERVE CRITERIA

Bill Ockert stated that the Council had returned the criteria amendments to TPAC and JPACT with direction to do more work on them. TPAC accepted the staff recommendation to approve 1, 2 (with the addition of a financial statement) 5 and 6.

JPACT discussion covered items 7 and 8 and the fact that they would be an incentive to the jurisdictions to do more on their own and a way of stretching the withdrawal funds.

Staff indicated that items 7 and 8 would be used as a measure in the problem area evaluation and JPACT would have to decide their importance when they make the funding decisions.

Jim Fisher moved and was seconded to approve criteria amendments 1, 2 (with inclusion of the financial statement) 5, 6, 7 and 8. Motion passed unanimously.

5. GOALS & OBJECTIONS

Jennifer Sims requested a JPACT workshop to review the goals and objectives for transportation, energy and air quality. Purpose of the workshop will be to revise the existing goals and objectives and to meet the ORS.268 requirements.

The workshop was set for Tuesday, July 24, at 5:30 pm.

6. TIP & TSME AMENDMENT - PORTLAND OVERLAY PROJECT

Bill Ockert stated that JPACT will need to decide whether criteria will be established for the city of Portland Reserve.

Don Clark moved and was seconded to approve the amendment. Motion passed unanimously.

7. TIP & TSME AMENDMENT - I-5 N

Caroline Miller questioned public acceptance of ramp metering. Bob Bothman explained the state's plan for citizen involvement.

Don Clark moved and was seconded to approve the amendment. Motion passed with one dissenting vote (Miller).

8. PROSPECTUS/MEMORANDUM OF UNDERSTANDING W/CLARK CO RPC

The updated Prospectus is required for federal certification. The only change requested was that RPC have membership on TPAC.

Dean Cole moved and was seconded to approve the Prospectus, including RPC membership on TPAC and forward to the Council for adoption. Motion passed unanimously.

9. REAFFIRMATION OF I-505 WITHDRAWAL

FHWA has requested that MSD reaffirm the CRAG action of withdrawing the I-505 freeway.

Dick Carroll moved and was seconded to reaffirm the I-505 withdrawal and forward to the Council for approval. Motion passed unanimously.

MEETING REPORT

DATE OF MEETING: July 3, 1979 3:00 p.m.

GROUP/SUBJECT: Solid Waste/Public Facilities
Council Committee

PERSONS ATTENDING: Councilors Craig Berkman, Jane
Rhodes, Jack Deines, and Gene
Peterson

Staff: Merle Irvine, Terry Waldele,
Karen Hiatt

Guests: Bob and Joan Harris, George
Marshall and Betty Heininge

MEDIA: None

SUMMARY:

The minutes of the June 19, 1979 meeting were approved as submitted.

The meeting began with Mr. Waldele distributing copies of the bylaws for the Water Resources Policy Alternatives Committee. Mr. Waldele briefly reviewed the bylaws and requested Council Committee action at their July 31 meeting.

Merle Irvine reviewed the Solid Waste Policy Alternatives Committee and staff's recommendation on prioritizing the study efforts for the Mira Monte, Durham, Cipole and Alford potential sanitary landfills. It was recommended that the Mira Monte and Durham sites receive the highest priority, followed by Cipole and Alford. Mr. Irvine also reviewed two contracts with CH2M-Hill. The first deals with the siting issues at Mira Monte. Total maximum cost for this study will be \$103,850. The contract detailed the work tasks for a complete study, in accordance with adopted siting procedures. However, the contract has been designed so that it can be terminated at any time if further work is not warranted. The second contract is to explore the Durham Pits site. Mr. Irvine indicated that this effort will consist initially of addressing leachate impact and control which includes determining the depth to aquifers, direction of flow, local water users, possible impacts of contamination by leachate and a recommended collection and treatment facility. The maximum cost of this task is \$21,000. If it appears that the leachate problems can be adequately addressed, detailed work scopes and maximum fees for remaining tasks would be developed. Prior to commissioning outside engineering work on

SOLID WASTE/PUBLIC FACILITIES COUNCIL COMMITTEE
Meeting of July 3, 1979
Page 2

Cipole and Alford's sites it was recommended that the first three work tasks of the Mira Monte site (bird hazards, leachate impact control and flood plain impact) be completed and the first task at Durham (leachate impact and control) also be completed.

Coun. Peterson suggested that site screening and landscaping be added as specific elements of the preliminary engineering design. Coun. Berkman inquired about the possibility of continuing with our study effort if the results of task one (bird hazards) indicates major problems with the Aurora Airport. Mr. Harris, from Charbonneau, suggested that the Council Committee conduct a public hearing at the completion of task one to receive public comment, prior to continuing with the study effort.

Mr. Irvine indicated that the two contracts with CH2M-Hill were on the agenda for July 12, for Council approval.

It was moved and seconded that the Committee approve in concept the contract and work scopes for the Mira Monte and Durham studies. The motion passed unanimously.

Mr. Irvine reviewed with the Committee the existing rules and regulations and committee membership for the Solid Waste Policy Alternatives Committee. After some discussion it was agreed that Coun. Peterson would review the rules and regulations and submit his comments at the July 31 meeting. At that time, committee membership would also be discussed.

Mr. Irvine reviewed a draft resolution stating MSD's policies regarding on-site recycling, reuse and recovery programs by industrial generators of material that would be otherwise discarded as solid waste. This draft resolution is in response to concern raised by several large industries and the Portland Chamber of Commerce during discussion of HB 2846, that the passage of this bill would prohibit on-site recycling. It was the consensus of the Committee that the resolution include a statement that the operation of on-site recycling, reuse and recovery programs be conducted in a manner that would protect the health, safety, welfare and environment of the community. In addition, the Committee suggested that Section 3 of the draft resolution be eliminated because of redundancy. Further discussion on the draft resolution will occur at the next Council Committee meeting on July 31.

Coun. Rhodes announced to the Committee that on August 11, between 10:00 a.m. and noon, a clean-up of Johnson Creek would take place. She has contacted various neighborhood groups to determine which

SOLID WASTE/PUBLIC FACILITIES COUNCIL COMMITTEE
Meeting of July 3, 1979
Page 3

specific locations of the creek needed attention, the extent of clean-up required, and to seek assistance for this effort. Debris generated as a result of the clean-up will be collected the following Monday by the Public Works Department's of Multnomah and Clackamans County and the City of Portland.

Mr. Irvine noted the recent termination of an agreement with Resource Recovery Byproducts Inc. This termination was the result of RRB not paying the required user fees for the months of December, January, February, March, April and May.

On Friday, June 29, 1979, the City of Portland directed Plews Land Reclamation, operator of the St. John's Landfill to cease accepting loads of solid waste containing demolition material, wood, paper, etc. This action, which occurred without notification to the collection industry, created major problems Friday night, since the collectors had no place to dispose of their waste. According to Mr. Irvine, the following Monday representatives from MSD, DEQ and the City of Portland met to discuss the City's actions and what could be done to lessen the impact on the collection industry. It was mutually agreed that Portland would lift its ban on demolition, paper, wood, etc., and would be open at night until the collection industry had been consulted and an equitable solution agreed upon.

REPORT WRITTEN BY: Merle Irvine

MI:kk

A G E N D A

Zoo Committee

July 19, 1979

3:30 P.M.

1. Minutes
2. Staff Report - Animal Management Division
3. Old Business
 - a. Zoo Foundation
 - b. Zoo/Friends Agreement
 - c. Other
4. New Business
 - a. Public Hearings and Newspaper Poll for
Zoo Development Program
 - b. Primate Project Construction Contract Timetable
 - c. Contracts
 - d. Other

Zoo Committee (MSD Council)
Minutes: July 11, 1979
3:30 p.m., Education Building
Washington Park Zoo

NEXT MEETING
Thursday, July 19, 1979
3:30 p.m., in the Zoo's
Education Building

Those present: Cindy Banzer, Chairperson; Councilor Craig Berkman.
Zoo Staff: Warren Iliff, Kay Rich, Judy Henry.
Guest: Gay Stryker.

I. Reading of Minutes: Not discussed.

II. Old Business

- a. Friends/ MSD Agreement: A copy of the proposed agreement between the FOZ/MSD was distributed. A copy of this is to be sent to Rick Gustafson for his feedback prior to the next meeting of this committee.

Motion: Councilor Berkman moved that a resolution adopting this agreement be prepared for the next meeting of this committee which, if adopted, would then be presented at the MSD Council meeting of July 26.
Motion carried.

The FOZ has made the decision to issue a non-membership calendar that will sell for \$5.

- b. Development Foundation: A proposal for a zoo development foundation as drafted by Judy Bieberly of the MSD was distributed along with some background information from Warren Iliff (see attached) for the committee members to study prior to the next meeting. Warren Iliff will prepare for that meeting a drafted grant proposal underwriting this project for the next two years. Councilor Berkman suggested that the Oregon Community Foundation be one of the organizations approached to fund this foundation.

Mr. Iliff stated that it is his hope that whomever is selected as Chairperson of the foundation's board be a key person in the community who would play the major role in selecting the other board members, thereby keeping these selections from being political.

III. New Business

- a. Contracts: Kay Rich stated that we would like to extend Canteen Corporation's contract for one year. We are very satisfied with them; get approximately \$8,000 revenue from them; and the old contract is favorable in terms of percentages.

Motion: Councilor Berkman moved that the Zoo Committee support the contract extension for Canteen Corporation as proposed by Kay Rich.
Motion carried.

- b. Public Hearings: Chairperson Banzer requested that Warren Iliff and Marilyn Holstrom draft a list of public hearing dates for this fall, with a minimum of three hearings. She would also like ideas on how to best publicize these hearings. This will be an agenda item for the next meeting of this committee.
- c. Admissions: On the agenda for the next meeting will be a discussion of the split fee and annual pass.
- d. Thank you letters: Chairperson Banzer requested that Warren Iliff draft thank you letters to the following for her signature:

Kathy Tesdal for her actions in foiling a robbery attempt at the zoo.

First National Bank for their donation of a mouse sculpture.

Meier and Frank for sponsoring the jazz concerts.

- e. Zoo Trip: Chairperson Banzer is interested in the idea of a small group comprised of Zoo Committee members and zoo staff members (and perhaps some members of the FOZ Board) visiting some of the zoos located in California.
- f. Meeting Attendance: In the future those Councilors who can not attend meetings of the Zoo Committee should notify Warren Iliff (226-1561) or Judy Henry who will then contact the Chairperson of the committee with that information. The decision on whether the meeting shall be cancelled will rest with the Chairperson.

IV. Meeting: The next meeting of the Zoo Committee is scheduled for Thursday, July 19, at 3:30 p.m. in the Education Building.

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Attachments

MEETING REPORT

DATE OF MEETING: July 17, 1979

GROUP/SUBJECT: WAYS and MEANS COMMITTEE

PERSONS ATTENDING: Councilors: Jack Deines, Donna Stuhr,
Gene Peterson, Caroline Miller,
Mike Burton, Corky Kirkpatrick

Staff: Denton Kent, John Gregory,
Andrew Jordan, Charlie Shell,
Jill Hinckley, Bob McAbee

MEDIA: None

SUMMARY:

Vice Chairman Deines called the meeting to order at 5:10 p.m. Since Coun. Kirkpatrick, Chairman of the committee, was not expected to arrive until 6:00 p.m., Coun. Deines suggested delaying consideration of the Personnel Rules. Coun. Burton, unable to remain at the meeting until that time, expressed his support of the memorandum to be presented by Coun. Peterson. A memorandum from Coun. Banzer was also distributed to be considered for discussion.

Coun. Peterson presented his memorandum which supported Council confirmation of all positions involved with policy formulation, having contact with the public and local government officials and those having responsibilities to serve the public. These positions were the Chief Administrative Officer, Legal Counsel, Legislative Liaison, Council Secretary, Information Officer, Local Government Relations Officer and all Department Heads.

Coun. Peterson proposed that as many positions as possible be maintained on a merit basis. All supervisory tasks, efficiency ratings, disciplinary action or dismissals would be the sole responsibility of the Executive Officer, with the exception of Council staff.

Coun. Burton stated that he wanted to avoid any problems over the authority to be exercised by the Executive officer and the Council by establishing clear-cut guidelines.

In response to a question by Coun. Stuhr, Coun. Peterson explained that he was not concerned over the technical qualifications of a prospective employee. He was concerned over any possible conflicts with Council policy, any conflict of interest, ability to work effectively with the Council and public, and with local officials. Coun. Peterson envisioned that the Executive Officer would present a resume to the Council for consideration after a selection had been made. If the Executive Officer chose, the Council could meet with the candidate.

Coun. Stuhr questioned how the Council would determine if there were a conflict. After a discussion of that point, Coun. Peterson concluded that the process would largely be a preventive measure since the Executive Officer would not likely present any one who would be in potential conflict with Council positions.

The Personnel Rules were tabled temporarily and Coun. Deines moved to a report on the status of Data Processing Systems. The report was presented by Mr. Charlie Shell.

Mr. Shell reviewed the background on the purchase of the computer explaining that the initial decision was based on the objective of consolidating computer usage which was disbursed among several pieces of equipment. At the time of this decision, the staff worked on the assumption that existing staff would convert existing programs to run on the new computer. While the transportation and solid waste programs are ready to be converted, changes have occurred since the initial decisions were made which have created problems with the financial systems.

These changes have involved staff turnover which left the organization without the skills needed to convert the existing financial programs. It was also discovered that because of the inadequacy of the documentation of the existing program and serious design flaws, the financial program was not worth converting.

Mr. Shell explained that a recommendation on how to proceed with the acquisition of a financial systems program was based on the constraints of lack of data processing staff which could be used for financial systems and program maintenance, the inadequacy of the existing programs and the prior decision to consolidate computer usage on one piece of equipment. Mr. Shell stated that the staff was prepared to recommend that MSD acquire a financial reporting system from a company which provides performance guarantees and has local maintenance services available.

Mr. Shell discussed how the staff arrived at this recommendation and how existing constraints limited the options of improving the existing system or of acquiring other systems. Mr. Shell listed the alternatives considered, such as a cooperative project with Tri-Met, the purchase of an interim system to meet our requirements until a project with Tri-Met could be completed or time-sharing on another system.

Mr. Shell concluded that the staff would continue to evaluate alternative systems which could be installed on the new computer and would be making a report back as soon as a firm recommendation was prepared.

A draft report on long-term financing for MSD and organizational issues prepared by Rick Gustafson, Executive Officer, was presented by Denton Kent. The memo focused on two issues; long-term financing and alternative organizational structure and future responsibilities. The memorandum suggested three organizational structures to provide citizen input on these issues.

These were: 1) reconstitute the Tri-County Local Government Commission, 2) establish a citizen committee for finance or, 3) formulate an executive committee to direct long-term issues for the Tri-County Local Government Commission.

The Committee asked questions about the formation of the Tri-County Commission, the original authority and the process of reconstituting the Commission. Coun. Kirkpatrick explained that the 60 member Commission was originally established by the Boundary Commission, which had received a grant to finance a study of Metropolitan Government. Members of the Commission and a representative of the Chamber of Commerce selected the members which were divided between elected officials, business, labor and the academic community.

Coun. Miller expressed concern over how the Council would maintain contact with the Commission. Coun. Miller stated that the Executive Officer should not have sole access to the Commission.

Coun. Kirkpatrick acknowledged that the members of the Commission would be appointed by the Council.

On the arrival of Coun. Kirkpatrick, the discussion of long-term financing was tabled and the Personnel Rules were discussed. Coun. Deines reviewed the memoranda from Coun. Peterson, Coun. Banzer and the Employees Association. The committee reviewed changes made by staff after the Ways and Means Committee meeting on July 12. The committee first reviewed the various changes on which there had been major discussion at the previous meeting and noted additional changes.

The committee then discussed the issues which had not been previously resolved. Three main issues were discussed: Council confirmation, review of the Executive Officer's action discharging an employee by a three member panel, and the positions to be included in exempt status.

The Committee deleted reference to Council confirmation from the Rules with the intent of resolving the issue at the Council meeting on July 26.

The Committee confirmed its support of the "Troika" review of a grievance involving a discharge.

The Committee also opposed including the Council Secretary in an exempt status. Coun. Miller explained that the secretary should have the same protection as any other employee. Exempting the secretary would place that person in the position of working for 12 people.

The Committee noted two additional issues for further study. The Committee requested staff to recommend a way to establish an incentive for employees to reduce the use of sick leave. Second, the staff was asked to prepare a recommendation on how cost of benefits will be paid for part-time and regular employees and job

sharing positions.

The Committee unanimously approved the Personnel Rules for recommendation to the Council along with Appendix "A" concerning policy on Temporary Employees.

The Committee resumed discussion of the long-term financing and organizational issues. The committee decided to invite Rick Gustafson and Coun. Banzer to the next committee meeting on July 31 to discuss the issues further.

The Committee then discussed the arrangements and schedule for the Council retreat. They also reviewed a report from Martin-Simonds on the proposed topics to be discussed at the retreat, along with additional topics for further consideration.

The Committee approved a contract with the Data Processing Authority for computer support for the transportation program.

The Committee then received a status report from Denton Kent on labor negotiations.

REPORT WRITTEN BY: Charlie Shell

COPIES TO: Committee
Rick Gustafson
Denton Kent

CH:bk
4410A
D/3

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

Memorandum

Date: July 16, 1979
To: MSD Council
From: Executive Officer
Subject: A-95 Review Report

The following is a summary of staff responses regarding grants not directly related to MSD programs.

1. Project Title: Community Needs Assessment (#796-16)

Applicant: Community Action Team, Inc.

Project Summary: Funding would be used to conduct a comprehensive community needs assessment for Columbia County.

Federal Funds Requested: \$6,135 (Community Services Admin.)

Staff Response: Favorable Action

2. Project Title: Rural/Adolescent Health Services (#796-12)

Applicant: Columbia Health District

Project Summary: Funding to provide primary health care services to residents of Columbia County. Program utilizes a mobile health van and paraprofessionals to make health care more accessible to the general public to alleviate the shortage of physicians in Columbia County.

Federal Funds Requested: \$210,000 (Dept. of Health, Education and Welfare, Public Health Service)

Staff Response: Favorable Action

3. Project Title: English Language and Employment Services (#796-11)

Applicant: Catholic Charities, Inc.

Project Summary: Funding to provide English Language training for Indochinese refugees with emphasis on vocabulary essential to different professions, occupations and skills. Program would also provide job development services and outreach assistance.

Memorandum to MSD Council
July, 16, 1979
Page 2

Federal Funds Requested: \$123,720 (Dept. of Health, Education and Welfare)

Staff Response: Favorable Action

4. Project Title: Electronics Training Program for Farmworkers (#796-10)

Applicant: California Human Development Corporation

Project Summary: Program to relocate, train and place farmworkers into skilled jobs in the electronics industry. Project will provide farmworkers remedial education and skill training in occupations where rapid growth of electronics industry has resulted in labor shortages. Program to cover Washington, Oregon, California, Arizona and Nevada.

Federal Funds Requested: \$5,000,000 (Dept. of Labor)

Staff Response: Favorable Action

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: 1978-79 Progress Review Report for LCDC

BACKGROUND: MSD has responsibility under ORS 197.260 and Chapter 665, Oregon Law 1977, to prepare an annual report on the status of comprehensive planning by member jurisdictions. The DLCD Director has scheduled review of the annual report in the MSD area for August.

The purpose of this report is to communicate to LCDC the progress made toward compliance with the Statewide Planning Goals. After hearing the report, LCDC may attach conditions to a jurisdiction's planning program and/or grant a further extension of time for revising or completing plans. This is also an opportunity for jurisdictions to address the Commission on the problems or successes of their planning efforts.

The MSD annual review was prepared in cooperation with the LCDC field staff after making personal contact with local staffs, consultants and/or elected officials. The reviews are procedural in nature and are prepared pursuant to the proposed report format suggested by LCDC.

A separate report for each jurisdiction noting background information, compliance schedule, agency coordination, citizen involvement and recommendations on compliance dates is available at MSD. The composite size of these schedules totals almost 100 pages. A summary of the report is attached for your convenience.

The Planning and Development Committee will review the total Progress Review Report at its July 23, 1979, meeting. A committee recommendation on the adoption of Resolution No. 79-71 will be reported at the Council meeting July 26.

BUDGET IMPLICATIONS: The approved MSD budget funds staff coordination activities involved in the completion of the Annual Progress Review.

POLICY IMPLICATIONS: The approval of the 1978-79 Progress Review Report will assist in favorable LCDC actions with regard to planning extensions and requested changes in compliance dates for member jurisdictions.

ACTION REQUESTED: Adopt Resolution No. 79-71, which accepts the 1978-79 Progress Review Report and orders the Report to be forwarded to DLCD for action.

SK:bc
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7/26/79

SUMMARY OF THE ANNUAL REPORT

Jurisdiction	Existing Planning Extension Date	Recommended Planning Extension Date	Existing Compliance Date	Recommended change in Compliance Date (if any)
Clackamas County	August 1, 79	July 1, 80	July 1, 80	
Gladstone	March 1, 79	*	March 1, 79	
Happy Valley	July 1, 78	Oct. 1, 79	Oct. 1, 79	
Johnson City	April 1, 79	Oct. 1, 79	April 1, 79	Oct. 1, 79
Lake Oswego	Jan. 1, 79	Dec. 1, 79	Dec. 1, 79	
Milwaukie	August 1, 79	Sept. 1, 79	Sept. 1, 79	
Oregon City	July 1, 79	Sept. 30, 79	Sept. 30, 79	
Rivergrove	August 1, 79	Dec. 1, 79	August 1, 79	Dec. 1, 79
West Linn	Oct. 1, 78	Nov. 1, 79	Oct. 1, 78	Nov. 1, 79
Wilsonville	August 1, 79	Oct. 1, 79	Oct. 1, 79	
Multnomah County	April 1, 79	*	April 1, 79	
Fairview	June 1, 79	*	June 1, 79	
Gresham	August 1, 79	June 30, 80	June 30, 80	
Maywood Park	A C K N O W L E D G E D			
Portland	August 1, 79	June 30, 80	June 30, 80	
Troutdale	May 1, 79	Nov. 15, 79	May 1, 79	Nov. 15, 79
Wood Village	March 1, 79	Sept. 1, 79	March 1, 79	Sept. 1, 79
Washington County	July 1, 79	July 1, 80	July 1, 79	July 1, 80
Beaverton	July 1, 79	#	July 1, 79	
Cornelius	March 1, 79	Sept. 1, 79	March 1, 79	Sept. 1, 79
Durham	June 1, 79	#	June 1, 79	
Forest Grove	July 1, 79	July 1, 80	July 1, 80	
Hillsboro	August 1, 79	June 1, 80	June 1, 80	
King City	A C K N O W L E D G E D			
Sherwood	July 1, 79	Jan. 1, 80	Jan. 1, 80	
Tigard	June 25, 79	#	June 25, 79	
Tualatin	June 30, 79	Sept. 30, 79	June 30, 79	Sept. 30, 79

* Plans have been submitted for acknowledgement.

No formal recommendation for planning extension or compliance date is made since final plans are expected to be submitted before processing of an extension could be completed.

July 16, 1979

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING)
THE 1978-79 ANNUAL PROGRESS)
REVIEW FOR LOCAL JURISDICTIONS)
IN THE MSD)

Resolution No. 79-71

Requested by
Rick Gustafson

WHEREAS, Chapter 665, Oregon Law 1977, designates MSD as the local coordination body for the portions of Multnomah, Clackamas and Washington Counties within the District; and

WHEREAS, ORS 197.260 calls for an annual review and report to the Land Conservation and Development Commission by the local coordinating body; and

WHEREAS, One calendar year has elapsed since the last formal review of planning in local jurisdictions; now, therefore,

BE IT RESOLVED,

(1) That the 1978-79 Progress Review Report, on file at the MSD offices, is approved; and

(2) That the Council directs and authorizes the Executive Officer to forward the Report to the Director of the Department of Land Conservation and Development for his consideration.

ADOPTED by the Council of the Metropolitan Service District this 26th day of July, 1979.

Presiding Officer

SK:bc
4316A
0033A

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Personnel Rules

BACKGROUND: The Personnel Task Force established by the Council to draft proposed permanent Personnel Rules completed its work and presented its recommendations to the Ways and Means Committee on July 17, 1979. All members of the Council will have received under separate cover a copy of the Rules as proposed by Ways and Means Committee prior to the July 26 Council meeting..

BUDGET IMPLICATIONS: Some temporary positions currently budgeted without benefits will shift to regular employment status with full benefits if the policy on temporary employees is adopted. Additional staff work is required to estimate the increased cost of these benefits.

POLICY IMPLICATIONS: These Rules will establish uniform policy governing Personnel Administration for MSD.

ACTION REQUESTED: Adoption of Ordinance No. 79-73 as recommended by the Ways and Means Committee.

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7/12/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF PROVIDING)
PERSONNEL REGULATIONS FOR THE)
METROPOLITAN SERVICE DISTRICT,)
AND REPEALING THE INTERIM)
PERSONNEL RULES ADOPTED PURSUANT)
TO COUNCIL RESOLUTION NO. 79-2)

ORDINANCE NO. 79-73
Introduced by the
Ways & Means Committee

WHEREAS, It is deemed necessary by the Council, pursuant to Section 7(5), Chapter 665, Oregon Laws, 1977, to adopt permanent personnel regulations which will provide guidance to the Executive Officer in matters relating to personnel.

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT ORDAINS
AS FOLLOWS:

Section 1. The document entitled "Personnel Rules of the Metropolitan Service District", dated July 26, 1979, attached hereto or on file at MSD offices, is hereby adopted and is incorporated herein.

Section 2. The Interim Joint Personnel Rules adopted by Resolution #79-2, on January 4, 1979, are hereby repealed.

ADOPTED by the Council of the Metropolitan Service District this 26th day of July, 1979.

Presiding Officer

ATTEST:

Clerk of the Council

BM:bk
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A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
 FROM: Executive Officer
 SUBJECT: Regional Corridor Strategies

BACKGROUND: An important role of MSD is the development of solutions to problems resulting from inadequate mobility along major regional transportation corridors. Nearly \$200 million in Federal Interstate Transfer funds are allocated in MSD's Transportation Improvement Program to support transitway projects in selected regional corridors. While a specific project has been agreed to in the East Corridor, further efforts are needed to firm up solutions for the other corridors. The MSD staff has completed an analysis of existing and future problems in the major transportation corridors. A major concern of this analysis is to understand the causes of the problems, allowing the tailoring of solutions to problem causes rather than the symptoms. A number of strategies are proposed for addressing the corridor issues. Once approved by the Council, these strategies would guide the staff in conducting more in-depth analysis of proposed corridor policies and projects.

Regional Transportation Corridor Improvement Strategy report summarizes a major corridor analysis which examined each corridor in terms of a) population and employment, b) travel characteristics, c) congestion, d) job accessibility, traffic infiltration through neighborhoods, e) air quality, f) land use, and g) engineering opportunities. The entire analysis is documented in Special Report No. 4: A Systems Analysis of Major Regional Transportation Corridors.

Based on this analysis and discussions with the jurisdictions, a strategy for addressing the major transportation corridor issues is proposed. This strategy, outlined in the attached Regional Transportation Corridor Improvement Strategy report, prioritizes staff activities over the next six months and establishes a decision-making agenda on corridor issues for the Council in developing the Regional Transportation Plan.

Development of corridor solutions are being undertaken within the context of MSD's efforts to prepare the Regional Transportation Plan. While corridor problems are to be dealt with in the plan, a number of other issues must be faced, including the relationship between urban growth and transportation, air quality and energy conservation concerns, transportation services along subregional corridors, financial considerations, the transportation needs of the elderly and handicapped, and the definition of the function provided by various transportation facilities. The plan will provide the Council a policy tool to manage the process of reaching agreement on solutions to a number of critical transportation related issues.

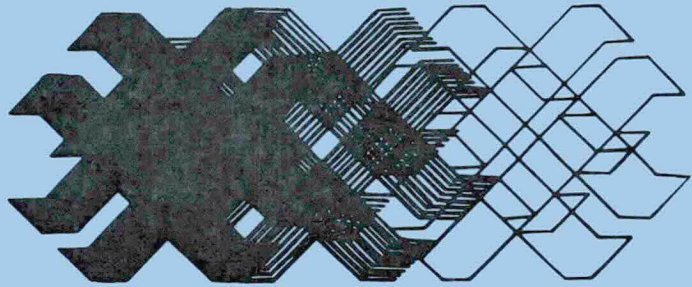
BUDGET IMPLICATIONS: The approved MSD Budget funds staff planning activities called for in the proposed strategy.

POLICY IMPLICATIONS: Approval of the strategy would result in specific policies being established for each major transportation corridor. An agenda for future decision-making by the Council on corridor issues would be established.

ACTION REQUESTED: Adopt the recommendations proposed in Regional Transportation Corridor Improvement Strategy report.

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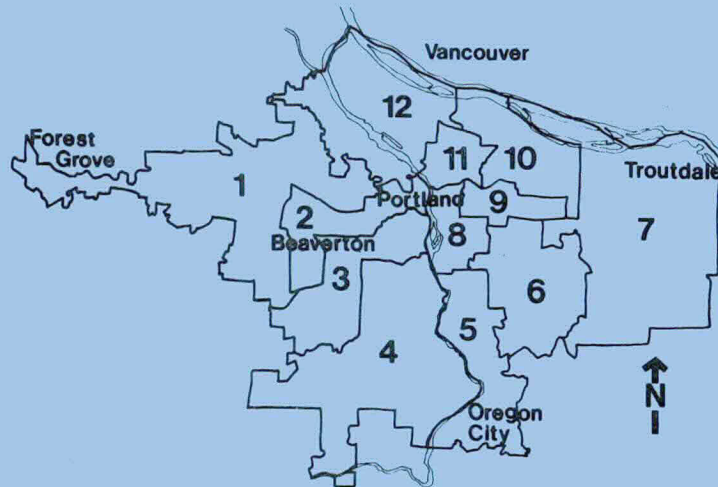
REGIONAL
TRANSPORTATION CORRIDOR
IMPROVEMENT STRATEGY



Metropolitan Service District

July, 1979

Metropolitan Service District



Rick Gustafson
Executive Officer

COUNCIL

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Presiding Officer
District 12

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District 4

Gene Peterson
District 10

Jack Deines
District 5

Marge Kafoury
District 11

Denton U. Kent
Chief Administrative Officer

REGIONAL TRANSPORTATION CORRIDOR IMPROVEMENT STRATEGY

Executive Summary and Recommendations
from
Special Report No. 4: A Systems Analysis of Major Regional
Transportation Corridors

July, 1979

Metropolitan Service District
527 S. W. Hall
Portland, Oregon 97201

PUBLISHED BY

Metropolitan Service District
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C. William Ockert

Director, Transportation
Department

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REGIONAL TRANSPORTATION CORRIDOR IMPROVEMENT STRATEGY

BACKGROUND

The region's major transportation corridors are in trouble and corridor problems are projected to get more severe in the future. Several important opportunities are available to address these concerns. Primary among these opportunities are funds made available from two freeway withdrawals. The region has adopted a policy to direct a major percentage of these funds toward major transportation corridor investments. Nearly \$200 million in Federal Interstate Transfer funds are currently earmarked for major corridor improvements.

The MSD staff has completed an analysis of the major transportation corridors in an attempt to quantify existing and future problems and opportunities.¹ A number of strategies are proposed in this report for addressing the corridor issues. These strategies will guide the staff in conducting more in-depth analysis of proposed corridor policies and projects. The staff analyses will lead to recommendations to be included in the upcoming Regional Transportation Plan.

RECOMMENDED IMPROVEMENT STRATEGY

SUMMARY (MAP 1)

MSD will develop and evaluate light rail and busway options between Portland and Washington County. \$60 million, in federal funds, are currently reserved for project implementation. MSD and ODOT will develop and evaluate improvement options for McLoughlin Boulevard between the City of Milwaukie and the Union/Grand couplet in Portland. \$25 million, in federal funds, are currently reserved for project implementation. ODOT will develop and implement operations improvements in the I-5 freeway between Hayden Island and the Marquam Bridge. \$70-\$100 million will be available for project implementation. Tri-Met and ODOT are responsible for the implementation of the Banfield Transitway Project. \$110 million, in federal funds, are currently reserved for this project. Tri-Met will develop a five year service improvement program. Financing for any recommendations calling for transit service expansion will have to be sought. MSD will prepare and adopt a Regional Transportation Plan to assure that investment decisions make efficient use of regional resources; are coordinated with state, regional and local goals; and are timely.

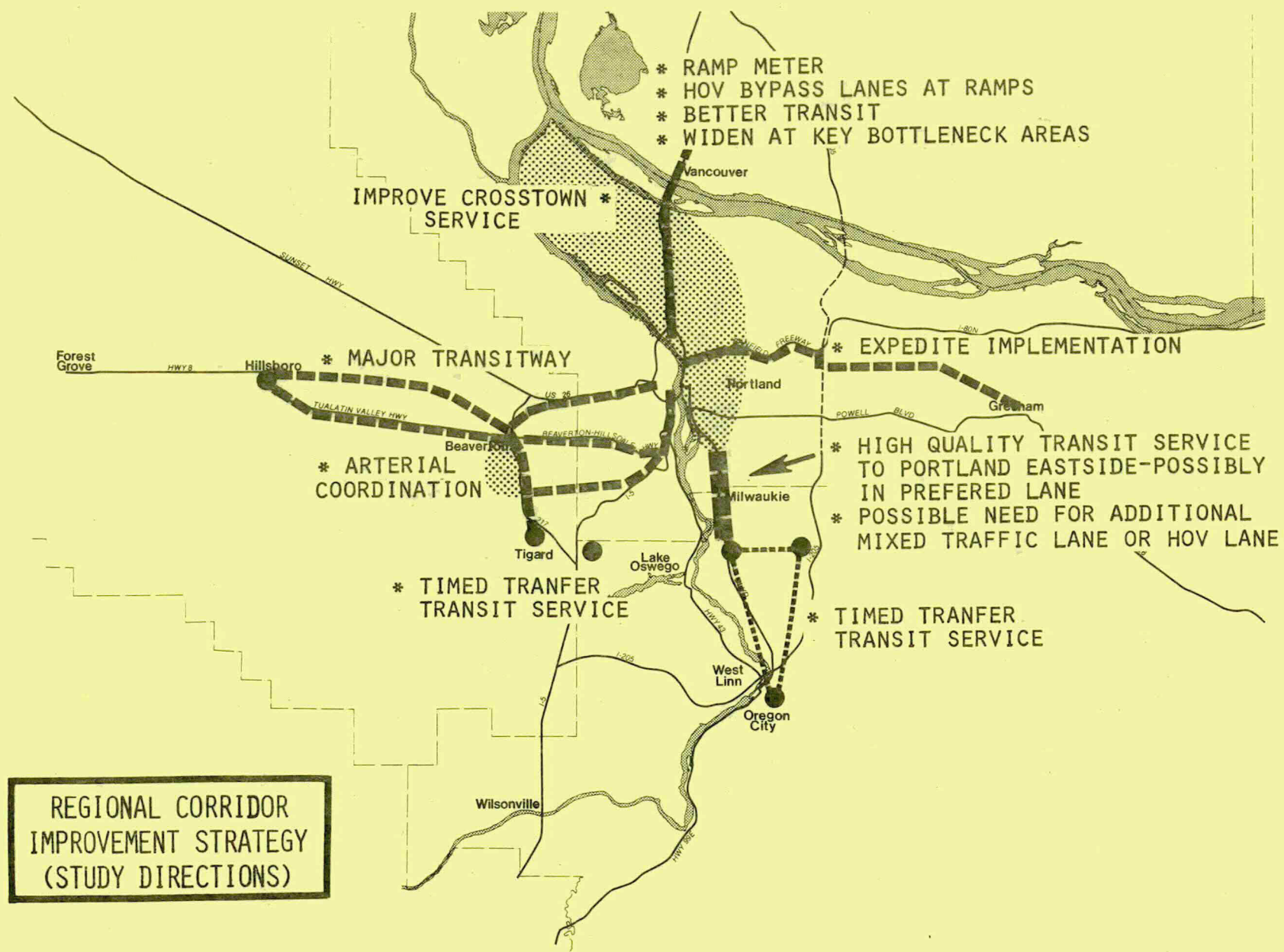
SYSTEMWIDE

Recommendations

Responsible Agencies

- Develop a regional transportation corridor improvement strategy which reflects the relative priorities of the corridors.

MSD



MAP 1

- Aim corridor policies, projects and programs at specific groups of travelers (or "markets") which are identified as being significant contributors to the priority corridor mobility problems. Prioritize transit and system management solutions including land use measures. MSD

- Evaluate all highway system proposals, in part, on the basis of their impact on regional corridor mobility. MSD

EASTERN CORRIDOR

- Facilitate the timely implementation of the Banfield Transitway Project. ODOT/Tri-Met
MSD

Evaluate the effectiveness of implementing high quality crosstown transit service in the Inner East-side of Portland, based upon a service improvement date no later than 1985.

Tri-Met

WESTERN RADIAL CORRIDOR

- Evaluate the effectiveness of implementing either Light Rail or Exclusive Busway service between Portland and Beaverton or Portland and Hillsboro, based upon 1995 benefits and costs and a construction date no later than 1986. MSD

WESTERN CIRCUMFERENTIAL CORRIDOR

- Coordinate local plans for the arterial/collector system in the corridor. MSD
- Evaluate the effectiveness of implementing timed-transfer transit service between Beaverton and Tigard/Washington Square, based on a service improvement date no later than 1985. Tri-Met

SOUTHERN CORRIDOR

- Evaluate the effectiveness of implementing timed-transfer transit service between Oregon City, Clackamas Town Center and Milwaukie, based upon a service improvement date no later than 1985. Tri-Met

1This analysis is documented in Special Report No. 4: A Systems Analysis of Major Regional Transportation Corridors.

- Evaluate the effectiveness of implementing high quality trunk-line transit service between Milwaukie and the Inner Eastside of Portland, based upon a service improvement date no later than 1985. Tri-Met
- Evaluate the effectiveness of implementing additional (one or two lanes) transit, High-Occupancy-Vehicle or mixed-traffic lanes on McLoughlin Boulevard between the City of Milwaukie and the Union/Grand couplet, based upon 1995 benefits and a construction date no later than 1986. MSD/ODOT
- Determine the need to evaluate River Transit options between Oregon City and Portland. MSD

SOUTHWESTERN CORRIDOR

- Evaluate the effectiveness of implementing a branch line between the west-side transitway options to Tigard/Washington Square, based upon 1995 benefits and costs and a construction date of no later than 1986. MSD
- Evaluate the effectiveness of timed-transfer transit service at Tigard/Washington Square and/or the West Portland Park-and-Ride, based upon a service improvement date no later than 1985. Tri-Met

NORTHERN CORRIDOR

- Implement ramp metering and High-Occupancy-Vehicle Bypass Lanes at each on-ramp (northbound and southbound) in the I-5 Freeway between Hayden Island and North Broadway. ODOT
- Evaluate the long-term effectiveness of widening the I-5 Freeway between Hayden island and North Broadway at key "bottleneck" locations. ODOT/MSD
- Investigate the need for increased access (northbound and/or southbound) to the I-5 Freeway at the Marquam Bridge and/or Columbia Boulevard. MSD/ODOT
- Evaluate the effectiveness of implementing high quality trunk-line transit service between Vancouver and major industrial and commercial centers in the Inner Northeast side of Portland, based upon a service improvement date no later than 1985. Tri-Met
- Investigate the role of the I-205 busway within the total context of this revised regional corridor improvement strategy. MSD

**EXECUTIVE
SUMMARY AND
RECOMMENDATIONS**



A. SYSTEMWIDE CORRIDOR IMPROVEMENT STRATEGY

1. Problem

Assuming current trends, policies, plans and committed projects, the MSD region is projected to experience larger population and employment growth during the next two decades than during the previous two decades. By 1995, facilities in the regional transportation corridors (Map 2) will be expected to handle more than a 50 percent increase in vehicle volumes. Most of these facilities, many of which are currently exhibiting poor service levels, will be unable to accommodate the forecasted demand.

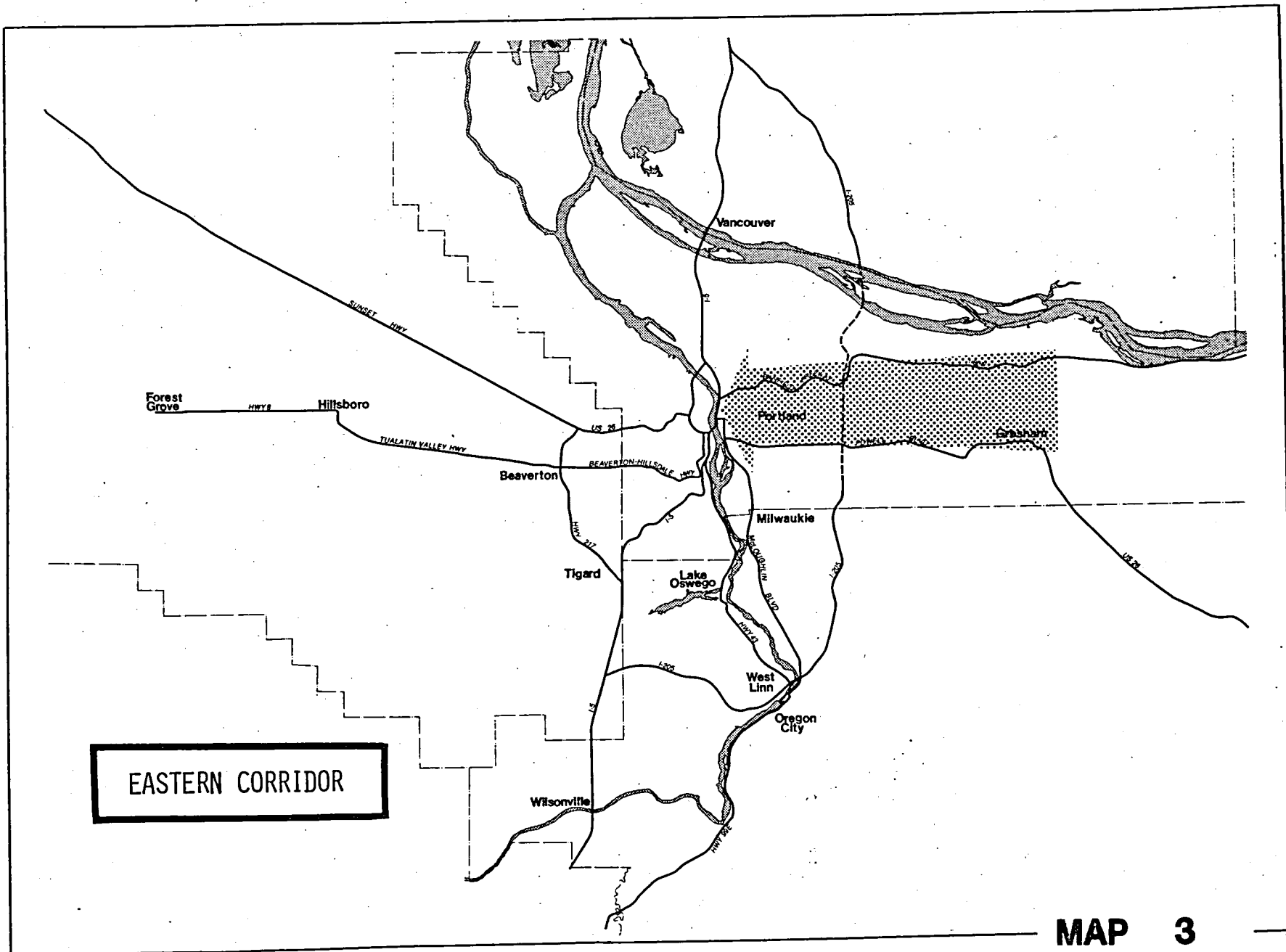
All major residential areas in the region (with the exception of the Vancouver vicinity) are projected to lose access to employment opportunities during the upcoming decades. The new jobs which are locating in each of the region's suburban subareas will not equal the employment opportunities lost to residents as a result of increased congestion, poor service levels and travel delay. The proportion of the region's jobs accessible within 30 minutes from these areas will decrease by at least 20 percent.

The expected deterioration in regional mobility over the next 15 to 20 years will dramatically reduce the range of choices available to the region's residents. Failing to make improvements in these major corridors will not just result in fewer destinations available within reasonable travel times, it will discourage residents from taking desired regional trips. The liveability of the region will be seriously impaired.

Travelers will be forced to take more local trips which will compound local circulation problems and deteriorate local travel speeds. Travelers will be taking shorter trips, but will be spending more time doing so. To make matters worse, people will be developing travel patterns which could not be efficiently served by transit.

2. Improvement Strategy

<u>Recommendations</u>	<u>Responsible Agencies</u>
• Develop a regional transportation corridor improvement strategy which reflects the relative priorities of the corridors.	MSD
• Aim corridor policies, projects and programs at specific groups of travelers (or "markets") which are identified as being significant contributors to the priority corridor mobility problems. Prioritize transit and system management solutions including land use measures.	MSD



- Evaluate all highway system proposals, in part, on the basis of their impact on regional corridor mobility. MSD

B. EASTERN CORRIDOR IMPROVEMENT STRATEGY

1. Problem

Over one-third of the region's currently congested facilities are part of the Eastern Corridor (Map 3). Some of the region's most severe travel delays are recorded on the Banfield Freeway. Noticeable travel delays occur on many arterials in the corridor. These problems will get more severe, because a 20 percent increase in the corridor's peak volume is expected. This corridor will continue to show the highest potential of all the regional corridors for traffic to infiltrate residential neighborhoods.

By 1995, if the Banfield Transitway Project were not to be implemented, the job access of Gresham residents will diminish by 40 percent in spite of significant increases in East County employment. Ten percent of the East County residents who desired to travel to Portland's Eastside (if current service levels prevailed), would be discouraged from doing so.

One-third of the travel which is causing these problems are work trips made by East County residents which are destined for the "Close-In" Eastside. Work trips to the Portland CBD account for an additional ten percent of the problem.

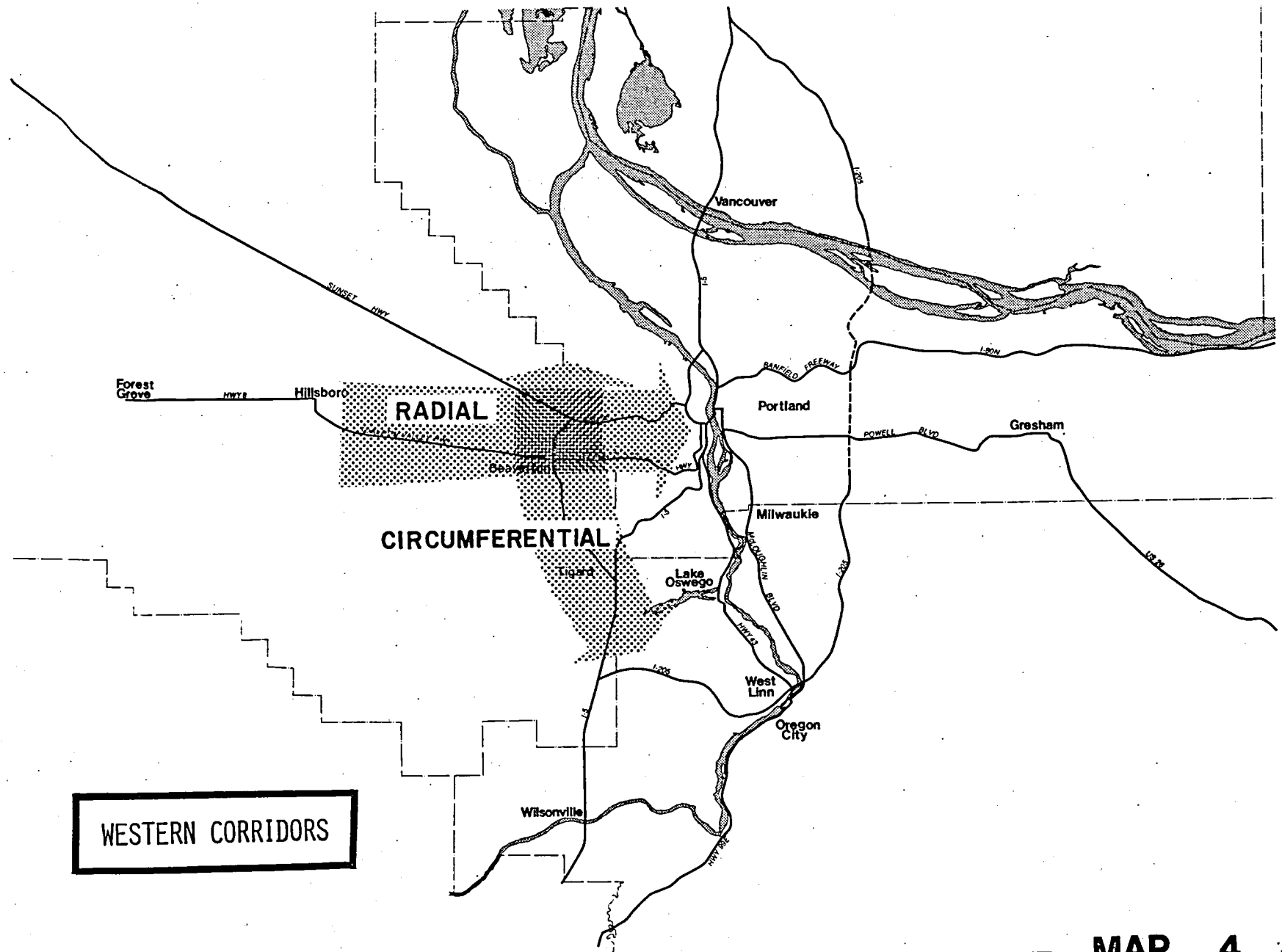
2. Improvement Strategy

<u>Recommendations</u>	<u>Responsible Agencies</u>
• Facilitate the timely implementation of the Banfield Transitway Project.	ODOT/Tri-Met MSD
• Evaluate the effectiveness, based upon a service improvement date no later than 1985, of implementing high quality crosstown transit service in the Inner Eastside of Portland.	Tri-Met

C. WESTERN RADIAL CORRIDOR IMPROVEMENT STRATEGY

1. Problem

The Western Corridor is projected to have dramatic population (+50 percent) and employment (+100 percent) growth. By 1995, the most severe congestion in the region is projected to occur in the Western Radial Corridor (Map 4). Peak-hour traffic volumes are anticipated to increase by nearly 90 percent in portions of the corridor. Congested conditions will grow westward beyond Murray Boulevard.



The worst conditions are expected to occur in Beaverton just west of Highway 217. There, a forecasted 40 percent increase in peak volumes will lead to a 30 percent over-utilization of corridor capacity. Severe travel delays, some travel times increasing by as much as 50 percent, are projected for travel through this area.

Residents of the Western Corridor will experience the most dramatic reductions in job access in the region. In 1995, notwithstanding huge increases in Washington County employment, Beaverton area residents will be able to reach only one-third of the jobs (within 30 minutes) they were able to reach in 1977. Due to the poor service levels, Beaverton/Hillsboro residents will be taking 20 percent fewer trips to the Inner Eastside and Westside portions of Portland than they would desire if current service levels prevailed. This is the second most severe example of deteriorated work trip mobility in the region.

Two-thirds of the travel causing these problems are work trips heading for the Westside and Inner Eastside of Portland. Two-thirds of these trips are destined for locations on the westside of Portland. Fifteen percent of the problem is attributable to work trips heading towards Tigard and Tualatin (circumferential trips).

2. Improvement Strategy

<u>Recommendations</u>	<u>Responsible Agencies</u>
• Evaluate the effectiveness of implementing either Light Rail or Exclusive Busway service between Portland and Beaverton or Portland and Hillsboro, based upon 1995 benefits and costs and a construction date no later than 1986.	MSD

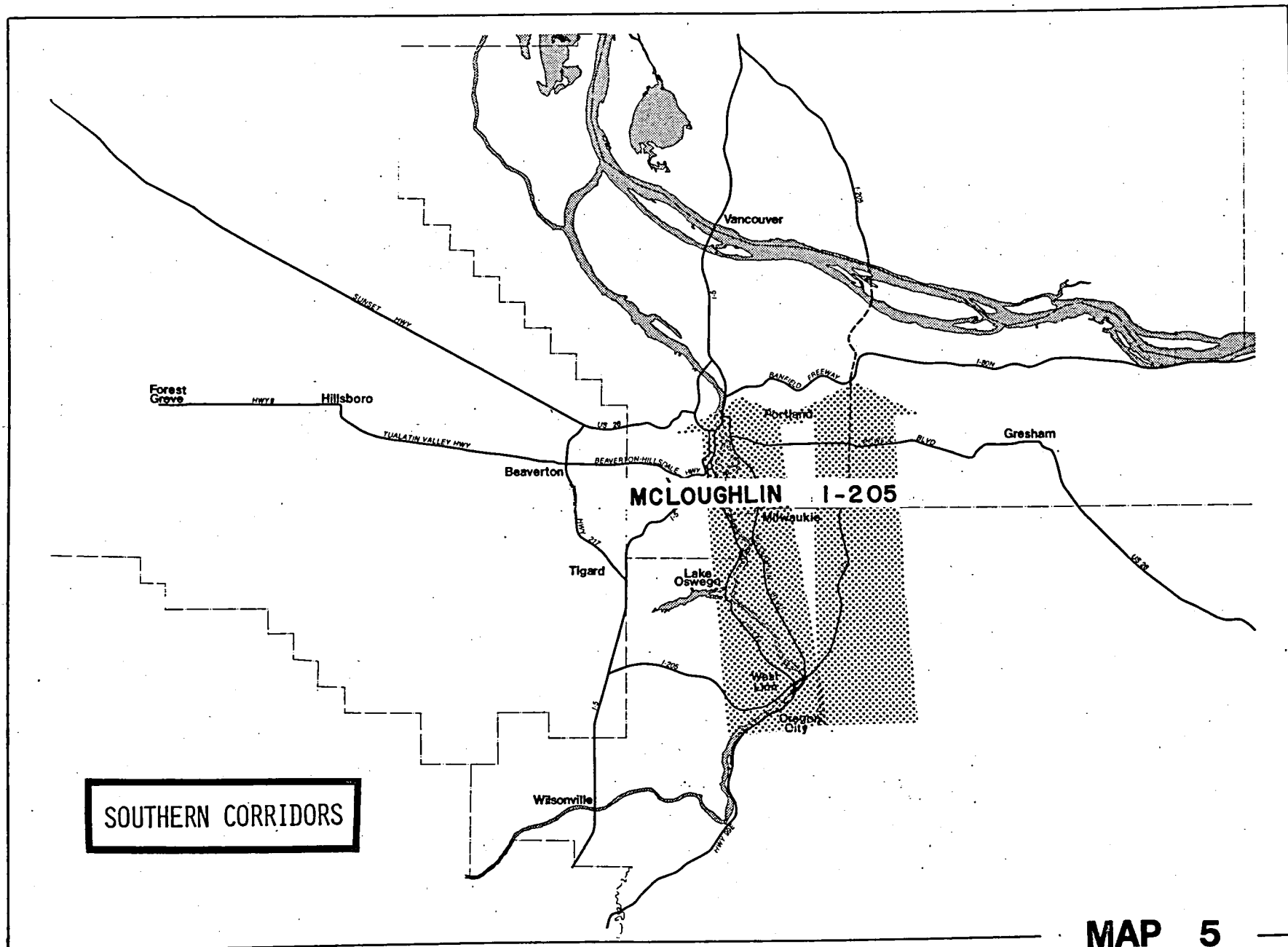
D. WESTERN CIRCUMFERENTIAL CORRIDOR IMPROVEMENT STRATEGY

1. Problem

Less severe problems will exist in the Western Circumferential Corridor (Map 4) than in the Western Radial Corridor. The current problem on Highway 217 is largely attributable to the Denny and Allen intersections. A doubling of traffic volumes by 1995 will more than match the planned increases in corridor capacity expected from the Denny and Allen intersection improvements. Although the Western Circumferential Corridor will continue to exhibit one of the lower total vehicle trip and work trip volumes among the major regional corridors, its facilities will be fully utilized in 1995.

2. Improvement Strategy

<u>Recommendations</u>	<u>Responsible Agencies</u>
• Coordinate local plans for the arterial/collector	MSD



system in the corridor.

- Evaluate the effectiveness of implementing timed-transfer transit service between Beaverton and Tigard/Washington Square, based on a service improvement date no later than 1985.

Tri-Met

E. SOUTHERN CORRIDOR IMPROVEMENT STRATEGY

1. Problem

Some of the most severe over-utilization of capacity in the region occurs in the McLoughlin Corridor (Map 5) between the City of Milwaukie and the Union/Grand couplet in Southeast Portland. This portion of the corridor exhibits the third highest potential among regional corridors for traffic to infiltrate residential neighborhoods. Traffic conditions in the southern segment of the corridor are not nearly as severe as in the northern portion. Travel in the McLoughlin Corridor is projected to grow moderately (+25 percent) by 1995. The northern portion will continue to be one of the most capacity deficient links in the regional network.

The deteriorating service levels in the McLoughlin Corridor will cause significant reductions in travel speeds for Milwaukie and Oregon City residents. Job accessibility will be seriously impaired. In 1995, Milwaukie residents will be able to reach only one-third of the employment opportunities they currently can reach. Eastern Clackamas County residents will be taking 17 percent fewer work trips to the inner portion of Portland than they would desire if current service levels prevailed. This represents the region's third most severe example of deteriorated work trip mobility in the region.

The primary contributors to the major problems in the McLoughlin Corridor are work trips produced in Milwaukie (which are 55 percent of the peak trips in the northern portion of the corridor) and work trips attracted to the Inner Eastside of Portland (40 percent of the peak-trips in the northern portion). Work trips originating in the Milwaukie vicinity which are destined for the Inner Eastside comprise roughly 30 percent of the problem. Work trips between the Oregon City vicinity and the Portland CBD will constitute only two percent of the traffic-related problems.

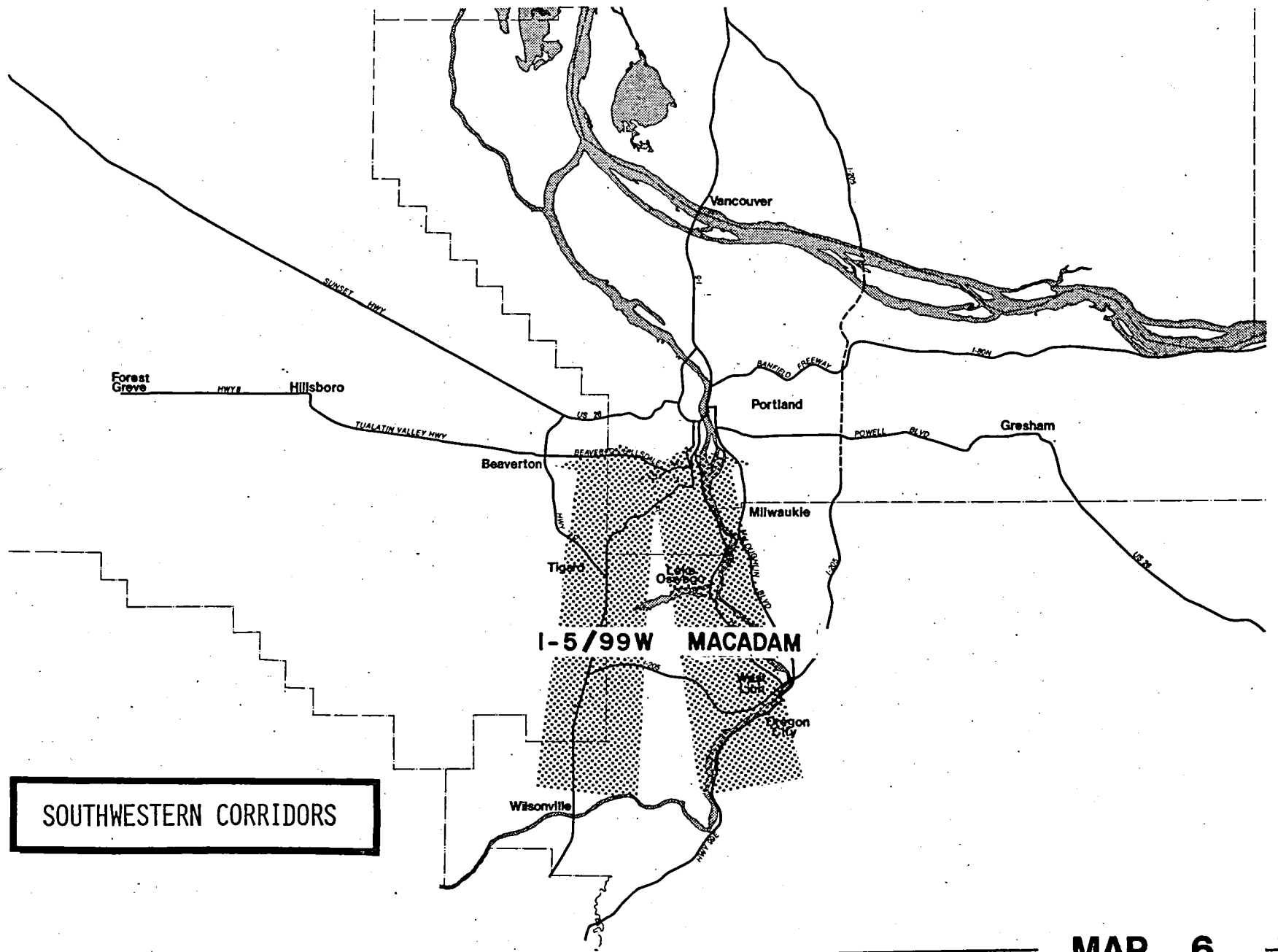
2. Improvement Strategy

Recommendations

Responsible Agencies

- Evaluate the effectiveness of implementing timed-transfer transit service between Oregon City, Clackamas Town Center and Milwaukie, based upon a service improvement date no later than 1985.

Tri-Met



- Evaluate the effectiveness of implementing high quality trunk-line transit service between Milwaukie and the Inner Eastside of Portland, based upon a service improvement date no later than 1985. Tri-Met
- Evaluate the effectiveness of implementing additional (one or two lanes) transit, High-Occupancy-Vehicle or mixed-traffic lanes on McLoughlin Boulevard between the City of Milwaukie and the Union/Grand couplet, based upon 1995 benefits and a construction date no later than 1986, MSD/ODOT

F. SOUTHWESTERN CORRIDOR IMPROVEMENT STRATEGY

1. Problem

Segments of Macadam Avenue and Terwilliger Boulevard are currently experiencing peak-period congestion and delays. Although Highway 99W is currently experiencing peak-period congestion, the I-5 Freeway still contains unused capacity. By 1995, both the Macadam and I-5/99W Corridors (Map 6) will be subjected to traffic volumes 10 to 20 percent in excess of their capacity.

Significant travel speed reductions are projected for the corridor. By 1995, it will take ten percent longer to travel to the Portland CBD from Lake Oswego, and 40 percent longer from the Tigard vicinity, than it did in 1977. Due to the large increase in employment in the southwest sector, the reduction in job access caused by the deteriorated service conditions would be small compared to other corridors.

The causes of the problems in the I-5/99W Corridor are diverse. Work trips to the west side of Portland constitute one-fourth of the peak trips. Work trips to the Portland CBD represent only 10 percent of the peak trips. This is roughly the same percentage which is attributable to work trips destined to the Inner Eastside of Portland. A strong relationship between travel volumes in the Southwestern Corridor and the Western Radial Corridor was observed. If 1995 service levels in the Western Corridor were maintained at 1977 levels, volumes in the Southwestern Corridor would decrease by 5 to 10 percent. Work trips to Portland's west side make up almost two-thirds of the peak-period problem in the Macadam Corridor.

2. Improvement Strategy

Recommendations

Responsible Agencies

- Evaluate the effectiveness of implementing a branch line between the west-side transitway and Tigard/Washington Square, based upon 1995 benefits and costs and a construction date of no later than 1986. MSD



MAP 7

- Evaluate the effectiveness of timed-transfer transit service at Tigard/Washington Square and/or the West Portland Park-and-Ride, based upon a service improvement date no later than 1985. Tri-Met

G. NORTHERN CORRIDOR IMPROVEMENT STRATEGY

1. Problem

Peak-period traffic conditions in the I-5 North Corridor (Map 7) are the most severe in the region. Large segments of the freeway are exhibiting 30 or more vehicle hours of delay per mile. Interestingly, this corridor has one of the lower work trip volumes among the major regional corridors.

The completion of the I-205 Freeway, in concert with huge increases in employment opportunities in Clark County, will cause radical changes in the corridor's travel characteristics and problems by 1995. The total daily vehicle volume crossing the Columbia River is roughly projected to double by 1995; each bridge will accommodate about one-half this movement. The daily work trip volume crossing the I-5 Bridge will diminish and become one of the lowest daily work volumes among the major corridors. There will be no noticeable peak-direction on the I-5 Bridge during the peak-hour. Capacity in both directions will be about 70 percent utilized. By 1995, the I-205 Corridor will accommodate more work trips than the I-5 Corridor. The dominant work trip orientation in this corridor will be Oregon residents traveling to Clark County jobs.

Vancouver is projected to be the only major residential area in the region anticipated to offer increased levels of job access in 1995 without any new corridor improvements. This is due more to the large addition of jobs in the area than to improved travel conditions in the corridor.

2. Improvement Strategy

<u>Recommendations</u>	<u>Responsible Agencies</u>
• Implement ramp metering and High-Occupancy-Vehicle Bypass Lanes at each on-ramp (northbound and southbound) in the I-5 Freeway between Hayden Island and North Broadway.	ODOT
• Evaluate the long-term effectiveness of widening the I-5 Freeway between Hayden Island and North Broadway at key "bottleneck" locations.	ODOT/MSD
• Investigate the need for increased access (northbound and/or southbound) to the I-5 Freeway at the Marquam Bridge and/or Columbia Boulevard.	MSD/ODOT

- Evaluate the effectiveness of implementing high quality trunk-line transit service between Vancouver and major industrial and commercial centers in the Inner Northeast side of Portland, based upon a service improvement date no later than 1985.

Tri-Met

- Investigate the role of the I-205 busway within the total context of this revised regional corridor improvement strategy.

MSD

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING	)	Resolution No. <u>79-65</u>
A REGIONAL STRATEGY TO ADDRESS)	
MAJOR TRANSPORTATION CORRIDOR	)	Requested by
ISSUES	)	Rick Gustafson

WHEREAS, The MSD Transportation Improvement Program allocates nearly \$200 million of Interstate Transfer funds to address regional transportation problems with corridor transitway treatments; and

WHEREAS, The MSD staff is charged with leading cooperative studies which will lead to agreement on corridor policies and projects; and

WHEREAS, The MSD corridor planning activities are to be undertaken within the context of the preparation of a Regional Transportation Plan; and

WHEREAS, The MSD performed a systems analysis of the immediate and long-range problems facing the major regional transportation corridors; and

WHEREAS, The analysis resulted in the development of a regional strategy to address these concerns; and

WHEREAS, This strategy has been coordinated with the local jurisdictions and implementing agencies; now, therefore,

BE IT RESOLVED,

1. That the MSD Council approves the recommendations proposed in the attached report entitled Regional Transportation Corridor Improvement Strategy, as the strategy for addressing major

transportation corridor concerns and directs its staff to undertake efforts required to implement the approved strategy.

ADOPTED by the Council of the Metropolitan Service
District this 26th day of July, 1979.

Presiding Officer

SS/gl
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7/26/79

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Evaluation of the Severity of Problems on Highway 43 in
 the Vicinity of the Marylhurst Education Center

BACKGROUND: In May the MSD Council directed its Transportation Committee to evaluate the severity of the problems in the Highway 43 segment in the vicinity of Marylhurst Education Center as part of the effort to identify high priority problem areas for consideration of funding from the MSD Regional Reserve Account.

MSD staff has recommended that this segment of Highway 43 be placed in the moderate priority category and not eligible for further study or funding consideration. MSD staff has performed a subsequent traffic analysis on the intersection in question using 1979 traffic volumes, and this analysis indicated that at least one of eight warrants are met at the intersection.

BUDGET IMPLICATIONS: The approved MSD Budget funds staff planning activities involved in performing traffic analyses at the request of local jurisdictions. At their May meeting, TPAC, by motion, requested that given the time constraints of the many high priority work items to be accomplished, MSD staff not undertake analyses directly relating to strictly local transportation problems.

POLICY IMPLICATIONS: Because the analysis indicated that at least one warrant appears to be met, staff recommends that the analysis be forwarded to ODOT.

ACTION REQUESTED: Adopt the attached Resolution which forwards the results of the staff analysis to ODOT.

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7/26/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF FORWARDING TO)	Resolution No. <u>79-66</u>
ODOT THE RESULTS OF A STAFF)	
ANALYSIS ON THE INTERSECTION OF	)	Requested by
HIGHWAY 43 AND MARYLHURST SOUTH	)	Rick Gustafson
ACCESS)	

WHEREAS, The MSD Council in Resolution No. 79-48 established a study process and a schedule for establishing priorities for the MSD Regional Reserve Account; and

WHEREAS, The MSD Council in Resolution No. 79-54 adopted criteria for establishing problem priorities and evaluating proposed projects; and

WHEREAS, The MSD Council in Resolution No. 79-53 directed its Transportation Committee to evaluate the severity of the problems in the Highway 43 segment near the vicinity of Marylhurst Education Center as part of the effort to identify high priority problem areas for consideration of funding from the MSD Regional Reserve Account; and

WHEREAS, The MSD staff has recommended that this segment of Highway 43 be placed in the moderate priority category and not be eligible for further study or funding consideration; and

WHEREAS, The MSD staff has performed a subsequent traffic analysis on the intersection in question using 1979 traffic volumes; and

WHEREAS, This analysis indicates that at least one of eight warrants are met at the intersection; now, therefore,

BE IT RESOLVED,

1. That the Council Transportation Committee forward to

ODOT the results of this finding.

ADOPTED by the Council of the Metropolitan Service
District this 26th day of July, 1979.

Presiding Officer

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0033A
7/26/79

Staff Report No. 49

EVALUATION OF THE SEVERITY OF PROBLEMS
ON HIGHWAY 43 IN THE VICINITY OF THE
MARYLHURST EDUCATION CENTER

Metropolitan Service District

JULY, 1979

PUBLISHED BY
METROPOLITAN SERVICE DISTRICT
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TABLE OF CONTENTS

	<u>Page</u>
1. BACKGROUND	1
2. SIGNAL WARRANT ANALYSIS	1
3. RELATED FACTORS	4
4. SUMMARY	5

APPENDIX A: MSD Resolution No. 79-53

APPENDIX B: 1979 Traffic Counts -- City of Lake Oswego

1. Background

On May 24, 1979, the MSD Council adopted a resolution (refer to Appendix A) which directed its Transportation Committee to seriously evaluate the severity of the problems in the Hwy 43 segment near the vicinity of Marylhurst Education Center. This section of Hwy 43 had been recently suggested by the Oregon Department of Transportation as a possible problem area deserving consideration for improvement using funds from the MSD Regional Reserve. The MSD Council also directed that if after study the problem area appears to be a high priority (but lends itself to funding from other sources such as Title II safety), the Council Transportation Committee will recommend to ODOT that this project be so considered.

MSD staff has recently released Staff Report No. 48, "MSD Regional Reserve Planning Process: Problem Identification, Initial Screening, High Priority Problems," July, 1979, which describes the MSD staff analysis to assess funding priorities for the \$20 million MSD Interstate Transfer reserve fund. As part of this study, the section of Hwy 43 which includes the Marylhurst access roads was analyzed. Based on the adopted criteria, this section of Hwy 43 has been placed in the moderate priority category. Problem areas placed in the moderate priority category are not recommended for further study.

In response to the Council direction and in light of the staff findings in relation to the problem area's reserve prioritization, staff has continued to study the Marylhurst intersections in relation to other funding sources. We have applied a standardized signal warrant analysis which is used as an evaluation tool for determining the need for traffic control signals.

2. Signal Warrant Analysis

The need for a traffic control signal at any particular location must be carefully evaluated in relation to several warrants. The warrants are identified in the Manual on Uniform Traffic Control Devices and include:

- | | |
|-----------|------------------------------------|
| Warrant 1 | Minimum vehicular volume |
| Warrant 2 | Interruption of continuous traffic |
| Warrant 3 | Minimum pedestrian volume |
| Warrant 4 | School crossings |
| Warrant 5 | Progressive movement |
| Warrant 6 | Accident experience |
| Warrant 7 | Systems |
| Warrant 8 | Combination of warrants |

"The warrants are considered as a guide in the determination of the need for traffic control signals instead of absolute criteria. Warrants must be used in conjunction with professional judgment based on experience and consideration of all related factors.*

*Transportation and Traffic Engineering Handbook, Institute of Transportation Engineers, 1976.

Several signal warrant analyses have been conducted for the Marylhurst College access roads (see Figure 1) in recent years. All of the analyses relate to the southern access road which handles the majority of travel entering and leaving the Marylhurst campus area.

In September, 1975, ODOT made an investigation at the two entrances to the Marylhurst school complex. The investigation included hourly recorder traffic counts by direction on both driveways as well as a four-hour manual count to determine the turning direction of vehicles. Approximately 1,600 to 1,800 vehicles were recorded entering and leaving the southern access road in 1975. An investigation of accidents occurring at the south access road indicated no accidents between 1972 and 1975. The investigation concluded that the total volume on the southerly entrance was about 80 percent of signal warrants and that the total traffic volume on the northerly entrance is considerably lower. A total of four accidents occurred at the northern access road between 1972 and 1975. There was not evidence that the left turn at either location was experiencing a high accident problem and no justification was seen to provide left turn refuge lanes at either of the driveways at that time.

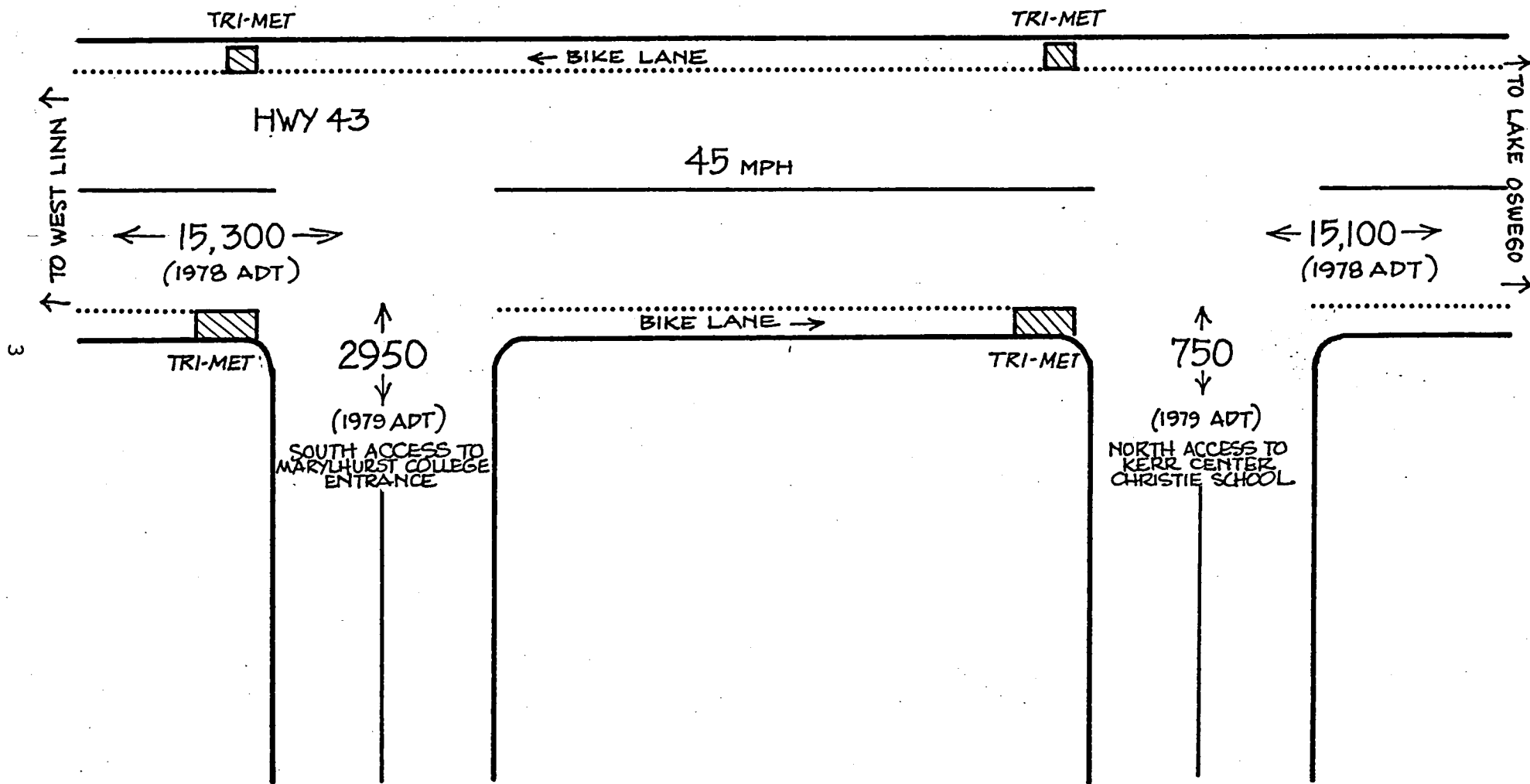
In January, 1978, ODOT at the request of the Oregon Department of Human Resources again analyzed the southern access road to see if it met signal warrants. Using the staff and client data that was submitted in the request and converting the figures to traffic volumes, none of the standard warrants for the installation of signals were met. The accident history at the intersection also did not qualify the access road to meet the standard warrants either. The traffic counts used for the analyses were recorded in 1975.

MSD's analysis has been directed at updating the traffic count and accident information and in applying this data to the signal warrants.

An examination of traffic volumes have indicated that traffic volumes on Hwy 43 within this area have increased from approximately 10,000 vehicles per day in 1975 to 15,000 in 1979. Traffic volumes entering and leaving the Marylhurst complex have also increased. Traffic counts conducted by the city of Lake Oswego in 1979 indicated an average of 2,950 vehicles per day entering and leaving the south access to Marylhurst and a total of 750 vehicles per day entering and leaving via the north access road.

A recent ODOT update of the accident record has indicated that one accident was reported at the southerly access driveway between 1976 and 1978 and also one additional reported accident since 1976 through 1978 at the northerly access. (No accident data have been analyzed for 1979 although it is important to note that a fatality occurred in May, 1979, at the southern access road.)

FIG. 1 - MARYLHURST
ANALYSIS



Pedestrian movements within both intersections are believed low due to the non-pedestrian orientation of this area and the long distances to activity centers. The majority of pedestrian movements are believed associated with accessing transit service on Hwy 43 at each intersection. Analysis of Tri-Met's Boarding and Deboarding passenger counts conducted in May, 1978, indicates that on a daily basis the following average number of passengers boarded and deboarded Tri-Met's line 36.

<u>North Access Road Bus Stop</u>	<u>Passengers on</u>	<u>Passengers off</u>
Southbound Line 36	5.5	13
Northbound Line 36	8	5
<u>South Access Road Bus Stop</u>	<u>Passengers on</u>	<u>Passengers off</u>
Southbound Line 36	9.5	21.5
Northbound Line 36	22	14

In applying this updated information to the intersections we find that the southern access road appears to meet at least one of the signalization warrants and that the northern intersection of Hwy 43 and the access road does not meet warrants.

The southern access road intersection appears to meet warrant 1, Minimum Vehicular Volume. Under the assumption that the 85 percentile speed of traffic on Hwy 43 exceeds 40 mph (posted speed within this section is 45 mph) the intersection need to meet only 70 percent of the minimum vehicular volume warrant. The warrant is satisfied when, for each of any eight hours of an average day, hourly traffic would exceed 105 vehicles per hour on the approach street. Assuming a 60 percent entering/40 percent leaving directional split, the eighth highest recorded volume is 107 vehicles per hour. Under the assumption that the minimum warrants are also met on Hwy 43 (ODOT has found that minimum warrants are met on Hwy 43 at Marylhurst Drive), the intersection warrant appears to be met.

Warrant 2, Interruption of Continuous Traffic, may also be met, although additional analysis of the hourly traffic volumes on Hwy 43 are required and no determination can be made at this time.

With the exception of warrant 8, Combination of Warrants, the remainder of the warrants do not appear to be met. These include Warrant 3, Minimum Pedestrian Volume, Warrant 4, School Crossings, Warrant 5, Progressive Movement, Warrant 6, Accident Experience and Warrant 7, Systems.

3. Related Factors

Several factors relate to the signalization of the Marylhurst complex access roads with Hwy 43. These include:

- . Hwy 43 is a state facility maintained and operated by the Oregon Department of Transportation
- . Both the north and south access roads are private roads and are not part of the federal system
- . Left turn refuges on Hwy 43 between Marylhurst Education Center and Hidden Spring Road are in the 1983 element of the proposed 1980 Transportation Improvement Program.
- . Increased development of the Marylhurst complex is presently under investigation

4. Summary

Traffic volumes on Hwy 43 and on the access facilities to the Marylhurst complex have been increasing. The application of a simplified warrant analysis to 1979 traffic counts indicates traffic signal warrants may be met.

Of the eight warrants (evaluation criteria used to determine if a particular location warrants a signal) current information indicates at least one is met, that of minimum vehicular volume. The warrant relates to an existing situation in which traffic volumes exceed a specified amount for a specified number of hours during the day. The warrant, interruption of continuous traffic, may also be met although insufficient data exist to make a determination at this time.

The remainder of the warrants, minimum pedestrian volume, school crossings, progressive movement, accident experience, systems, and combination of warrants are either not met or insufficient data exist to make a determination.

BH:bc
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0056A

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF EVALUATING)	RESOLUTION NO. 79-53
THE SEVERITY OF PROBLEMS ON	)	Introduced by
HIGHWAY 43 IN THE VICINITY OF	)	Corky Kirkpatrick
THE MARYLHURST EDUCATION CENTER)	

WHEREAS, The MSD Council has adopted a study process and schedule (described in Staff Report 42) for evaluating the severity of various transportation-related problems in the region, and intends to use this process in determining which problems should be addressed by projects to be funded by Interstate Transfer Funds included in the MSD Regional Reserve; and

WHEREAS, The Oregon Department of Transportation recently recommended Oswego Highway 43 in the vicinity of the Marylhurst Education Center entrance be examined as a possible problem area deserving consideration for improvement using funds from the MSD Regional Reserve; and

WHEREAS, A project on this highway segment is now a FAUS noncommitted project not to be considered until after 1983; and

WHEREAS, The Marylhurst Education Center is now a four-year college for commuting adults (a residential college); houses public service offices (Albertina Kerr Center, Clackamas County CETA, Human Resources, etc.); and schedules a large number of educational conferences; and

WHEREAS, A serious accident recently occurred as an employee of the Albertina Kerr Center tried to board a bus; and

WHEREAS, Many of the people who use the Center are handicapped; and

WHEREAS, Data on the use of the highway and accident statistics date back to 1976; and

WHEREAS, the current use may generate more traffic, thus creating a safety problem; now, therefore,

BE IT RESOLVED,

(1) That the MSD Council directs its Transportation Committee to seriously evaluate the severity of the problems in the Highway 43 segment near the vicinity of Marylhurst Education Center as part of the effort to identify high priority problem areas for consideration of funding from the MSD Regional Reserve Funds.

(2) That if after study the problem area appears to be a high priority, (but lends itself to funding from other sources such as Title II safety), the Council Transportation Committee will recommend to ODOT that this project be so considered.

ADOPTED by the Council of the Metropolitan Service District this 24th day of May, 1979.

Presiding Officer

CK/gl
3766A
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FILE: 1979TRAFFIC ENGINEERING DIVISION
CITY OF LAKE OSWEGOVehicular Volume Summary
Control Count

I.E.D. ENTRANCE

Location of Count: MARLYN WEST N_E_S_W_ of _____
 Street Classification: 1. SOUTH ACCESS ROAD
 Direction of Traffic: TWO-WAY Number of Lanes 2
 Type of Area Development: 2.

APRIL		23	24	25	26	27	1979
	SUN. DATE	MON.	TUES.	WED.	THU.	FRI.	SAT.
TIME							AVERAGE
AM							
12-1			0	0	1	0	
1-2			3	6	1	0	
2-3			1	0	0	0	
3-4			0	5	2	4	
4-5			4	3	4	2	
5-6			8	3	5	6	
6-7			16	14	16	16	
7-8			103	95	92	99	
8-9			324	332	311	275	
9-10			202	179	202	136	
10-11			160	152	163	132	
11-12		221	221	246	222		
PM							
12-1		252	259	269	263		
1-2		221	207	267	209		
2-3		160	163	161	139		
3-4		245	259	248	219		
4-5		281	279	308	240		
5-6		273	291	309	235		
6-7		167	164	147	103		
7-8		75	94	86	130		
8-9		54	101	69	43		
9-10		122	94	106	202		
10-11		43	31	12	69		
11-12		12	10	8	5		
TOTAL		2126	2994	3025	2926	670	
FACTORS							

REMARKS:

2950

Weekday	Day	Average =
Weekend	Day	Average =
Week	Day	Average =

1. Street Classification: Freeway or Expressway, Arterial, Collector, Local.
2. Type of Area Development: (Show principle development, e.g., commercial, industrial, residential, etc.)

FILE: 1979

TRAFFIC ENGINEERING DIVISION
CITY OF LAKE OSWEGO

Vehicular Volume Summary
Control Count

Location of Count: MARLYHURST N_E_S_W_ of _____
 Street Classification: ¹ NORTH ACCESS ROAD
 Direction of Traffic: TWO-WAY Number of Lanes 2
 Type of Area Development: ² _____

APRIL		23	24	25	26	27	1979
	SUN. DATE	MON.	TUES.	WED.	THU.	FRI.	SAT.
TIME							AVERAGE
AM							
12-1			1	1	0	0	
1-2			0	0	1	0	
2-3			0	0	0	0	
3-4			0	1	1	1	
4-5			1	0	0	3	
5-6			5	9	7	5	
6-7			19	13	21	17	
7-8			32	44	35	29	
8-9			70	70	79	68	
9-10			42	36	85	34	
10-11			24	35	50	28	
11-12		29	54	46	60		
PM							
12-1		51	38	65	59		
1-2		46	48	43	47		
2-3		50	53	61	52		
3-4		69	73	62	71		
4-5		69	70	73	78		
5-6		78	76	125	87		
6-7		25	32	36	18		
7-8		18	18	27	27		
8-9		12	16	16	10		
9-10		4	11	22	21		
10-11		23	15	11	13		
11-12		9	11	12	8		
TOTAL		483	709	808	830	185	
FACTORS							

REMARKS:

~~700~~ 750

Weekday Day Average =
 Weekend Day Average =
 Week Day Average =

1. Street Classification: Freeway or Expressway, Arterial, Collector, Local.
2. Type of Area Development: (Show principle development, e.g., commercial, industrial, residential, etc.)

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Problems Recommended to be Studied for Consideration of
 Funding by the MSD Reserve

BACKGROUND: In April, the MSD Council established a study process and schedule for determining funding priorities for the \$20 million MSD Interstate Transfer Reserve. The first phase of the process involves the determination of which problems will be subjected to more in-depth analysis. It is not possible to study each of the problems proposed by local jurisdictions and other transportation agencies in depth, nor would it be fruitful as the cost of projects appropriate to solve the problems would greatly exceed funding revenues. In addition, a number of the problems may represent marginal transportation problems from the regional perspective. To assist this screening process, the MSD Council approved criteria in June.

Working closely with local jurisdictions, ODOT and Tri-Met, the MSD staff assembled an extensive list of problem areas. Eighty-eight problem areas were identified by: 1) conducting work sessions with local staff, 2) soliciting suggestions from local elected officials, and 3) soliciting suggestions from MSD Councilors. These 88 problem areas were screened first for eligibility and second according to the criteria.

Prior to screening, the eligible problem areas were grouped. A number of intersection problems along the same highway were combined and analyzed as a group. Rather than analyze each problem spot individually, they were analyzed as a corridor problem. The problem areas were also grouped according to their relationship to corridor travel movements. Problem areas serving the same regional trip movements were combined so that their relationship to regional concerns could be assessed.

An in depth analysis of the 72 eligible problem areas was conducted by staff and is documented in Staff Report #48. This analysis involved a comparison of the attributes of each of the problem areas with the criteria established by the MSD Council. These criteria were: 1) problems affecting regional travel flows, 2) environmental problems, 3) problems resulting from insufficiently maintained facilities, 4) scale of the problem, 5) local jurisdictional interest, and 6) geographic distribution.

The Joint Policy Advisory Committee on Transportation (JPACT) reviewed staff recommendations on July 12. At their direction the following changes to staff recommendations were made:

1. A Tri-Met proposal for new bus purchases is included in the high priority problem list with the understanding the City of Portland is requested to also consider the funding of bus purchases from their \$50 million reserve.
2. Three problem areas be expanded to include additional facility options. The additions are 257th Avenue in east Multnomah County, 158th Avenue to the west of Beaverton, and Railroad/Harmony in the Milwaukie area.

The Resolution and Staff Report #48 have been revised to reflect JPACT's recommendations.

BUDGET IMPLICATIONS: The approved MSD Budget funds staff planning activities involved in establishing regional priorities.

The expansion of the three problem areas will affect the study schedule adopted by the MSD Council in April, 1979. It is anticipated two months of additional staff time are required for the analysis. It is expected final recommendations will be presented to the MSD Council in February, 1980.

POLICY IMPLICATIONS: Adoption of the high priority problem list establishes areas which will receive further study and the possible commitment of funds from the MSD Regional Reserve.

ACTION REQUESTED: The high priority problem areas eligible for MSD Regional Reserve funding have been reviewed by both TPAC and JPACT. Both Committees recommend adoption of the attached Resolution.

GS/gl
4370A
0033A
7/26/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF SELECTING	)	Resolution No. <u>79-67</u>
PROBLEM AREAS TO BE CONSIDERED)	
FOR FUNDING WITH THE MSD INTER-	)	Requested by
STATE TRANSFER RESERVE	)	Rick Gustafson

WHEREAS, The CRAG Board of Directors in Resolution BD 781213, established a MSD Regional Reserve Account, a \$20 million reserve of Federal Interstate Transfer funds (as of September 30, 1978) to fund regional transit and highway improvement projects outside of the City of Portland; and

WHEREAS, The MSD Council in Resolution No. 79-48 established a study process and a schedule for establishing priorities for the MSD Regional Reserve Account; and

WHEREAS, The MSD Council in Resolution No. 79-54 adopted criteria for establishing problem priorities and evaluating proposed projects; and

WHEREAS, MSD staff, in cooperation with local jurisdictions, ODOT and Tri-Met, has identified an extensive list of problem areas; and

WHEREAS, MSD staff has applied the Council approved criteria to screen problem areas down to a high priority list of 23 problems; and

WHEREAS, The remainder of the study process will concentrate on analyzing the high priority problem areas; now, therefore,

BE IT RESOLVED,

1. That the MSD Council hereby establishes the 23

problem areas outlined in Exhibit "A" as the high priority problem areas eligible for funding from the MSD Regional Reserve.

2. That in accordance with the approved study process the MSD Council directs the staff to report back on which of the 23 problem areas are recommended for funding.

ADOPTED by the Council of the Metropolitan Service District this 26th day of July, 1979.

Presiding Officer

GS/gl

4371A

0033A

Staff Report No. 48 SUMMARY

MSD REGIONAL RESERVE PLANNING PROCESS

PROBLEM IDENTIFICATION

INITIAL SCREENING

HIGH PRIORITY PROBLEMS

Metropolitan Service District

JULY, 1979

PUBLISHED BY

Metropolitan Service District
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Director, MSD Transportation
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EXECUTIVE SUMMARY

AND RECOMMENDATIONS

PURPOSE OF THE REPORT

This report describes the MSD staff analysis to assess funding priorities for the \$20 million MSD Interstate Transfer reserve fund. The report describes the 88 suggested problem areas and documents the initial screening of the problems according to criteria adopted by the MSD Council in June. Based on this analysis, MSD staff recommends 22 high priority problem areas for further study.

MSD REGIONAL RESERVE ACCOUNT

In December, 1978, a \$20 million Interstate Transfer reserve account was established from Mt. Hood Freeway withdrawal funds as a result of a reallocation of the Oregon City Transitway Reserve. The reserve account is to be allocated by the MSD Council for various regional highway and transit projects located outside the city of Portland. This reserve account is, however, contingent on the official approval of the I-505 withdrawal by the US Department of Transportation.

RESERVE PLANNING PROCESS

The primary focus of funding decisions is on solving problems, both existing and future. Transportation problems and deficiencies in the region are critical and will continue to worsen in many areas of the future. Because problems associated with the transportation system cross jurisdictional boundaries, the MSD Council recognized that a sound technical process applied on a regional scale was needed to identify and prioritize problem areas to be addressed with federal funds. The technical analysis would provide a basis for sound decisions identifying the most cost-effective projects. A process and schedule for undertaking such an analysis was established by the MSD Council in April, 1979. An important part of the process includes the identification of criteria to be used in defining funding priorities. In June, the MSD Council adopted a set of criteria to be used in the study process.

PROBLEM IDENTIFICATION

Local jurisdictions, implementing agencies, and MSD Councilors have identified 88 problem areas which they wish to have considered for funding from the MSD reserve. These problems were identified at a number of meetings with local jurisdiction and implementing agency staff. In addition, requests were solicited from local elected officials and MSD Councilors.

MSD staff's input into the problem identification workshops was an identification of regional and subregional corridor deficiencies. These corridors account for a majority of the travel movements made in the region. An analysis was also prepared which (1) identified these regional and subregional corridors, and (2) compared corridor trips to the ability of each corridor to move people.

SCREENING OF THE PROBLEMS

The 88 problem areas identified involve a variety of problems. It is not possible for MSD staff to study each of these in depth, nor would it be beneficial as the cost of projects appropriate to solve the problems would greatly exceed available funding revenues. In addition, a number of the problems may represent marginal transportation problems. For these reasons, an initial screening has been undertaken based on criteria adopted by the MSD Council in June.

The MSD Council criteria contain both eligibility and evaluation criteria. Eligibility of funding is determined based on the following conditions:

- . The problem area must be located outside the City of Portland, within the MSD Boundary, and within the Urban Growth Boundary.
- . Cost overruns on currently funded projects would not be eligible for funding consideration.

Criteria for evaluating eligible problem areas are:

1. Problems affecting regional travel flows
2. Environmental problems
3. Problems resulting from insufficiently maintained facilities
4. Scale of the problem
5. Local jurisdictional interest
6. Geographic distribution

RECOMMENDED HIGH PRIORITY PROBLEMS

Based on the initial screening, staff recommended that 22 problem areas be analyzed further.

However, the Joint Policy Advisory Committee on Transportation (JPACT) at their July 12 meeting has requested changes to staff recommendations.

First they have requested that a Tri-Met proposal for new bus purchase be included in the high priority problem list. Staff recommendations originally found it ineligible because Tri-Met was to pursue bus purchase through other federal funding sources and because of the requirement that Regional Reserve funds not be programmed for improvements within the City of Portland.

JPACT has also requested that the City of Portland be requested to also consider the funding of bus purchases from their \$50 million reserve. Tri-Met also indicated they are doubtful they will be able to secure Section 3 funding. The need for buses is serious in the region and does support the MSD criteria.

Secondly, JPACT has requested that three problem areas originally identified by staff be expanded. Originally staff identified three subregional corridor movements and recommended for each corridor that one particular facility be placed on the high priority problem list.

JPACT recommended that for each of the three subregional corridors that additional facility improvement options be included. Staff recommended the following in response to JPACT's direction.

<u>Subregional Corridor Movement</u>	<u>Facility Options</u>
1. Troutdale North-South Corridor	1. 242nd Ave--I-80N to US 26 2. 257th Ave--I-80N to US 26
2. West Beaverton North-South Corridor	1. 158th Ave--Jenkins Road to Farmington Road 2. Murray Blvd--US 26 to Scholls Ferry Road
3. Milwaukie East-West Corridor	1. Harrison/King--99E to 82nd Ave 2. Railroad/Harmony--99E to 37th Ave

These additions along with the original study recommendations are identified on the attached map.

THE NEXT STEP

Once the high priority problem list has been approved by the MSD Council, the next step in the process will be to study each problem in depth. Baseline data will be assembled and summarized about problem characteristics in terms of criteria as a basis for formulating improvement objectives and for evaluating the anticipated effectiveness of alternative projects.

Each problem will be analyzed in depth and two questions will be answered: (1) What is the severity of the problem? and (2) What is its cause? Criteria previously developed will be used to assess the severity of the problem measured across a broad range of issues.

Next, improvement objectives will be formulated for each problem area. Objectives in the process are extremely important as they serve as a reference point for identifying a complete range of project alternatives and provide a basis for judging the merits of competing projects. Improvement objectives are necessary in order to understand what function facilities should serve. Definition of the

major movements a facility is expected to serve and the improving of a facility so that it can serve those movements is necessary in order to define the most effective transportation solution.

Finally, in October, local jurisdictions and implementing agencies will be requested to officially submit candidate projects for consideration by the MSD Council. Subsequently, MSD staff will perform an evaluation of the projects and submit final recommendations to the MSD Council.

TABLE OF CONTENTS

	<u>Page</u>
1. INTRODUCTION	1
2. IDENTIFICATION OF PROBLEMS AND DETERMINATION OF ELIGIBILITY	4
2.1 Identification of Problems	4
2.2 Determination of Eligibility	9
3. THE INITIAL SCREENING CRITERIA	11
4. RECOMMENDED HIGH PRIORITY PROBLEM AREAS	14
4.1 Washington County	17
4.2 Multnomah County	28
4.3 Clackamas County	37
4.4 Transit Problems	50
APPENDIX	51

1. INTRODUCTION

In December, 1978, the CRAG Board of Directors re-allocated the \$77 million Oregon City Transitway Reserve which had been established from the Mt. Hood Freeway withdrawal funds. This re-allocation included the establishment of a \$20 million reserve account to be allocated by the Metropolitan Service District (MSD) Council for various regional highway and transit projects located outside the City of Portland.

The establishment of the MSD reserve is, however, contingent on the official approval of the I-505 withdrawal by the U.S. Department of Transportation anticipated in October, 1979.

In order to make sound funding decisions regarding the \$20 million reserve, the MSD Council adopted a study process and schedule for establishing priorities for the reserve.

The primary focus of funding decisions would be on solving problems, both existing and future. Transportation problems and deficiencies in the region are critical and will continue to worsen in many areas of the future. Because problems associated with the transportation system cross jurisdictional boundaries, the MSD Council recognized that a sound technical process applied on a regional scale was needed to identify and prioritize problem areas to be addressed with federal funds. The technical process would provide a basis for sound decisions identifying the most cost-effective projects.

The goals and objectives of the study process are as follows:

GOAL: TO DEFINE A STUDY PROCESS WHICH IS ANALYTICALLY SOUND AND ABLE TO BUILD BROAD CONSENSUS AMONG LOCAL JURISDICTIONS AND IMPLEMENTING AGENCIES IN DEFINING HIGH PRIORITY PROBLEMS AND IDENTIFYING THEIR MOST EFFECTIVE SOLUTION.

STUDY OBJECTIVES:

1. To identify the region's high priority problem areas.
2. To determine the severity of the high priority problems, to determine their underlying causes, and to formulate a set of improvement objectives which, if realized, will result in the solving of these problems.
3. To assess candidate projects submitted by local jurisdictions and implementing agencies for the MSD Regional Reserve in terms of how well they solve the high priority problems, the degree to which they meet the objectives, and the general impact the project has on the overall transportation system.
4. To recommend the most cost-effective projects for funding from the MSD Regional Reserve.

The proposed schedule and major phases of the study process are identified in Figure 1.

An important part of the process included the identification of criteria to be used in defining funding priorities. In June the MSD Council adopted a set of criteria to be used in two phases of the study process.

The first phase concerns the type of problems the MSD Council would like to see addressed with the funds to be allocated. Local jurisdictions and implementing agencies have identified over 80 problem areas for funding consideration from the MSD Regional Reserve Fund. The criteria will be used to screen these down to 15-20 high priority problem areas which would be subjected to a more in-depth study. This report documents this initial screening.

The second phase involves a further evaluation and prioritization of these 15-20 high priority problems and a detailed study of the projects to be submitted by local jurisdictions for funding.

The first three parts of the study process (refer to Figure 1) have been completed. This report documents the identification of problems, the initial screening of the problems according to criteria adopted by the MSD Council in June, and MSD staff recommendations on the high priority problem list.

Once the high priority problem list has been reviewed by TPAC and JPACT, the next step in the process will be study each problem in depth and to quantify its characteristics. In this phase, baseline data will be assembled and summarized about problem characteristics in terms of criteria as a basis for formulating improvement objectives and for evaluating the anticipated effectiveness of alternative projects.

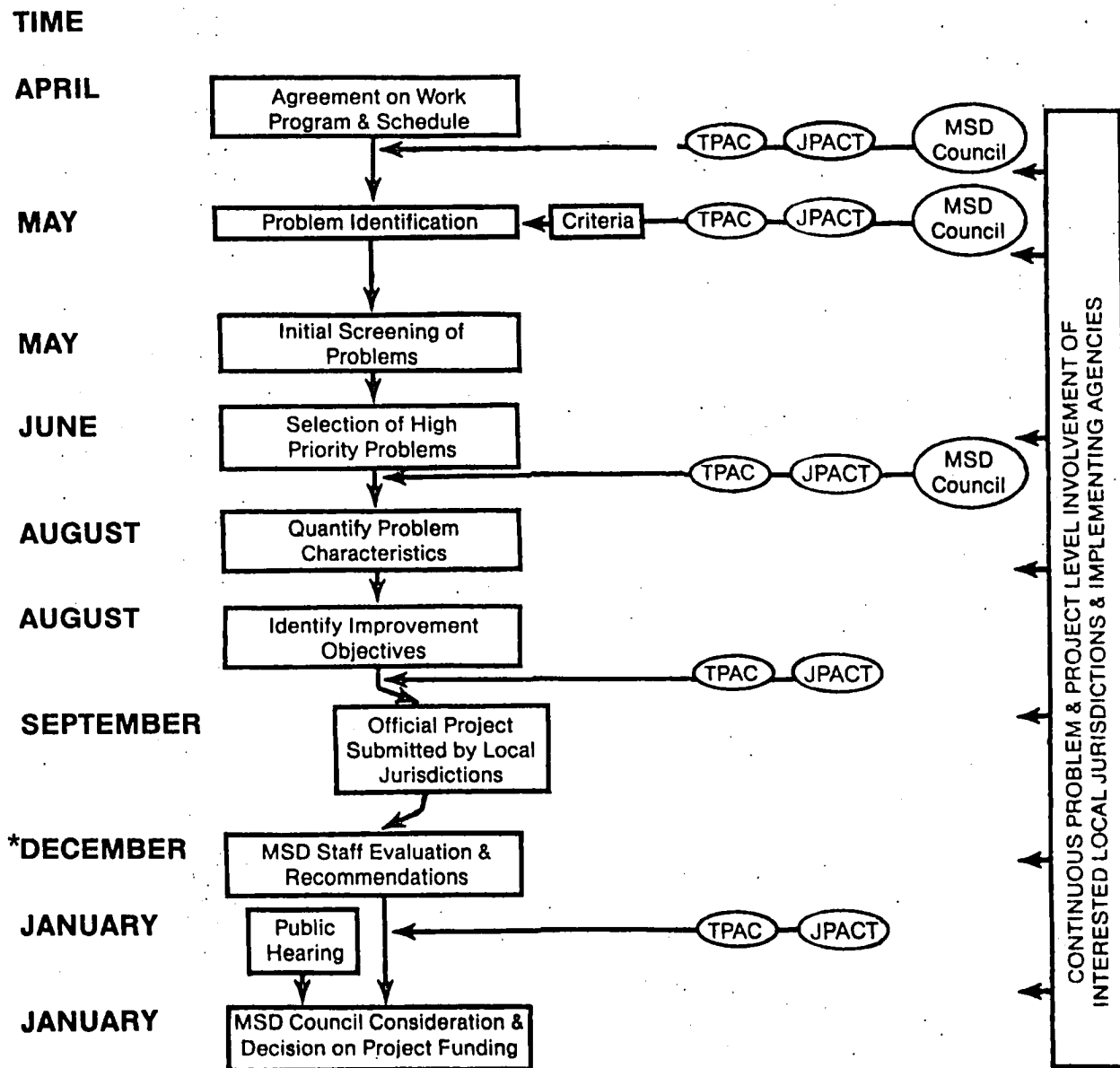
Each problem will be analyzed in depth and two questions will be answered: (1) What is the severity of the problem? and (2) What is its cause? Criteria previously developed will be used to assess the severity of the problem measured across a broad range of issues, and the origin-destination patterns of travelers making up the problem will be analyzed in order to understand the reason for the problem.

Next, improvement objectives will be formulated for each problem area. Objectives in the process are extremely important as they serve as a reference point for identifying a complete range of project alternatives and provide a basis for judging the merits of competing projects. Improvement objectives are necessary in order to understand what function facilities should serve. Definition of the major movements a facility is expected to serve and the improving of a facility so that it can serve those movements is necessary in order to define the most effective transportation solution.

Finally in October, local jurisdictions and implementing agencies will be requested to officially submit candidate projects for consideration by the MSD Council. Included with these submittals will be assurances of local match money availability.

Figure 1

PLANNING PROCESS FOR ALLOCATING THE MSD REGIONAL RESERVE



TPAC—Transportation Policy Alternatives Committee
JPACT—Joint Policy Advisory Committee on Transportation

*Additional analysis requested by JPACT on July 12, 1979 will require an additional two months to prepare final recommendations.

2. IDENTIFICATION OF PROBLEMS AND DETERMINATION OF ELIGIBILITY

2.1 Identification of Problems

Working closely with local jurisdictions, ODOT and Tri-Met, the MSD staff assembled an extensive list of problem areas. The problem areas were identified at eight problem identification workshops (refer to Appendix A) and a number of subsequent meetings.

MSD staff's input into these problem identification workshops was to identify regional and subregional corridors. These corridors account for a majority of the travel movements made in the region. An analysis was also prepared which first identified these regional and subregional corridors and second compared the number of corridor trips to the capacity of each corridor. Appendix B lists the technical memoranda produced for this effort. Reference should also be made to the Priority Corridor Report; Special Report No. 4.

Local jurisdictions and implementing agencies have identified over 80 problem areas which they wish to have considered for funding from the MSD reserve. Concurrently MSD staff has identified a number of regional and subregional problems and opportunities. Table 1 documents all problems/problem areas identified by jurisdictions and agencies. Figure 2 identifies the general location of all the problem areas.

TABLE 1

PROBLEM AREAS SUBMITTED FOR FUNDING CONSIDERATION

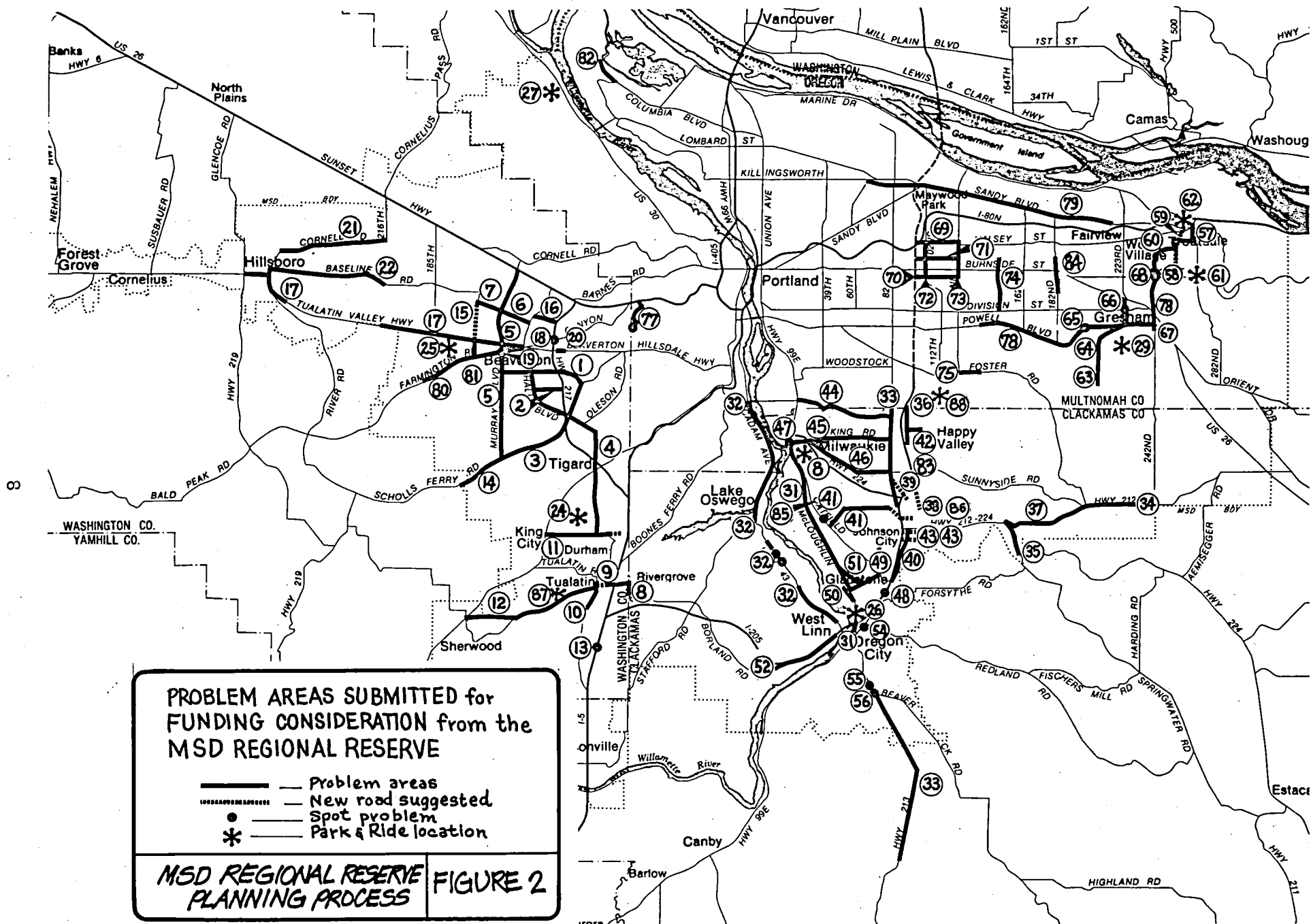
<u>#</u>	<u>Location</u>	<u>Termini</u>
1.	Allen Blvd.	Murray Blvd. to Scholls Ferry Road
2.	Denny Rd.	Hall Blvd. to Hwy. 217
3.	Scholls Ferry Rd.	Murray Blvd. to Allen Ave.
4.	Hall Blvd.	Allen Blvd. to Durham Rd.
5.	Murray Blvd.	Scholls Ferry Rd. to Hwy. 26
6.	Jenkins Rd.	Murray Blvd. to Cedar Hills Blvd.
7.	Jenkins Rd.	158th Ave. to Murray Blvd.
8.	Nyberg Rd. (East)	I-5 to Borland Rd.
9.	Nyberg Rd. (West)	I-5 to Tualatin-Sherwood Rd. --cost overrun
10.	Beaverton-Tualatin Hwy.	Avery St. to Nyberg Rd.
11.	Durham Rd. Improve. & Ext.	99E to 72nd Ave.
12.	Tualatin-Sherwood Rd.	99W to Boones Ferry
13.	Norwood Road and I-5	New Interchange
14.	Old Scholls Ferry Rd.	Scholls Ferry Rd. to Sholls Ferry Rd.
15.	158th Ave. Extension	Jenkins to Farmington Road
16.	Walker Rd.	Cedar Hills Blvd. to Hwy. 217
17.	TV Hwy.	Hillsboro one-way couplet; SW 219th Ave. to SE Cedar Ramp Improvements
18.	Hwy. 217/TV Hwy./Beaverton- Hillsdale Hwy.	Intersection
19.	Farmington Road and Murray Rd.	
20.	Beaverton-Hillsdale Hwy.	Lombard Ave. to 91st Ave.
21.	Cornell Rd.	Arrington (Hillsboro) to 216th Ave.
22.	Baseline Rd.	TV Hwy. to 216th Rd.
23.	Purchase of Buses for Tri-Met	
24.	Park and Ride lot	Vicinity of Tigard
25.	Park and Ride lot	Vicinity of Beaverton
26.	Park and Ride lot	Vicinity of Oregon City
27.	Park and Ride lot	Vicinity of Linnton
28.	Park and Ride lot	Vicinity of Milwaukie
29.	Park and Ride lot	Vicinity of Gresham
30.	Fund Carpool Program	---
31.	99E (McLoughlin Blvd.)	Milwaukie to Gladstone (city of); I-205 to Main St.
32.	Hwy. 43 (Macadam Ave.)	North Shore to McVey; Marylhurst College Driveways; Marylhurst Drive; Laurel St.; Joie Pointe Rd. to MacKillican St.; City of Portland to Lake Oswego
33.	Hwy. 213	Multnomah Co. line to I-205 (82nd Ave.); Oregon City Bypass to Leland Rd.; Beaver Creek to Spangler Rd.
34.	Hwy. 212	Carver Junction to SE 232nd
35.	Hwy. 224	Rock Creek to Carver
36.	92nd Ave.	Multnomah Co. line to Hillcrest

TABLE 1 (continued)

<u>#</u>	<u>Location</u>	<u>Termini</u>
37.	Hwy. 212 Support Facilities	--
38.	102nd extension	Lawnfield to Mather
39.	Ambler Rd. Extension	82nd Ave. to Lawnfield
40.	82nd Drive	I-205 to Hwy. 212
41.	Thiessen Rd.	Oatfield to Johnson; Johnson Extension to McKinley; Oatfield and Concord intersection
42.	Otty Rd. extension	I-205 to Idleman
43.	Clackamas Rd. at Jennifer St.	Railroad Overpass
44.	Johnson Creek Blvd.	99E to 82nd; particularly 42nd to Brookside
45.	King Rd./Harrison	99E to 82nd Ave.
46.	Railroad Ave./Harmony Rd.	82nd to 37th Ave.
47.	17th/McLoughlin/Harrison	Intersection
48.	Gladstone Bridge	At 82nd Drive
49.	Gloucester	99E to Oatfield
50.	River Rd.	Glen Echo to 99E
51.	Abernethy Ave.	99E to Portland Ave.
52.	Hwy. 212	A St. to 10th St.
53.	Hwy. 43	Terwilliger to McVey
54.	Abernethy Bridge	At Hwy. 213
55.	Hwy. 213 and Warner Milne Rd.	Intersection
56.	Hwy 213 and Hilltop Ave.	Intersection
57.	Buxton Rd.	Cherry Park Rd. to Columbia St.
58.	257th Ave. Connection	Cherry Park Road to Hensley
59.	257th Extension	257th Avenue
60.	Reconstruct Cherry Park	Cost Overrun
61.	Park and Ride Lot	Troutdale Rd. and Stark St.
62.	Park and Ride Lot	Downtown Troutdale
63.	Upscope the 221st project	Cost Overrun
64.	Upscope the 223rd project	Cost Overrun
65.	202nd Ave. and Powell	Intersection
66.	Division and Main	Intersection
67.	Powell and Hogan	Intersection
68.	Hogan and Stark	Intersection
69.	Halsey/Weidler Couplet	I-205 to 122nd
70.	Stark/Washington Couplet	I-205 to 122nd
71.	Glisan	I-205 to 122nd
72.	102nd Ave.	Weidler St. to Washington;
73.	122nd Ave.	Halsey to Stark
74.	148th Ave.	Glisan to Division
75.	Foster Rd.	122nd to 136th
76.	Hogan/242nd	Cherry Park Rd. to 23rd (Gresham)
77.	Scholls Ferry Rd. and Patton Rd. Intersection	US 26 to Patton Road

TABLE 1 (continued)

<u>#</u>	<u>Location</u>	<u>Termini</u>
78.	Powell Blvd.	136th to Hogan
79.	US 30 Bypass	72nd to I-80N
80.	Farmington Rd.	Kinnamon to Cedar Hills Blvd.
81.	158th Ave.	Farmington to TV Hwy.
82.	Columbia Blvd.	Terminal Rd. to Port of Portland Property Line
83.	Transit Improvements	Clackamas Town Center
84.	181st/182nd Ave.	Main Street to Stark; Burnside to Glisan
85.	Concord Avenue	River Road to Oatfield Rd.
86.	Stevens Road Extension	Extend Stevens Rd. to Sunnyside Rd.
87.	Park and Ride Lot	Vicinity of Tualatin
88.	Park and Ride Lot	Vicinity of 104th and Foster



2.2 Determination of Eligibility

In June the MSD Council upon recommendation from JPACT and TPAC approved a set of conditions that must be met before a problem area is considered eligible for funding.

Eligibility of funding is determined based on the following conditions:

1. The problem area must be located outside the City of Portland.
2. The problem area must be located within the MSD Boundary.
3. The problem area should be located within the Urban Growth Boundary.
4. Cost overruns on presently funded projects would not be eligible for funding consideration.

All problem areas submitted for funding consideration have been screened for eligibility. Table 2 documents which problem areas are not eligible or have been withdrawn by local jurisdictions.

It should be noted that a number of problem areas identified may have funding committed for spot projects. These isolated projects would not be eligible for reserve funding. However, their funding does not automatically disqualify a problem area whose impact is on a much broader scale.

TABLE 2

PROBLEM AREAS INELIGIBLE FOR FUNDING CONSIDERATION
OR WITHDRAWN BY THE SPONSORING LOCAL JURISDICTION

#	Problem Area	Withdrawn By Local Jurisdiction	Eligibility Conditions			
			Inside the City of Portland	Outside MSD Boundary	Outside Urban Growth Boundary	Fed. Funds Programmed Or Reserved
6	Jenkins Rd	Yes				
7	Jenkins Rd	Yes				
9	Nyberg Rd (West)	No	No	No	No	Yes
11	Durham Rd	Yes				
18	Hwy 217 & Canyon/ TV Hwy Only	No	No	No	No	Yes
19	Farmington Rd & Murray	No	No	No	No	Yes
27	Linnton Park & Ride	No	Yes			
28	South Milwaukie Park & Ride Lot	No	No	No	No	Yes
30	Carpool Program	No	Yes	Yes	Yes	Yes
31	McLoughlin Blvd	No	No	No	No	Yes
34	Hwy 212	No	No	No	Yes	
35	Hwy 224	No	No	No	Yes	
47	17th/99E/Harrison Intersection	No	No	No	No	Yes
63	221st Project	No	No	No	No	Yes
64	223rd Project	No	No	No	No	Yes

* Refer to Table 2 for further details.

3. THE INITIAL SCREENING CRITERIA

The 72 problem areas identified as eligible involve a variety of problems. It is not possible for MSD staff to study each of these in depth, nor would it be fruitful as the cost of projects appropriate to solve the problems would greatly exceed available funding revenues. In addition, a number of the problems may represent marginal transportation problems. For these reasons, an initial screening has been undertaken based on criteria adopted by the MSD Council in June.

However, prior to screening, the eligible problem areas were combined and grouped together. There are a number of facilities which extend across jurisdictional boundaries on which local jurisdictions have identified a variety of intersection problems. Examples are Scholls Ferry Road, Powell Blvd and Macadam Avenue. Rather than analyze each spot problem individually they have been combined into major problem areas.

Secondly, the problem areas were grouped together according to their relationship to regional and subregional corridor movements. Problem areas representing local movement or isolated link problems were similarly grouped together.

There are a number of advantages to grouping problem areas according to the major trip movements which they must serve. This allows analysis of how facility components work together to service trip movements. It allows a comparison to be made between the problem areas and an assessment to be made of each area's relative importance. Finally, analysis of the groupings in connection with corridor trip movements and capacities allows an understanding to be gained of the underlying causes of the problems.

Subsequently, the problem areas were screened according to the criteria. The criteria were applied as follows:

Problems Affecting Regional Travel Flows

This criteria is perhaps the most important because it places emphasis on solving transportation problems affecting the mobility of regional and subregional travel flows.

This screening criteria reflect a perspective that the first and foremost emphasis should be placed on solving problems which affect the regional and subregional movements. Regional movements not well served by highway facilities or transit services have the potential to cause entire system breakdowns.

Each eligible problem area will be analyzed in terms of the degree it affects the mobility of regional and subregional travel flows. The results of this analysis would be available for review by local jurisdictions. Priority will also be given to existing problems ahead of future problems.

Environmental Problems

Each eligible problem area will be analyzed in terms of the degree it relates to a regional environmental problem. Basically, two types of environmental problems will be considered -- air quality and energy.

If the problem area falls on a link which is presently in violation of carbon monoxide standards, it will be indicated as such. Outstanding energy concerns will also be considered.

Problems Resulting From Insufficiently Maintained Facilities

The third criteria involves restoring the existing system in order to enable it to function efficiently.

Each problem area will be categorized as to whether it is caused by insufficiently maintained facilities and facilities in need of replacement, restoration, or improvement which would result in a more efficient facility. Problem areas that involve arterial highways should be emphasized over collector roads.

Scale of the Problem

There are a number of different scales at which problems may be identified and studied -- i.e., an intersection versus a corridor. Each problem area will be analyzed in terms of its scale. Spot or intersection problems would receive a lower emphasis than corridor problems.

Local Jurisdictional Interest

The counties and their cities all have varying perspectives in the priority of one problem over another. Therefore, local perceptions as to what are the worst problems must also be a factor in the selection and such issues as likely availability of local match will be addressed. Additionally, problem areas which are supported by more than just the sponsoring jurisdiction should be favored.

Geographic Distribution

Recognizing that problems exist to varying degrees in all three counties that could be addressed through the MSD Regional Reserve, it is necessary to have a somewhat biased geographic distribution of problem areas to be studied in depth. However, this would not be a criterion in the eventual commitment of funds to projects.

The first three criteria relate to a categorization of the problems into three general problem types and represent staff recommendations on problem priorities. Problems having no regional implications which solely affect local circulation (caused by local development and inadequate local streets) would be given minimal consideration as a result of these problem priorities. The need for funding local facilities caused by continuing local development is primarily the responsibility of local jurisdictions and local developers.

The remainder of this chapter documents how staff screened the eligible problem areas in order to present recommendations contained in chapter five.

It should be noted that certain problem areas were expanded in order that "systems impacts" could be fully evaluated. Finally, certain problem areas were recommended for one of three categories: high priority; moderate priority; and low priority.

4. RECOMMENDED HIGH PRIORITY PROBLEM AREAS

Based on the initial screening and JPACT recommendations, it is recommended that 23 problem areas be analyzed further. These problem areas were selected based on how well they met the criteria, adopted by the MSD Council in June, 1979 and JPACT recommendations to staff.

Of the 84 problem areas proposed, 72 are eligible. A variety of problems are involved. It is not possible for MSD staff to study each of these in depth, nor would it be fruitful as the cost of projects appropriate to solve the problems would greatly exceed available funding revenues. In addition, a number of the problems represented marginal transportation problems at best. For these reasons, an initial screening has been undertaken based on criteria adopted by the MSD Council in June.

However, prior to screening, the eligible problem areas were combined and grouped together. There are a number of intersection problems suggested by local jurisdictions which extend along major highways which cross jurisdictional boundaries. Examples are Scholls Ferry Road, Powell Blvd and Macadam Avenue. Rather than analyze each spot problem individually they have been combined into major problem areas.

Second, the problem areas were grouped according to their relationship to regional and subregional corridor movements. Problem areas representing local movement or isolated link problems were similarly grouped together.

The emphasis of this analysis has been on corridor and subcorridor problems. The grouping of problems together reflects this orientation and served along with the criteria as the basis for recommendations. There are a number of advantages to grouping problem areas according to the major trip movements which they must serve. This allows analysis of how facility components work together to service trip movements. It allows a comparison to be made between the problem areas and an assessment to be made of each area's relative importance. Finally, analysis of the groupings in connection with corridor trip movements and capacities allows an understanding to be gained of the underlying causes of the problems.

Subsequently, the problem areas were screened according to the criteria. This screening is documented extensively in the full report of Staff Report #48.

Based on the screening, each problem area has been placed in one of three categories: high priority, moderate priority, or low priority. Problem areas placed in the high priority category are recommended for further study. No further study is recommended for problem areas placed in the moderate priority or low priority category.

On July 12 JPACT reviewed staff recommendations and proposed two changes. First they requested that a Tri-Met proposal for new bus purchase be included in the high priority problem list. Staff recommendations originally found it ineligible because Tri-Met was to pursue bus purchase through other federal funding sources and because of the requirement that Regional Reserve funds not be programmed for improvements within the City of Portland.

JPACT has also requested that the City of Portland be requested to also consider the funding of bus purchases from their \$50 million reserve. Tri-Met also indicated they are doubtful they will be able to secure Section 3 funding. The need for buses is serious in the region and does support the MSD criteria.

Secondly JPACT has requested that three problem areas originally identified by staff be expanded. Originally staff identified three subregional corridor movements and recommended for each corridor that one particular facility be placed on the high priority problem list.

JPACT recommended that for each of the three subregional corridors that additional facility improvement options be included. Staff recommended the following in response to JPACT's direction:

<u>Subregional Corridor Movement</u>	<u>Facility Options</u>
1. Troutdale North-South Corridor	1. 242nd Ave--I-80N to US 26 2. 257th Ave--I-80N to US 26
2. West Beaverton North-South Corridor	1. 158th Ave--Jenkins Road to Farmington Road 2. Murray Blvd--US 26 to Scholls Ferry Road
3. Milwaukie East-West Corridor	1. Harrison/King--99E to 82nd Ave 2. Railroad/Harmony--99E to 37th Ave

Figure 3 identifies all recommendations.

RECOMMENDED HIGH PRIORITY PROBLEM AREAS

1. PROBLEM AREAS

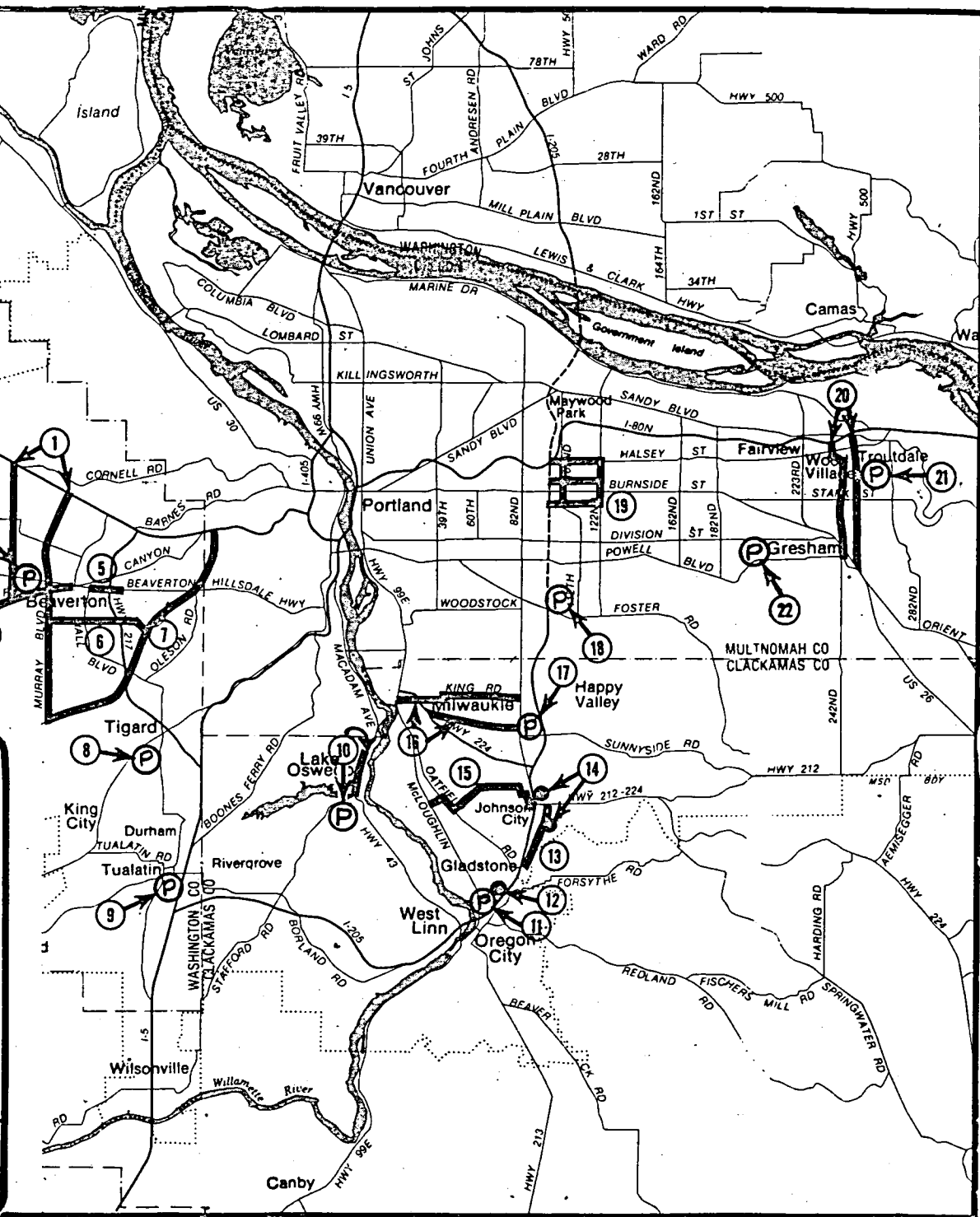
1. W Beaverton N-S Movement
2. Park & Ride Lot
3. Cornell Road
4. Farmington Road
5. Beaverton Hillsdale Hwy
6. Allen Blvd
7. Scholls Ferry Road
8. Park & Ride Lot
9. Park & Ride Lot
10. Highway 43
11. Park & Ride Lot
12. Gladstone Bridge
13. 82nd Drive
14. Railroad Overcrossings
15. Thiessen Road
16. Milwaukie E-W Movement
17. Park & Ride Lot
18. Park & Ride Lot
19. Halsey/Weldler, Glisan
20. Troutdale N-S Movement
21. Park & Ride Lot
22. Park & Ride Lot
23. New Bus Purchase

TERMINI/LOCATION

1. Murray Blvd-US 26 to Scholls Ferry Rd
2. 158th - US 26 to Farmington Road
3. Vicinity of Beaverton
4. Baseline to Sunset (via Cornelius Pass Rd)
5. Kinnamon to Cedar Hills Blvd
6. Lombard to 91st
7. Murray to Scholls Ferry Road
8. Murray to Sunset Hwy
9. Vicinity of Tigard
10. Vicinity of Tualatin
11. Terwilliger to McVey
12. Park & Ride Lot
13. Vicinity of Oregon City
14. Across the Clackamas River at 82nd Dr
15. Hwy 212 S to I-205
16. At Jennifer & Clackamas Roads
17. 93E (via Concord) to Hwy 212 (via Clack. Rd)
18. Harrison/King-99E to 82nd Dr
19. Railroad/Harmony-Hwy 224 to 82nd
20. Clackamas Town Center
21. Vicinity of Foster & 104th
22. I-205 to 122nd
23. 242nd - I-80N to US 26
24. 257th - I-80N to US 26
25. Vicinity of Troutdale
26. Vicinity of Gresham

MSD REGIONAL
RESERVE PLANNING
PROCESS

FIGURE 3



4.1 Washington County

All of the Washington County Problem Areas were grouped into six groups. (The groupings pointed out a number of regional opportunities and indicated at least one reason why Beaverton has the current congestion problem it has and would allow a coordinated approach to problem solving.)

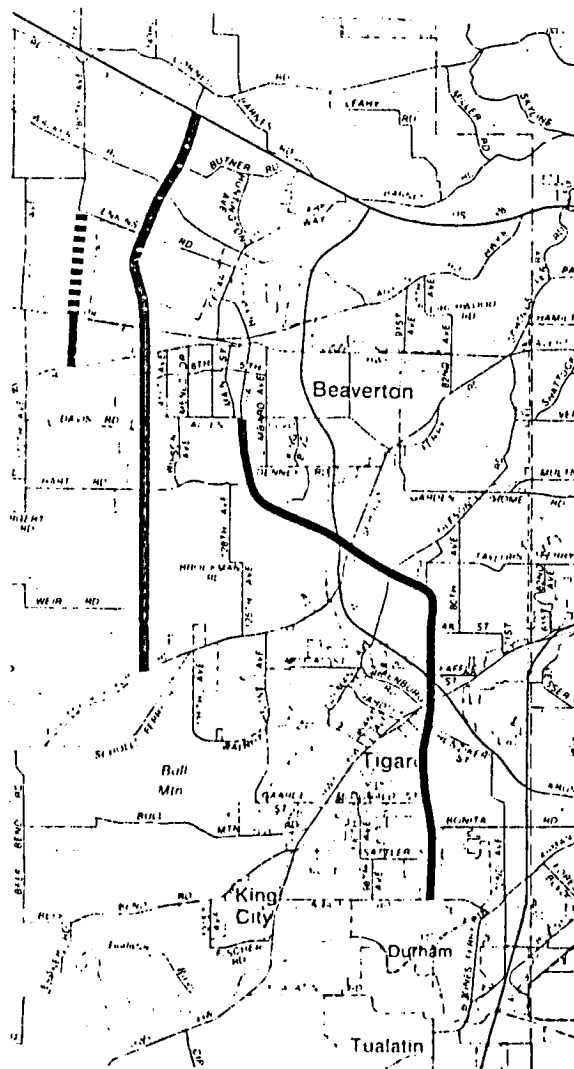
There are three major regional corridor flows which interchange in the general Beaverton area. There are two major east/west flows which merge together and they, in turn, are crossed by the north-south Hwy 217 travel flow. In addition to the large number of interchange movements between these flows, there are a high number of local trips which are generated in the Beaverton area. To service these flows, an arterial system exists which is in many cases inadequate. With future corridor growth, it is expected that these problems will intensify.

4.1.2 Murray Boulevard, 158th Street Extension and Improvement and Hall Boulevard Problem Area Grouping

The three problem areas are related to regional problems. First, they are related to the future lack of adequate north/south capacity. Second, these facilities serve (could serve) trip movement interchanges between the Sunset/TV corridor and the Scholls Ferry-Farmington corridor (an over-utilized corridor). Currently the arterial system forces these trip interchanges to be made in downtown Beaverton which creates conflicts with local traffic and in turn affects the regional performance of the corridors.

The problem also points out an opportunity to develop better north-south arterials west of downtown Beaverton. Improvements on one or all of these arterials have the potential of facilitating better regional and local movement.

FIGURE 4



The Murray Blvd problem area offers the greatest potential of these three problem areas for relieving existing and anticipated problems. This problem area has been placed within the high priority grouping and is recommended for additional study. It is also recommended that further analysis be undertaken to determine the ability of Sunset Hwy to handle the additional flows diverted onto it from Murray Blvd improvements. Murray Blvd addresses the problem of the lack of north/south facilities and can assist in the removal of short trips on Hwy 217 and in the removal of through traffic currently interchanging in downtown Beaverton area. Restoration of the existing facility is required. The problem area was suggested by Washington County and Beaverton is supportive.

The 158th Street Extension, like Murray, represents an opportunity for relieving a number of regional problems. However, this problem area also relates to the need for facilities caused by local development pressure. The extension, which requires new construction, has the potential of increasing VMT and increasing air quality problems. Washington County suggested the problem area. The city of Beaverton is generally supportive.

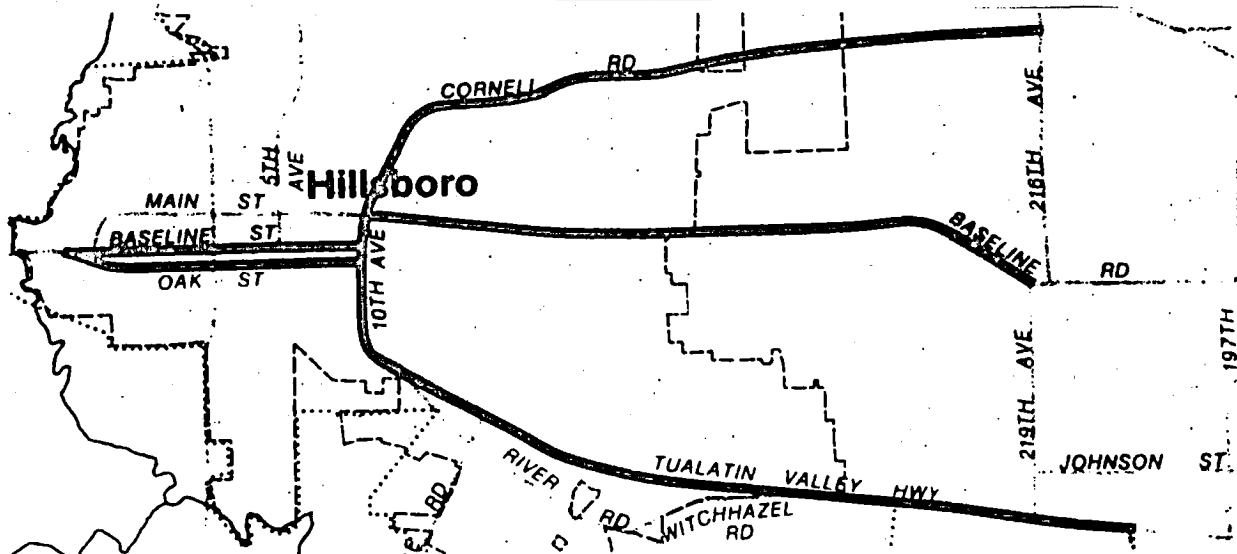
158th Avenue was originally placed in the moderate priority category rather than the high priority category because of the Murray Blvd opportunity and the disadvantages associated with it. However, JPACT at their study July 10 meeting directed staff to include 158th Street in the remainder of the study. JPACT felt that both facilities represent opportunities for servicing these trip movements and that staff should do further analysis to determine which of the facilities offer the best opportunities.

Hall Blvd also offers opportunities for relieving north/south capacity problems within the Beaverton vicinity area. Sections of the facility are in need of restoration. However, Hall Blvd was the subject of an in-depth TSM analysis in 1977. As a result a complete TSM strategy was federally funded. Funds are available to improve the most severe problem areas. In light of the opportunities offered by Murray Blvd, Hall Blvd has been placed within the moderate priority category, and would not be studied in more depth at this time.

4.1.3 Cornell Road, Baseline/Main, TV Hwy Problem Area Grouping

The cutline analysis did not indicate capacity problems in the Sunset/TV Hwy Corridor in 1977. However, the corridor facilities will be over capacity by 1995. TV Hwy serves this major corridor flow to a large extent. However, Baseline and Cornell Road serve both local movements and regional movements to/from Hillsboro (although Baseline to a lesser extent).

FIGURE 5



Cornell Road offers the best improvement opportunities of these problem areas and has been placed within the high priority category and recommended for further study. Cornell provides subregional movement between Hillsboro and Forest Grove and US 26. However, the degree and the extent of the movement cannot be ascertained without further analysis. Cornell Road also provides service to major movements between Hillsboro and western Washington County. Restoration to the existing facility within sections is needed. The problem area was suggested by the city of Hillsboro. Washington County supports the problem area.

However, Cornell Road has been recommended for further analysis with the following qualifications:

- A. The termini of the problem area be extended from 216th Avenue to US 26 along Cornelius Pass Road and an adequate analysis be made of the impact improvement of Cornell would have on US 26 and TV Hwy.
- B. There are a number of improvement strategies available for the problem area. It is recommended that a TSM strategy be included as an alternative for further study. If the TSM strategy proves to be the most cost-effective alternative then it should receive priority consideration.

- C. A recent residential survey carried out by the Hillsboro Planning Department (1978) indicates that of all Hillsboro resident work trips, 28 percent go to Beaverton (presumably via TV Hwy) and only 18 percent go to Portland. However, the figures are higher for shopping trips and of course do not include trips ending in Hillsboro. A detailed origin-destination analysis is recommended to determine the role of Cornell Road in the regional system.
- D. Finally, it is recommended that the problem area be analyzed as to what specific adjacent land use commitments Hillsboro is willing to enact in order to maintain the increased mobility an improvement would create. Any improvement alternative suggested should include access controls.

The Baseline/Main problem area primarily involves the need for improved local facilities caused by future development. The problem area impact is localized and is related primarily to Hillsboro -- the jurisdiction suggesting the problem. Restoration of Baseline-Main has been placed within the moderate priority category and not recommended for further study.

The TV Hwy problem area: the one-way couplet in Hillsboro and the section of TV Hwy from Reedville to Tenth Street have been placed in the moderate priority category and not studied further. The problem area generally met the criteria. However, in comparison to other problem areas its priority is moderate.

These problem areas are within the Farmington/Scholls Ferry Corridor which has the highest 1977 and projected 2000 v/c ratios of the Washington County corridors. Scholls Ferry Road and Farmington Road are two of the three major arterials available to serve the flows. Allen Blvd offers an opportunity to improve east/west movement flows and to relieve some of the merging and interchange of trips with this area. Denny Road was believed to serve more localized movements.

This is a detailed street map of Beaverton, Oregon. The map shows a grid of streets with various names such as Johnson St, Farmington Ave, Multnomah Blvd, and others. A thick black line is drawn across the map, indicating a specific route or boundary. The map also shows surrounding areas like Aloha and Cooper Min. The map is oriented with North at the top.

2

Scholls Ferry Road is also within the Scholls Ferry/Farmington Road Corridor. Problems include capacity constructions at several inter-sections, deteriorating road base, and need for jurisdictional coordination on any improvements. As is the case for Allen Blvd, Scholls Ferry Road offers a significant opportunity for more efficient travel movements within the Scholls Ferry/Farmington Road Corridor. ODOT suggested the problem and the problem area is supported by Beaverton, Washington County, and Multnomah County. The problem area is the No. 2 priority of Washington County in this grouping. The problem area has been recommended for the high priority problem list with the following qualifications:

- A. The problem area be extended to US 26 and an analysis be made as to the impact Scholls Ferry improvements would have on US 26.
- B. A TSM alternative be considered along with any project submittals.
- C. The feasibility of access controls be analyzed with all project submittals.

The Beaverton-Hillsdale problem area is located at a central location within Beaverton which is important for interchange movements among several facilities. The high volume of regional and local traffic merging, crossing and interfacing with each other make efficient transfers within this area critical. The area also is presently in violation of the eight-hour carbon monoxide standard. The problem area meets the initial screening criteria and has been placed within the high priority category and should be studied further.

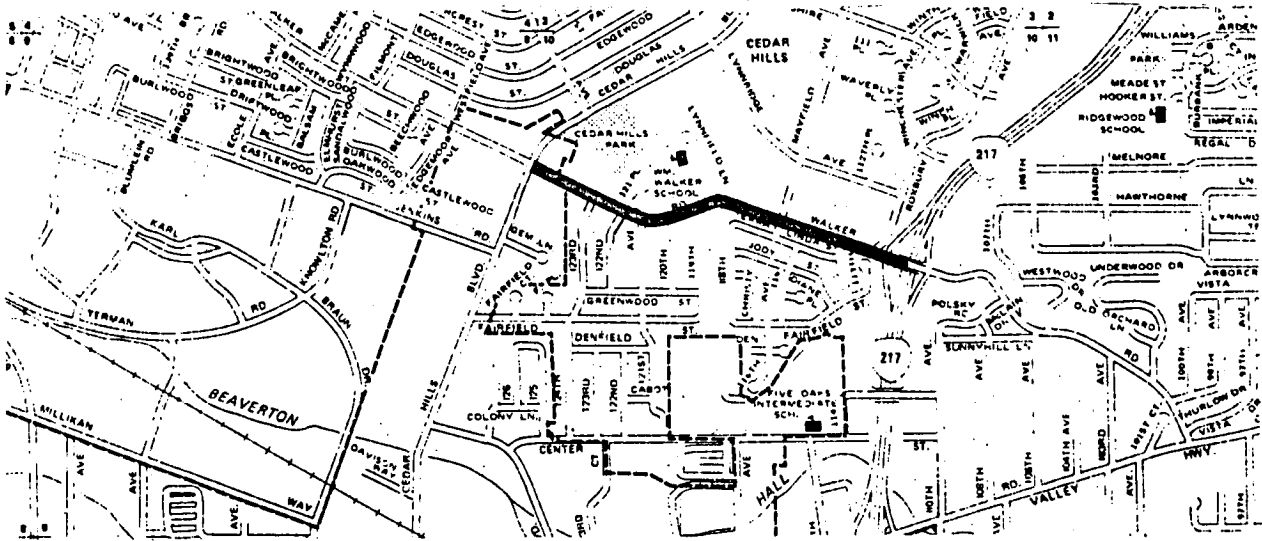
The Farmington Road problem area is also located within the Scholls Ferry/Farmington Road corridor. Farmington Road also provides an opportunity for increasing capacity through reconstruction in this capacity deficient corridor. The severity of existing conditions and projected further deterioration place Farmington Road in the high priority category for further study. However, it is recommended that the project submittal not be duplicative of the TSM strategy that has been funded between 185th Avenue and Lombard Avenue.

The Denny Road problem area is also within this problem grouping. Unlike Allen Blvd, Denny Road does not provide opportunities for access to regional facilities other than Hall Blvd and 217. Its function is therefore limited and use is more closely aligned with providing local access. The improvement of Denny Road cannot be seen to greatly improve regional accessibility. The problem area was suggested by Beaverton. Although the county supports the problem it is last priority in this grouping. The problem area has been placed in the moderate priority category and should not be studied further.

4.2.5 Walker Road Problem Area

Walker Road provides east-west access to/from a major regional facility -- primarily the access is between residential neighborhoods and commercial development surrounding it. However, it does not itself serve a major regional movement.

FIGURE 7



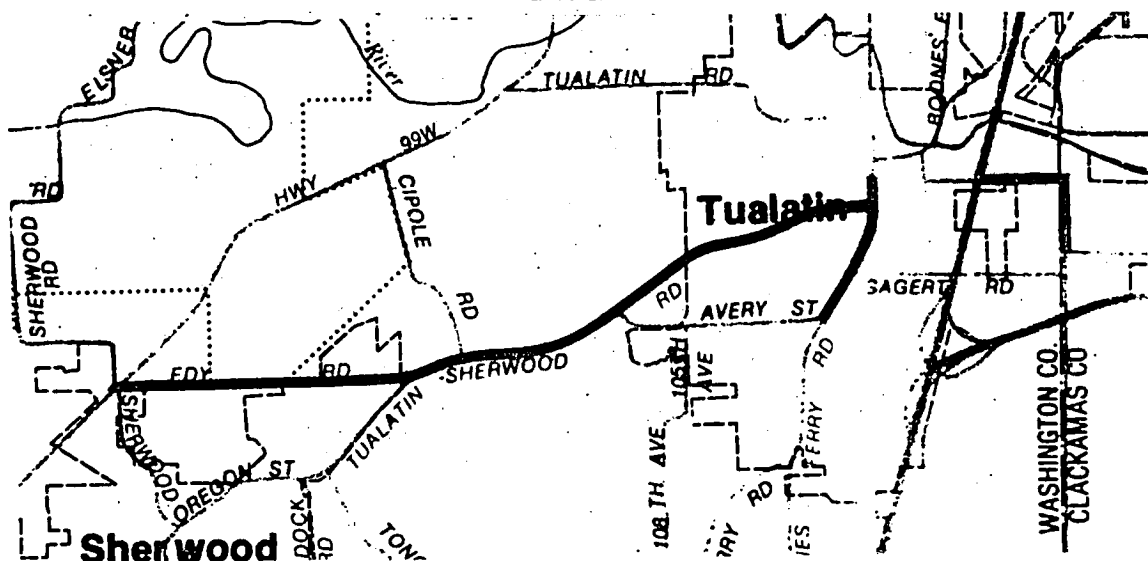
Walker Road is the only facility within the Walker Road problem area. Walker Road provides east/west access to/from a major regional facility (Hwy 217) -- primarily the access is between residential neighborhoods and commercial development surrounding it. However, it does not itself service a major regional movement. Washington County is the problem sponsor. The problem area has been recommended to be placed in the moderate priority category and not studied further.

4.1.6 Tualatin-Sherwood Road; Nyberg Road (East) and Boones Ferry Road (Tualatin) Problem Area Grouping

A regional opportunity in the corridor should be more oriented to improving north/south flow rather than east/west movements. There are a number of local circulation and access problems in the location of these problem areas.

Discussion at the workshop highlighted the fact that there was indeed east/west problems within the general north/south movement corridor. Discussion also addressed the issue of improving north-south capacity. Hall Blvd was identified as potentially remedying this problem. However, it was recognized that the facility does not really serve the travel movements requiring the additional capacity.

FIGURE 8



These problem areas related to east/west and minor north/south access movements within the I-5/99W north/south regional corridor. None of the problem areas within this grouping have been recommended for further study and analysis.

The Tualatin-Sherwood problem is primarily caused by existing industrial development and the need for restoring a deteriorating road base. The problem is compounded by anticipated future industrial development growth in the area. This development could substantially affect Tualatin's local circulation movements, and in the future to some extent increased commercial vehicle trips on I-5 in the Tualatin area. However, it relates only indirectly to regional corridor movements. The problem area was suggested by the city of Tualatin. The city of Sherwood is supportive. This problem area is the No. 1 priority in this grouping. Based on the evaluation of the problem area in meeting the initial screening criteria, it is recommended that the Tualatin-Sherwood Road problem area be placed in the moderate priority category and not studied further.

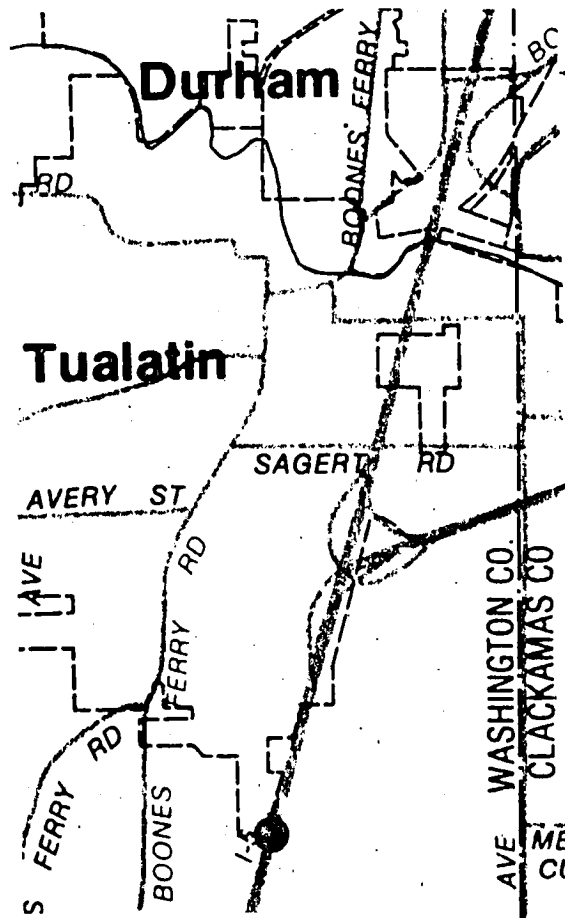
The Boones Ferry Road problem area is on a facility which runs parallel to a major regional freeway -- I-5. The majority of through trips use I-5. Boones Ferry Road provides local access to the adjacent industrial areas. Restoration and improvement along sections of Boones Ferry would have primarily local impacts. ODOT suggested the problem area. The city of Tualatin is supportive. The problem area has been placed in the moderate priority category as it fails to adequately meet the screening criteria and should not be studied further.

The Nyberg Road (East) problem area is also within the problem area grouping. Nyberg Road is an east/west facility which provides access to the north/south facilities within the I-5/99W corridor. Nyberg Road (East) does not affect the north/south regional movements. Improvements to Nyberg Road (East) would have local benefits only. The problem area has been placed in the moderate priority category and should not be studied further.

4.1.7 Miscellaneous Spot and Isolated Link Problem Areas: Norwood Road Interchange at I-5

This problem area relates to a spot and isolated link problem.

FIGURE 9



The Norwood Road Interchange at I-5 is the only problem area in the Washington County Miscellaneous Spot and Isolated Link Problem Area Grouping. The intersection is intended to improve access to the Norwood Road area. The lack of access to the areas adjacent to Norwood Road does not affect regional travel flows. The city of Tualatin proposed the problem area. ODOT is opposed to providing additional access to I-5. The problem area fails to adequately meet the initial screening criteria. The problem area has been placed in the low priority category and should not be studied further. Construction of the interchange could result in a decrease to regional accessibility.

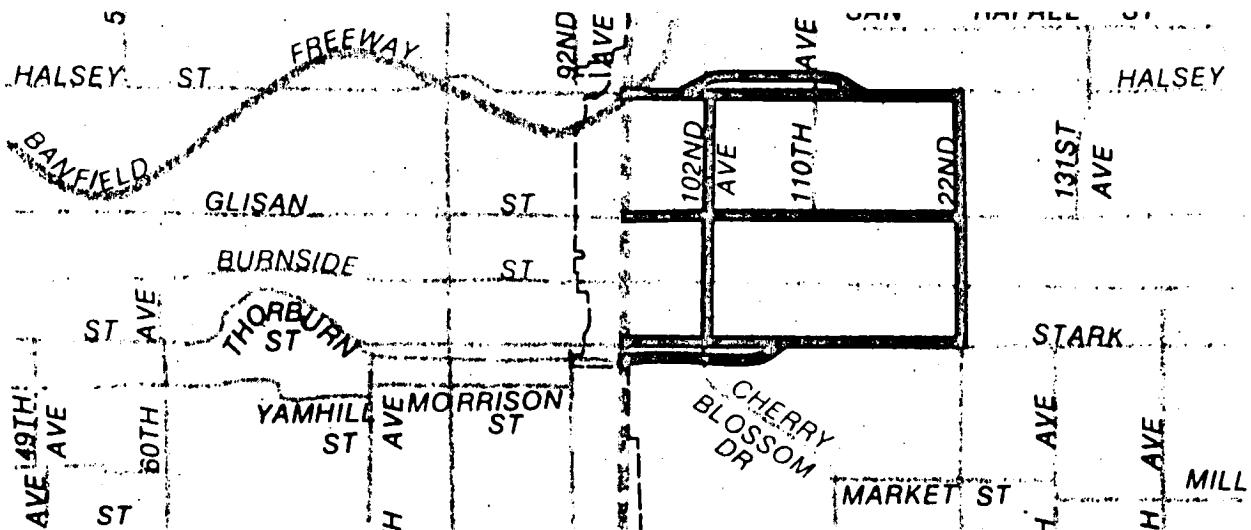
4.2 Multnomah County

In Multnomah County the eligible problem areas were combined into six problem area groupings. Based on the initial screening criteria, the following recommendations are made for each of the problem areas within Multnomah County.

4.2.1 Halsey/Weidler Couplet, The Stark-Washington Couplet, and the Glisan Street Problem Area Grouping

The grouping relates to problems caused by existing heavy traffic volumes on major east/west arterials and the need to upgrade these facilities through "supply optimization" techniques. The need to increase the efficiency of these existing facilities is created by the I-205 investment which could have substantial impacts on these east/west arterials.

FIGURE 10



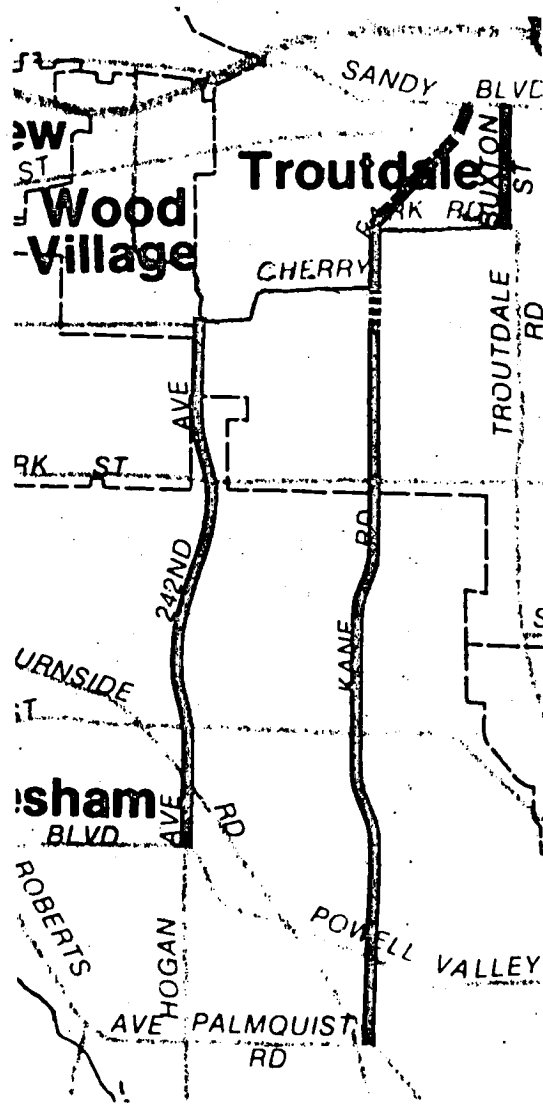
Each of the facilities plays an important role in facilitating travel movements to the major regional facilities within East Multnomah County and in providing regional accessibility through use of the facilities on the grid itself. The high existing traffic volumes and anticipated increases and the numerous signalized intersections of these facilities suggests the potential for flow improvements through signal synchronization. These flow improvements could result in a decrease in auto emissions and energy savings. The problem areas within this problem area grouping have been placed within the high priority category and are recommended for additional study.

It is also recommended that the impact of the problem and any proposed improvement have on the City of Portland be evaluated before any funding recommendations are made.

4.2.2 Hogan/242nd; 257th Extension; 257th Connection; 257th
Realignment; Buxton Road; Cherry Park Road

These problem areas relate to both east/west through trips using north/south facilities as connecting links between US 26 and the Banfield, and increased movements between the developing residential areas in Gresham, Troutdale, Wood Village and Fairview. Improvements are currently programmed to improve facilities within Multnomah County so that these east/west regional movements may be more efficiently handled. Examples are the Banfield Transitway, Burnside improvements, 221st/223rd, and improvements to the 181st/Banfield interchange. The problem areas included within this grouping respond to regional and local problems to varying degrees.

FIGURE 11



Hogan/242nd provides an opportunity for addressing these concerns within East Multnomah County and has been placed in the high priority category for further study. Hogan/242nd appears to offer an opportunity to improve the movement of both through and local movements within the Gresham and Troutdale areas. It provides north/south connectivity between Gresham and Troutdale, Fairview and Wood Village. It also serves as a connecting link between US 26 and the Banfield. The facility is currently capacity deficient and through TSM improvements current congestion could be reduced. It is also recommended that further analysis of this problem area include an evaluation of limitations to improvements including a steep grade and sharp curves north of Glisan, an at grade railroad crossing at I-80N and interchange restrictions at I-80N.

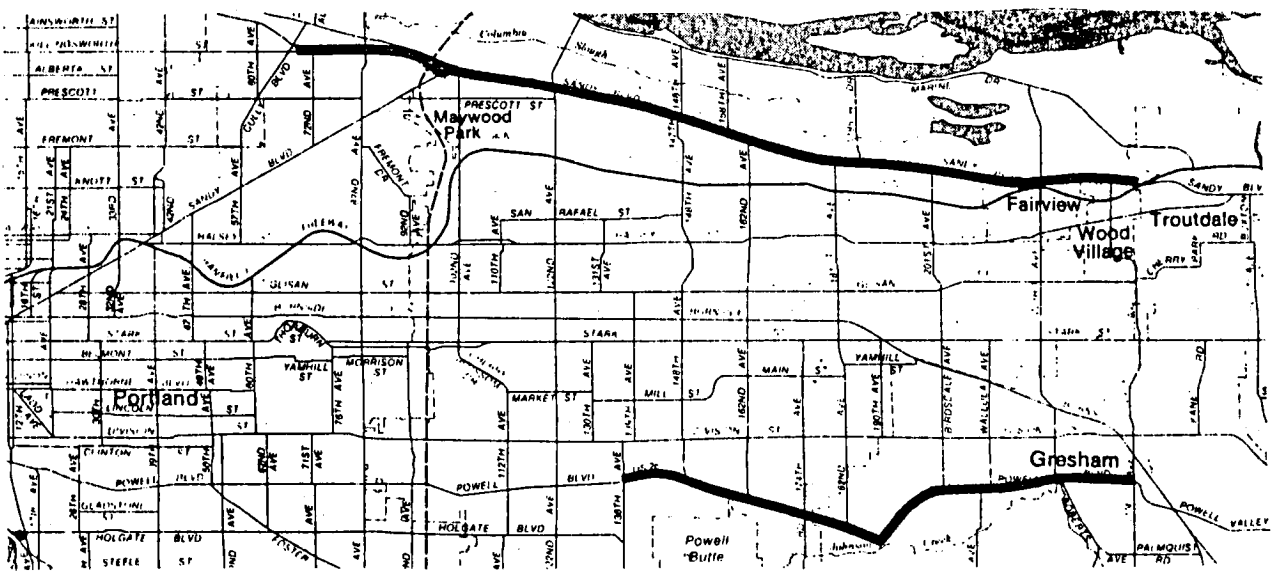
The 257th Avenue Connection, Extension and Realignment respond to these East County concerns to a lesser extent than Hogan/242nd. Future development within both Troutdale and Gresham will result in increased travel movements between these areas. The existing connectivity is presently limited. 257th could improve this movement. However, 257th does not serve any additional regional function at this time nor could it unless connected to US 26 (which is not advisable). The problem area was originally placed in the moderate priority category. However, JPACT at their July 10 meeting directed staff to include 257th Avenue in the remainder of the study. JPACT felt that both facilities represent opportunities for servicing these north-south trip movements and that staff should do further analysis to determine which one of the facilities offers the best opportunities.

The Buxton Road problem area also responds to improved connectivity between downtown Troutdale and areas within the Gresham vicinity. The restoration of this facility has little regional significance and is closely associated with improvements to Troutdale's inadequate internal circulation network. Buxton Road has been placed in the low priority category and should not be studied further.

4.2.3 Powell Boulevard and Sandy Boulevard (and US 30) Problem Area Grouping

Both of these problem areas relate to capacity deficient east/west facilities. Additional east/west facilities including Division, Stark, Halsey and I-80N have much higher ADT. By 1995 the eastern regional corridor is projected to continue to have adequate east/west capacity. (The projection includes the Banfield Transitway Project.) The regional significance of a reconstruction of Powell Blvd and an overlay on Sandy Blvd appears low in comparison to improvements to more heavily utilized east/west facilities and major transit improvements.

FIGURE 12



These areas relate to east/west facilities capacity-deficient in spot locations. Additional east/west facilities including Division, Stark, Halsey and I-80N have much higher ADT. By 1995 the eastern regional corridor is projected to continue to have adequate east-west capacity. (The projection includes the Banfield Transitway Project.) The regional significance of a reconstruction of Powell Blvd and an overlay on Sandy Blvd appears low in comparison to improvements to more heavily utilized east/west facilities and major transit improvements.

Powell Blvd is currently capacity deficient in sections and is in need of reconstruction. The problem area has a corridor impact. However, it is a weak corridor as viewed by the existing low traffic volumes. Additional facilities and the Banfield Transitway are capable of handling east/west county flows. Jurisdictional interest for the problem area does not appear strong. The problem area has only moderate priority and it is recommended that it not be studied further.

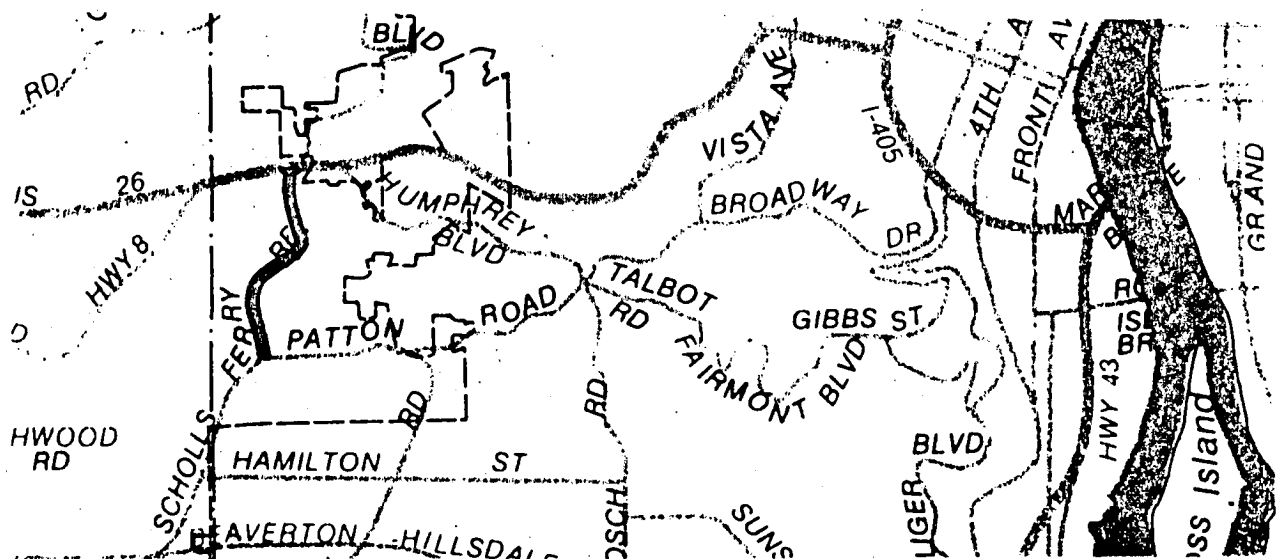
Sections of the US 30 and Sandy Blvd problem area were analyzed extensively during the TSM Prototype Study in relation to problems of restoration and flow efficiency. The section from 99th Avenue to 162nd Avenue was identified as the termini of the severest problems, appropriate solutions were identified and evaluated and federal funding committed to solving them. As is the case for Powell Blvd, additional east/west facilities and improvements planned to these facilities are anticipated to be able to provide adequate east/west capacity. The problem area has been placed in the moderate priority category and should not be studied further.

4.2.4 Scholls Ferry Road

Scholls Ferry Road provides connectivity between areas in Washington County and Multnomah County. The problem relates to a breakdown in accessibility between these areas. Traffic volumes on the east/west facilities are projected to exceed capacity on the facilities by 1995. Scholls Ferry Road both within Multnomah County and Washington County offers an opportunity for handling increased travel flows. Improvements to Scholls Ferry Road within Multnomah and Washington Counties would facilitate improved flow and serve a significant opportunity for efficiently handling east/west flows.

Refer to Section 4.1.4 -- Scholls Ferry Road -- for further discussion.

FIGURE 13

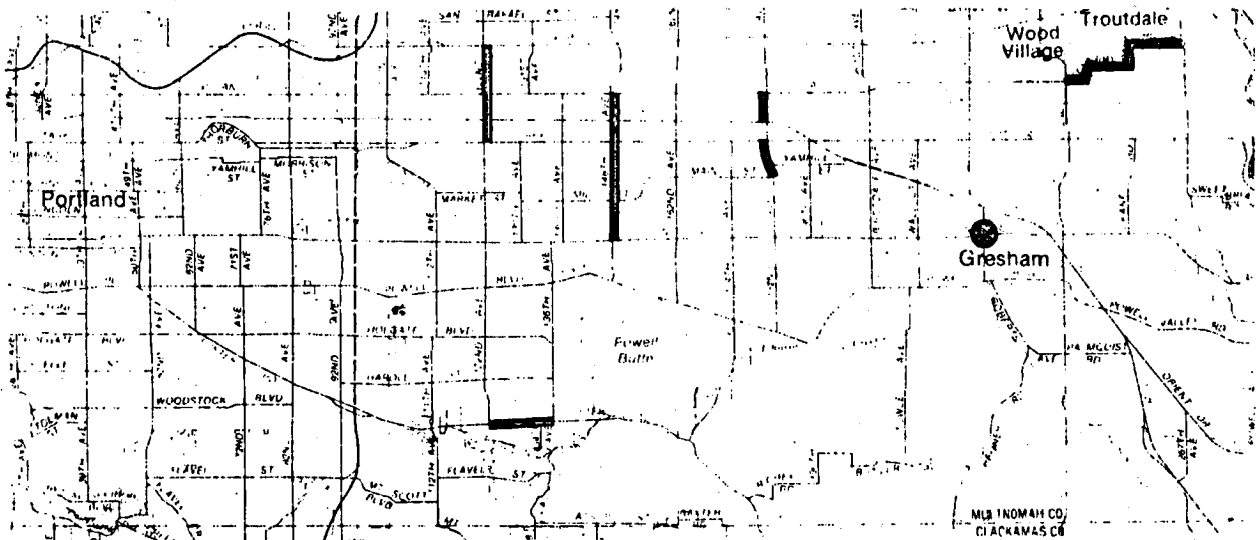


The Scholls Ferry Road Problem Area Grouping in Multnomah County has only one problem area -- Scholls Ferry Road. The problem area has been placed in the high priority category as was Scholls Ferry Road within Washington County.

4.2.5 Foster Road, 148th Avenue, Division and Main Intersection, 122nd Avenue Reconstruction, 181st/182nd Avenue, and the Cherry Park Road Problem Area Grouping

Each of the problem areas relates to isolated links or isolated problems on the Multnomah County transportation network. The problem areas included respond to problems and have varying regional and local significance.

FIGURE 14



The Foster Road problem area responds to anticipated congestion and safety hazards caused by imminent future development. This development will occur in areas adjacent to Foster Road in both Multnomah County and the City of Portland. This section of Foster Road serves the primary function of providing accessibility to residential areas. The problem area has been placed in the moderate priority category and should not be studied further.

Presently there does not appear to be a problem on 148th Avenue. The anticipated problem relates to future development and local access to the regional transit network. 148th Avenue serves the function of providing local access to east/west highway and transit facilities. Improvements to 148th would have a localized impact and benefits would accrue on a local versus a regional or subregional basis. 148th Avenue has been placed in the moderate priority category and should not be studied further.

The Division and Main Avenue intersection problem relates to the inadequate operation of an intersection due to high traffic volumes and inadequate signalization. A minor improvement -- addition of left-turn phasing -- could improve conditions at the intersection. This is a spot improvement which could relieve local congestion at

the intersection. The problem area has been recommended for the low priority list and should not be studied further.

The 122nd Avenue problem area relates to the need for reconstruction due to a deteriorating road base and to frequent access points which contribute to conflicts between through and local movements. Improvements to 122nd would primarily benefit the adjacent commercial-retail activities. A signal synchronization on 122nd has been placed in the high priority category and is believed to provide a more significant opportunity for flow improvements on 122nd than the reconstruction. The reconstruction of 122nd has been placed in the moderate priority category and should not be studied further.

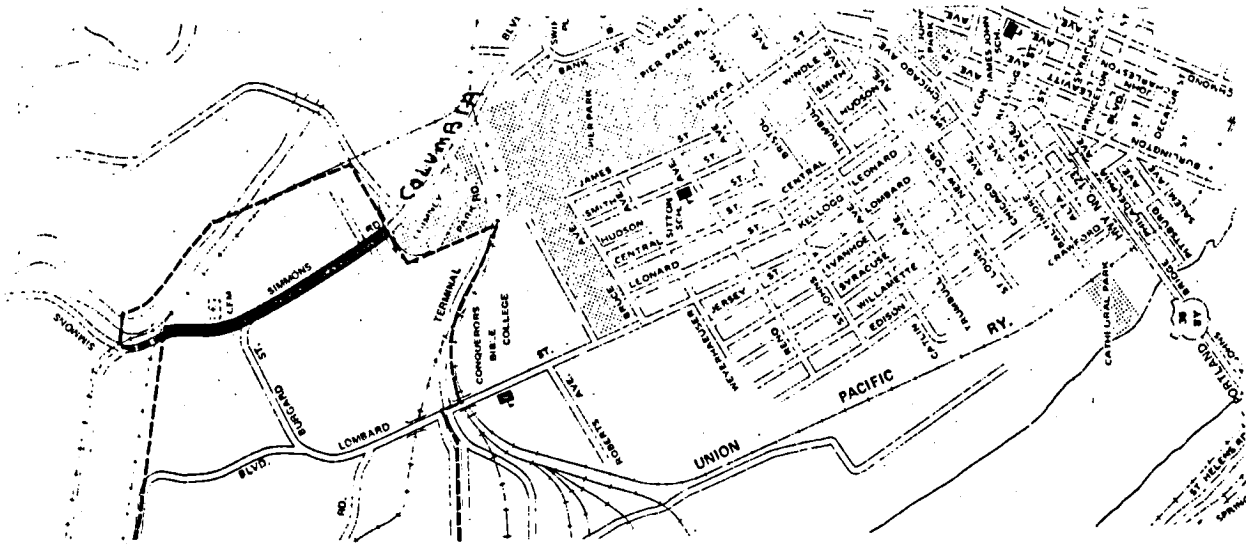
The final problem area within this grouping is the 181st/182nd problem area. The proposed improvement relates specifically to the addition of pedestrian walks which would improve pedestrian access and promote safety. This problem area does not adequately meet the initial screening criteria. The problem area is placed in the low priority category and should not be studied further.

The Cherry Park Road problem area has been sponsored by the city of Troutdale. Regional travel flows are not affected by the Cherry Park Road problem area. Cherry Park Road serves as a local access road to Troutdale. The major reconstruction of Cherry Park would have local impacts only. The problem area has been placed in the moderate priority category and should not be studied further.

4.2.6 Columbia Boulevard

Columbia Blvd has been sponsored by the Port of Portland. Columbia Blvd has been improved to within 3,000 feet of Port of Portland property and a small section needs upgrading.

FIGURE 15



There is only one problem in this grouping -- a small section of Columbia Blvd which needs improvement to arterial standards. Although Columbia Blvd provides access to the Rivergate Industrial Complex the upgrading of approximately 3,000 feet of roadway is essentially a spot problem. The problem area is not supported by Multnomah County. The problem does not generally meet the screening criteria and is recommended for low priority and should not be studied further.

4.3 Clackamas County

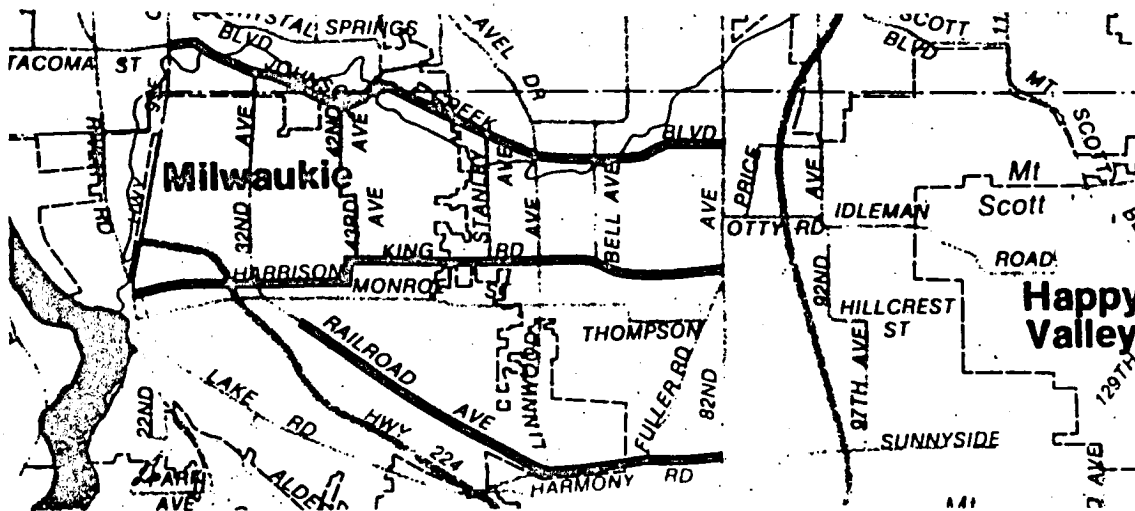
In Clackamas County the eligible problem areas were combined into eight groups. Based on the initial screening criteria, the following recommendations are made for each of the problem areas within Clackamas County.

4.3.1 Harrison/King, Johnson Creek Blvd, and the Railroad/Harmony Road Problem Area Grouping

These three problem areas relate to the Hwy 224/King Road subregional corridor. The accommodation of this subregional flow could be an area of concern. Although the v/c ratio only increases .8 to 1.03 the problem may be worse because of the diagonal nature of Hwy 224 in relation to these movements.

It appears one or more of these problem areas should be looked at in more depth as offering opportunity to better solve this subregional movement. The movement problem is caused not by an anticipated high attraction to the Town Center or the 212 industrial area but rather to the general East Multnomah County area. Attractions to the Hwy 212 industrial area are more related to the north/south I-205 Corridor component. Travel movements to the Hwy 212 area are mainly accessed via I-205 rather than east/west along one of these three arterials.

FIGURE 17



The problems relate to the Hwy 224/King Road subregional corridor. The accommodation of this subregional flow should be an area of concern.

The travel movement problem is caused not by an anticipated high attraction to the Clackamas Town Center or the Hwy 212 industrial area but rather to the general East Multnomah County area. The Harrison/King problem area offers the single best alternative for

travel flow improvements within the Hwy 224/King Road subregional travel corridor. It most directly connects the commercial and residential areas within Milwaukie with 82nd Avenue for travel to areas within East Multnomah County. Secondly, it offers an opportunity for improved access to the Clackamas Town Center and the Hwy 212 industrial area. The problem area was proposed by the city of Milwaukie, and Clackamas County is generally supportive. The King-Harrison problem area has been placed within the high priority category. However, it is recommended that project proposals funded from Category V TSM funds be coordinated with new project proposals. It is also recommended that the impact improvements have on 99E and 82nd Avenue be fully evaluated.

The Johnson Creek Blvd problem area is the second problem area within the Hwy 224/King Road subregional corridor. Although it meets most of the criteria, it is not believed to provide as significant an opportunity as the Harrison/King alternative. Improvements to Johnson Creek would encourage additional traffic volumes through a predominantly residential area. Improvements would also promote increased use of Johnson Creek from west of McLoughlin Blvd on Tacoma Street and the Sellwood Bridge within the City of Portland. It is doubtful whether these facilities could handle increased travel flows. In addition, Johnson Creek Blvd terminates at 82nd Avenue with no interchange provided with I-205. In relation to the opportunities offered by Harrison/King, Johnson Creek Blvd has moderate priority and is not recommended for further study.

The Railroad/Harmony problem area is also one of three problem areas proposed within the Hwy 224/King Road subregional corridor. Improvement to Harrison/King also offers more opportunities than improvements to Railroad/Harmony. Railroad/Harmony are the southernmost facilities within the corridor. However, almost three quarters of the corridor flows are to northern locations within East Multnomah County. Improvements to more northern facilities are preferable. Railroad Avenue also has poor connectivity with 99E.

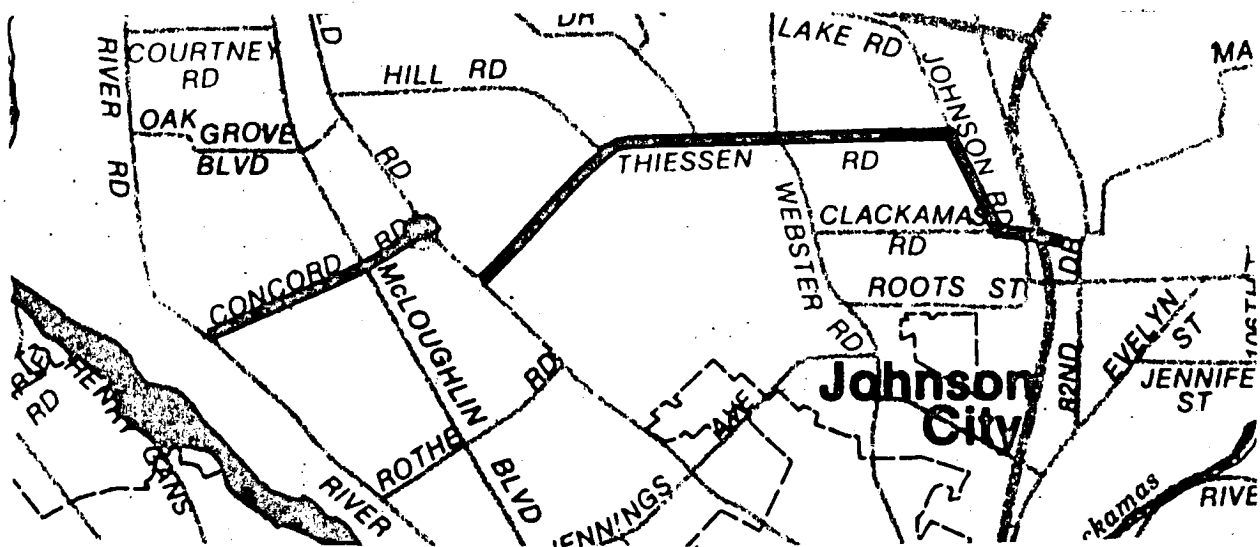
In addition, the Harmony Road/82nd Avenue intersection is offset reducing capacity. The Railroad/Harmony Road problem area was originally placed within the moderate priority category. However, JPACT at their July 10 meeting directed staff to include Railroad/Harmony in the remainder of the study. JPACT felt that both Harrison/King and Railroad/Harmony represent opportunities for servicing east/west trip movements. Staff was directed to do further analysis on both alternatives.

4.3.2 Thiessen Road and Concord Avenue Problem Area

These problem areas relate to the Thiessen Road/Jennings Avenue subregional corridor. In summary it is anticipated a 47 percent increase in east/west movement in this subregional corridor will occur by 1995. However, there will probably not be a 47 percent increase in east/west arterials. Trips between Gladstone/Jennings Lodge area will increase from 1,000 to 2,800. In total subcorridor trips this will amount to about 16 percent in the year 2000. However, trip growth to the East Multnomah County area will grow from 6,600 to 9,300 trips and in 2000 represent 53 percent.

Thus, in terms of total trip growth, it appears the Town Center will have its greatest impact on trips attracted from the north via 82nd and I-205 rather than the south or the west. Increased east/west trip growth in the Thiessen subregional corridor will be minimally influenced by Town Center growth and the Hwy 212 industrial area. It should be noted that in total trips this subcorridor represents an extremely low number of trips.

FIGURE 18



The Thiessen Road problem area has been proposed to facilitate improved east/west movements within the Oak Grove-Jennings Lodge areas. Improvements to Thiessen also lend themselves to new opportunities for increased east/west transit service within Clackamas County. The restoration of Thiessen appears to offer an opportunity for providing additional corridor capacity to meet anticipated capacity deficiencies. The problem area has been placed in the high priority category. It is recommended that the impacts of the improvements be looked at west of Oatfield Road on Concord Avenue to McLoughlin Blvd and on Clackamas Road to Hwy 212.

The Concord Avenue problem area has also been proposed to address the anticipated capacity problems within the subregional corridor.

However, Concord terminates just east of Oatfield Road and does not provide access to I-205, the 212 Industrial area or the Town Center. Improvements to Concord Road would primarily have local benefits. The problem area has been placed in the moderate priority category. However, Concord Avenue between 99E and Oatfield Road will be analyzed in the Thiessen Road problem area.

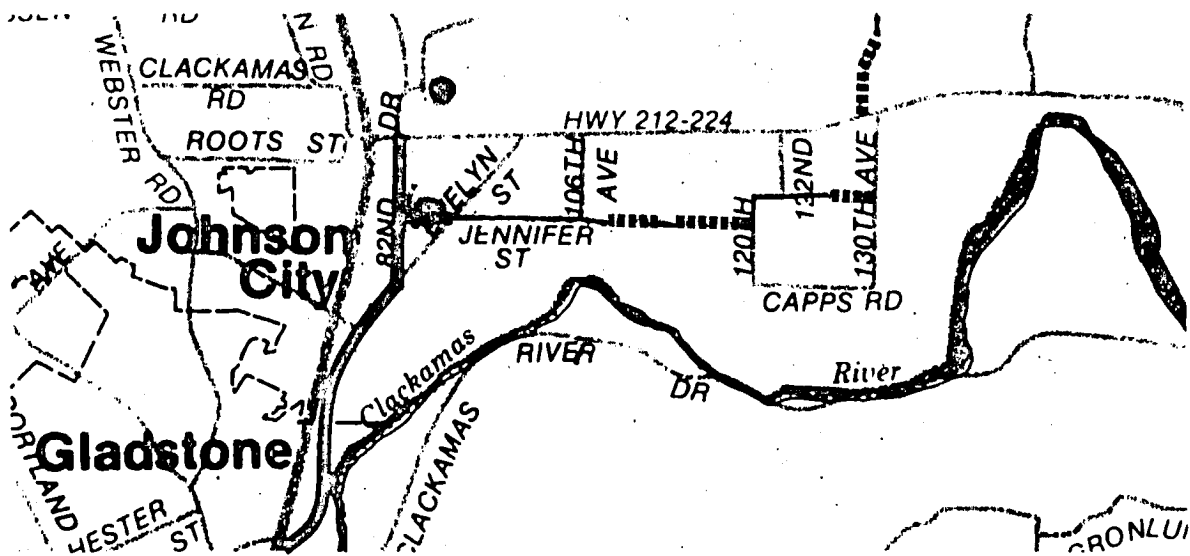
4.3.3 Highway 212 Support Facilities

The next five problem areas grouped are the Jennifer and Clackamas Road Railroad overpasses; 82nd Drive; extension of Davis Road south to Hwy 212; and Jennifer Road.

All of the problems are related to Hwy 212, presently a two-lane arterial which is about to be widened to four lanes. Hwy 212 is designated a principal arterial in the ITP and links eastern Clackamas County to I-205. Improvement of Hwy 212 will probably make this area attractive for future industrial land development -- trip movements associated with this industrial growth will be more of a function of access to the major north-south corridor component, I-205, rather than connections to other east/west subregional movements. Access points to Hwy 212 should be limited in order for the facility to function as a corridor moving through traffic rather than providing access to abutting industrial development. Therefore, other facilities to the north and south of Hwy 212 should be developed to provide access for development.

These facilities are probably not necessary now but will be as Clackamas County promotes the growth in this area -- the promotion of future industrial growth should be linked to requiring future developers to provide these access facilities.

FIGURE 19



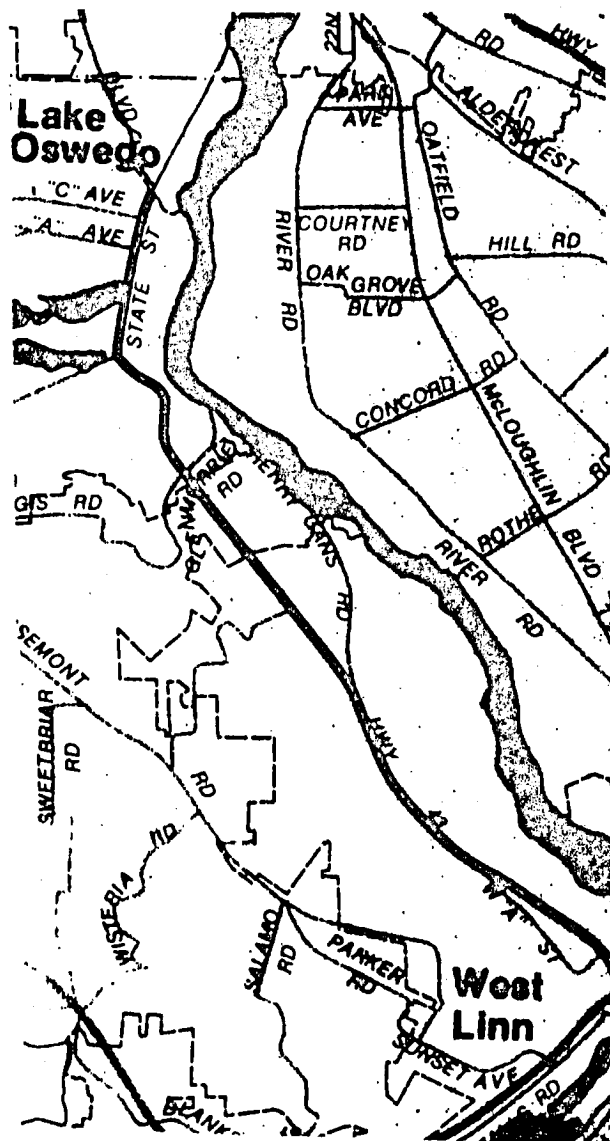
Two of the problem areas warrant further study and are recommended for the high priority category. These are the two railroad overpasses and the portion of 82nd Drive south of Hwy 212 to I-205. These two specific problem areas meet the screening criteria and are placed in the high priority category.

All other facilities remain the sole responsibility of Clackamas County and their developers. Clackamas County should develop these facilities in cooperation with developers prior to the occurrence of this growth.

4.3.4 Highway 43 Problem Area

Problems in the corridor identified are related to two areas -- downtown Lake Oswego and a section just south of Lake Oswego. Presently, a TSM project is funded through Lake Oswego. However, capacity deficiencies exist beyond the termini of the project -- the same situation occurs in West Linn. The basic problem is, however, caused by local circulation movements mixing with through movements causing problems for both.

FIGURE 20



Presently a TSM project is funded through Lake Oswego. However, capacity deficiencies exist beyond the termini of the project -- the same situation occurs in West Linn. The basic problem is, however, caused by local circulation movements mixing with through movements causing problems for both.

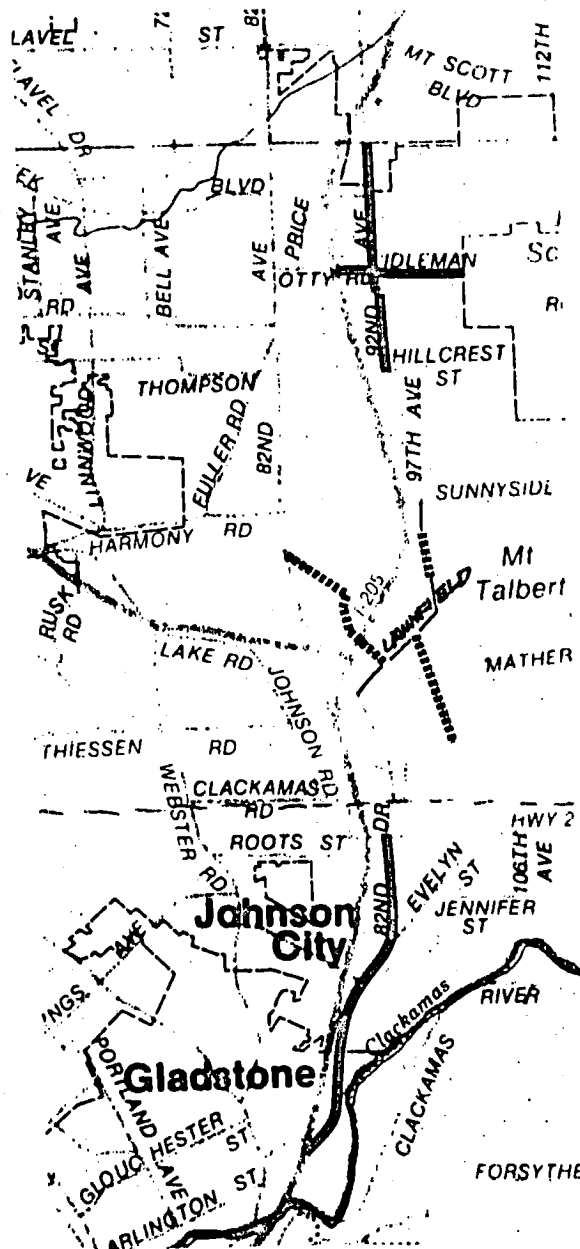
Within downtown Lake Oswego, Hwy 43 is currently capacity deficient. Improvements to Hwy 43 are programmed north of Lake Oswego within the City of Portland and Multnomah County and south of Lake Oswego at the Oswego Creek Bridge. Corridor projections indicate that existing conditions will continue to deteriorate. To balance the system with the programmed improvements to the north, the Hwy 43 problem area between Terwilliger and McVey has been placed within the high priority category and should be studied further. However, it is recommended that project proposals funded from Category V TSM funds be coordinated with new project proposals. It is also recommended that a park-and-ride facility be investigated as a part of the project proposal.

There are a number of spot problems along Hwy 43 south of Lake Oswego. The spot improvements along this length of Hwy 43 would reduce safety hazards and decrease conflicts between through and local trips. However, the problem area does not adequately meet the initial screening criteria. The problem area has been placed within the moderate priority category and should not be studied further.

4.3.5 Otty Road, Ambler Road, 92nd Avenue, Stevens Road Extension, and the 102nd Extension Problem Area Grouping

Movements on these five facilities do not relate to any regional or subregional corridor movements.

FIGURE 21



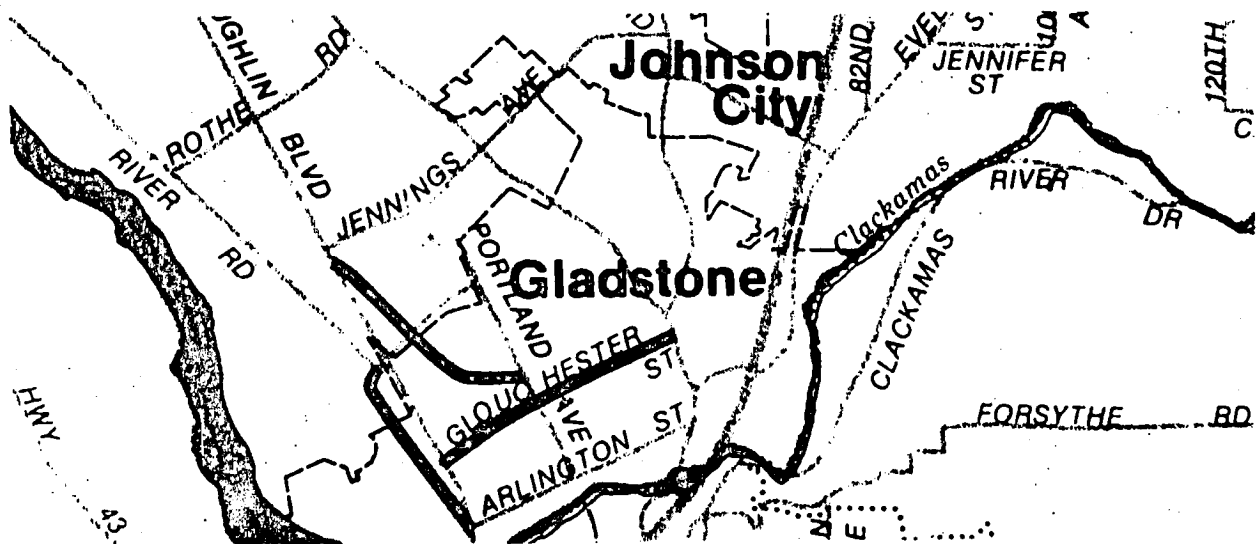
Problem areas in this grouping do not relate to any regional or sub-regional corridor movements. The limited interchanges to I-205 significantly reduce the impact these facilities may have on regional trips. Each of the problem areas within this problem area grouping fail to adequately meet the initial screening criteria. Each problem area has been placed within the low priority category.

4.3.6 The Gladstone Problem Area

The next four problem areas grouped were Gloucester River Road; Abernathy; and the Gladstone Bridge. The first three of these problems relate to local movements and local facilities in need of repair and restoration and do not relate to any subregional movements.

The other problem is the Gladstone Bridge, which has been closed for a couple of years. Closure has meant trips normally using the bridge cross the Clackamas River on either I-205 or McLoughlin. Presently I-205 appears to have adequate capacity. However, the McLoughlin section through Gladstone is capacity deficient. Future improvements could remedy this but further analysis is needed to identify the effect of the bridge closure on McLoughlin. Reopening of the bridge will improve local movements between Gladstone and Oregon City.

FIGURE 22



Problems on River Road include the deterioration of the existing road base, poor alignment at Glen Echo and an angular intersection at 99E/Arlington. The latter two of these problems limit access to River Road and prevent it from impacting regional movements. Restoring River Road would primarily have local impacts. The best opportunity for improvements within the north/south corridor appear to be improvements to McLoughlin Blvd. Funding is presently available from Mt. Hood transfer funds for such improvements. River Road has been placed in the moderate priority category. No further study has been recommended.

The Abernathy Avenue problem area has been proposed by the city of Gladstone. Problems on Abernathy Avenue relate to a deteriorating road base. Abernathy does not relate to regional travel flows and

improvements would have local impacts only. The problem area has been placed in the low priority category. No further study is recommended.

The Gloucester problem area closely resembles the Abernathy Problem Area. Restoration would have no impact on regional travel flows and local impacts only. The problem area has also been placed in the low priority category. No further study is recommended.

The Gladstone Bridge problem area entails the reconstruction or replacing of the existing bridge which has been inoperable for several years. If replaced or reconstructed, the Gladstone Bridge would provide improved access between Oregon City and Gladstone. Existing capacity crossing the Clackamas River is provided by McLoughlin Blvd and I-205. The McLoughlin Corridor is anticipated to have inadequate capacity by 1995. More than adequate capacity is provided by the I-205 corridor. Because of the inadequate capacity in the McLoughlin Corridor, the reopening of the bridge would appear to have regional significance. In addition, the reopening could reduce short trips on I-205. The problem area has been placed in the high priority category. Further study is recommended with the following conditions:

- A. Oregon City should express its support of or disfavor with the project.
- B. A decision should be made by FHWA regarding the status of the FAU committed funds for restoration of the bridge.
- C. The impact which an improvement could have, be evaluated for 82nd Avenue, McLoughlin Blvd, and I-205.
- D. Tri-Met indicates its willingness to reroute existing transit back onto the Gladstone Bridge.

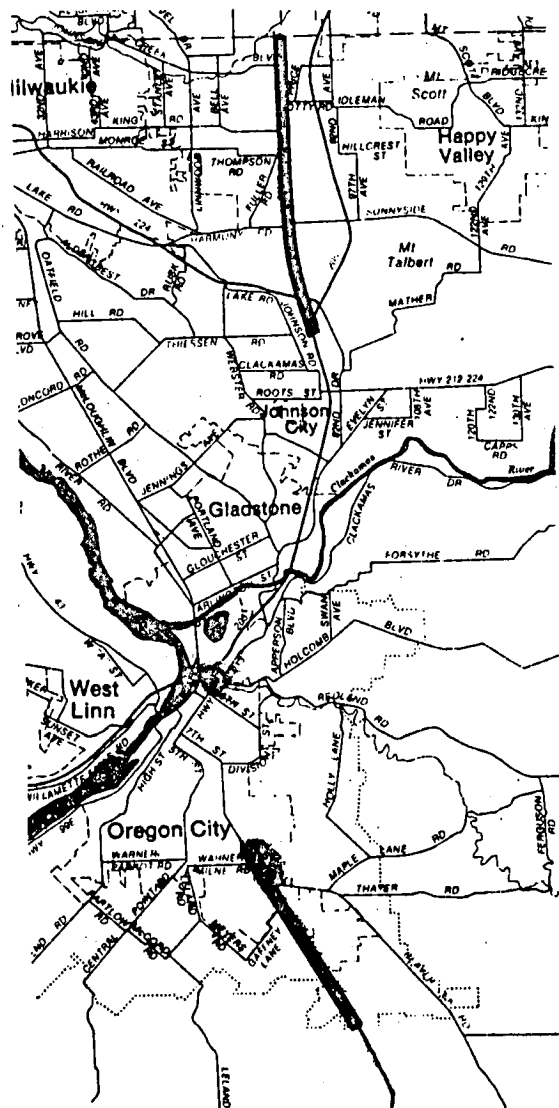
4.3.7 Highway 213 Problem Area

The last areas grouped were problems relating to Hwy 213. They are the Abernathy Bridge; the Warner-Milne and Hilltop Avenue intersections and Hwy 213 south of Hwy 213.

Three of the problems relate more to local circulation problems. The two intersection problems are a result of a commercial development with access onto Hwy 213. The Abernathy Bridge problem will be minimized once the Oregon City Bypass is constructed.

There is a section of Hwy 213 south of where the Bypass will access 213 which is presently deficient -- this situation will probably get worse as a result of the Bypass -- this area may offer TSM potential. However, any improvements would have to be coordinated with a number of land use conditions that have been placed on the Oregon City Bypass.

FIGURE 23



Connectivity between the areas north and south of Oregon City is currently a problem. Existing facilities within Oregon city and Hwy 213 south of Oregon City are currently capacity deficient. Improvements to Hwy 213 would provide an opportunity to better facilitate these regional flows. However, the Oregon City Bypass is intended to serve this same function. The Oregon City Bypass, if constructed, will have a major impact on relieving congestion on Hwy 213. The Oregon city Bypass will have the affect of removing the majority of regional through trips from Hwy 213. The Abernathy Bridge, Warner-Mile and Hilltop Avenue problem areas will all be benefically impacted by the Bypass. These three problem areas have all been placed in the moderate priority category. No further study is recommended.

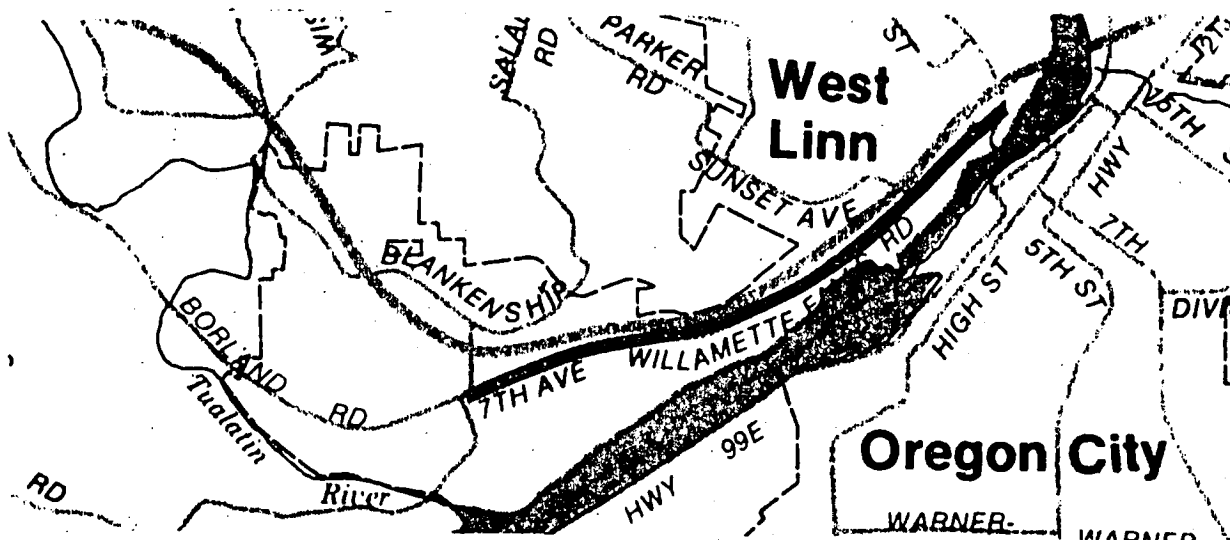
However, the Bypass will intercept Hwy 213 on a capacity deficient section. Increased travel demands will be placed on this section. Hwy 213 between the Oregon City Bypass and Spangler Road has also been placed in the moderate priority category. It is recommended that Oregon City Bypass funds be used to improve this section of Hwy 213.

The section of Hwy 213 between the Multnomah County line and I-205 has also been placed in the moderate priority category. No further study of this section is recommended.

4.3.8 Isolated Link Problems

Only one problem area is included in this section -- Hwy 212 west of West Linn. The problem area is an isolated link.

FIGURE 24



This problem area has no regional significance and restoration would have local impacts only. The problem area has been placed in the low priority category.

4.4 Transit Problems

The MSD reserve was set up to fund not only highway projects but also transit projects located outside the city of Portland. Transit was discussed at each of the eight problem identification workshops and at a number of subsequent meetings. Several transit projects have been identified by Tri-Met and local jurisdictions. The proposed projects fall into three categories:

1. Fleet expansion
2. Rideshare program
3. Park and Ride facilities

The problem area eligibility conditions also apply to transit projects. The rideshare program fails to meet the eligibility conditions.

Originally staff found the fleet expansion ineligible because Tri-Met was to pursue bus purchase through other federal funding sources and because of the requirement that Regional Reserve funds not be programmed for improvements within the City of Portland. JPACT, however, recommended further study and that the City of Portland be requested to also consider the funding of bus purchases from their \$50 million reserve.

The third category, park-and-ride facilities, are eligible for funding through the MSD reserve. Park-and-ride facilities have been proposed for the following locations:

Vicinity South Tigard

Vicinity Oregon City

Vicinity Tualatin

Vicinity of the city of Beaverton

Vicinity of 104th and Foster

Vicinity of Gresham

Vicinity of Troutdale

Clackamas Town Center

The use of park-and-ride facilities by both transit riders and car-poolers has several regional implications. The diversion of person trips to transit reduces the number of corridor vehicle trips and may reduce corridor congestion. The diversion of trips to transit also results in reductions in VMT. Less travel is associated with lower vehicle emissions and fuel consumption. The park-and-ride facilities clearly meet all of the applicable initial screening criteria. Each of the proposed park-and-ride facilities have been placed in the high priority category and have been recommended for further study.

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APPENDIX

APPENDIX A

SCHEDULE & ATTENDANCE OF PROBLEM IDENTIFICATION WORKSHOPS

WASHINGTON COUNTY

February 21, 1979 - Problem Identification Workshop I

March 7, 1979 - Problem Identification Workshop II

<u>Attending</u>	<u>Affiliation</u>
Mike Borresen	Washington County
Bob Bothman	ODOT
Vic Erlich	Beaverton
Frank Angelo	Washington County
Bob Keech	Beaverton
John Godsey	Hillsboro
Tad Milburn	Sherwood

March 27, 1979 - Problem Identification Workshop III

Frank Angelo	Washington County
John Rosenberger	Washington County
Mike Borresen	Washington County
John Godsey	Hillsboro
Tad Milburn	Sherwood
Leo Huff	ODOT
Donna Stuhr	MSD Council
Bob Keech	Beaverton
Wink Brooks	Tualatin

April 26, 1979 - Problem Identification Workshop IV

Mike Borresen	Washington County
Frank Angelo	Washington County
John Rosenberger	Washington County
John Godsey	Hillsboro
Dave Lawrence	Hillsboro
Leo Huff	ODOT
Bob Haas	MSD
Donna Stuhr	MSD Council
Bob Keech	Beaverton
Wink Brooks	Tualatin
Ann Bateson	DEQ
Ron Higbee	Tri-Met

MULTNOMAH COUNTY

April 11, 1979 - Problem Identification Workshop I

Ed Murphy	Troutdale
Elizabeth Boyle	Gresham
Doug Wentworth	Tri-Met
Ted Spence	ODOT
Bebe Rucker	Multnomah County

MULTNOMAH COUNTY (Continued)

May 25, 1979 - Problem Identification Workshop II

Ed Murphy	Troutdale
Elizabeth Boyle	Gresham
Bebe Rucker	Multnomah County
Ed Peters	Multnomah County
Ted Spence	ODOT
Ann Bateson	DEQ
John MacGregor	Port of Portland

CLACKAMAS COUNTY

April 4, 1979 - Problem Identification Workshop I

George Samaan	Gladstone
Ron Partel	Gladstone
Bernie Straight	Clackamas County
Lynn Dingle	Clackamas County
Bob Bothman	ODOT
Wally Bryant	FHWA
Carl Wilson	Clackamas County
John Bustrann	Lake Oswego
Steve Hall	Milwaukie
Bill Parrish	Oregon City

May 14, 1979 - Problem Identification Workshop II

Ann Bateson	DEQ
Bill Parrish	Oregon City
George Samaan	Gladstone
Bernie Straight	Clackamas County
Carl Wilson	Clackamas County
Lynn Dingle	Clackamas County
Ted Spence	ODOT
John Bustrann	Lake Oswego
Paul Roeger	Milwaukie
Ron Higbee	Tri-Met

APPENDIX B

LIST OF TECHNICAL MEMORANDUMS

1. Washington County Travel Flow Analysis - March 27, 1979
2. Comparison of Washington County Travel Flows to Existing/
Planned Transportation Facilities - April 25, 1979
3. East Multnomah County Travel Flow Analysis - April 10, 1979
4. East Clackamas County Travel Flow Analysis - April 3, 1979
5. Comparison of Clackamas County Travel Flows to Existing/
Planned Transportation Facilities, May 10, 1979

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Amendments to The Criteria For The MSD Regional Reserve of
Interstate Transfer Funds

BACKGROUND: In June, the MSD Council adopted criteria for establishing problem and project priorities for the MSD Reserve. While Transportation Planning Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT) at the June meeting had recommended additional criteria, the MSD Council decided not to consider these amendments at their June meeting. They were, instead, referred back to TPAC and JPACT in July. Several Councilors felt that some of the additional criteria could have substantial impacts on a number of local jurisdictions.

The additional criteria would be used in the second phase of the process (evaluation of the high priority problems and a detailed review of the projects submitted by local jurisdictions). The proposed additions are:

1. Transportation improvements which increase the efficiency of existing and committed residential areas will be emphasized.
2. Prior to the actual allocation of funds to specific projects, local jurisdictions will submit an implementation schedule for each project which will be related to the federal time frame for the use of Interstate Transfer funds. Also, a funding schedule relating to local match funds will be submitted.
3. Transportation improvements will be emphasized where the sponsoring local jurisdiction has demonstrated a commitment to protect the mobility of those facilities through roadway design standards, control of adjacent land use, access controls and other such measures.
4. Transportation improvements which provide an alternative to the single occupant automobile trip will be emphasized.
5. Special consideration will be given to local jurisdictions which are financing road improvements through local revenue sources.
6. Special consideration will be given to local jurisdictions which can demonstrate that local developers contribute to the financing of roadway improvements.

Staff recommended to both TPAC and JPACT that numbers 1, 2, 3 and 4 be approved. Staff questioned numbers 5 and 6. While MSD should

support the development of appropriate local transportation solutions, it is not clear why meritorious regional projects should not receive federal funds because local public or private funds are not being invested in other highway projects.

TPAC also recommended approval of only numbers 1, 2, 3 and 4. JPACT discussion covered criteria 5 and 6 and recommended that these also be approved. JPACT felt criteria 5 and 6 would provide incentives for local jurisdictions to secure local public and private funds for transportation improvements.

The MSD Council should consider each criterion and may also want to consider emphasizing the relationships between comprehensive plans and transportation improvements as additional criteria.

BUDGET IMPLICATIONS: The approved MSD Budget funds staff planning activities involved in establishing regional priorities.

POLICY IMPLICATIONS: These additional criteria provide a policy direction for establishing further problem priorities and evaluating proposed projects relating to the MSD Regional Reserve.

Criteria 5 and 6 could place a meritorious regional project in a secondary position because a particular local jurisdiction has not actively pursued or not been able to secure local public or private funds for transportation improvements.

ACTION REQUESTED: Adoption of the attached Resolution which amends the MSD Regional Reserve criteria. The amendments have been reviewed and are recommended by JPACT.

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7/26/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING
CRITERIA FOR THE MSD RESERVE
OF INTERSTATE TRANSFER FUNDS

) Resolution No. 79-68
)
) Introduced by the
) Joint Policy Advisory
Committee on Transportation

WHEREAS, The CRAG Board of Directors in Resolution BD 781213, established a MSD Regional Reserve Account, a \$20 million reserve of Federal Interstate Transfer funds (as of September 30, 1978) to fund regional transit and highway improvement projects outside of the City of Portland; and

WHEREAS, The MSD Council in Resolution No. 79-48 established a study process and a schedule for establishing priorities for the MSD Regional Reserve Account; and

WHEREAS, The MSD Council in Resolution No. 79-54 established a number of criteria for establishing problem priorities and evaluating proposed projects; now, therefore,

BE IT RESOLVED,

1. That the MSD Council hereby amends the criteria in Resolution No. 79-54 to include those outlined in Exhibit "A" for use in the MSD Regional Reserve Planning Process.

ADOPTED by the Council of the Metropolitan Service District this 26th day of July, 1979.

Presiding Officer

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Additional Criteria To Be Used In The MSD
Regional Reserve Planning Process

1. Transportation improvements which increase the efficiency of existing and committed residential areas will be emphasized.
2. Prior to the actual allocation of funds to specific projects, local jurisdictions will submit an implementation schedule for each project which will be related to the federal time frame for the use of Interstate Transfer funds. Also, a funding schedule relating to local match funds will be submitted.
3. Transportation improvements will be emphasized where the sponsoring local jurisdiction has demonstrated a commitment to protect the mobility of those facilities through roadway design standards, control of adjacent land use, access controls and other such measures.
4. Transportation improvements which provide an alternative to the single occupant automobile trip will be emphasized.
5. Special consideration will be given to local jurisdictions which are financing road improvements through local revenue sources.
6. Special consideration will be given to local jurisdictions which can demonstrate that local developers contribute to the financing of roadway improvements.

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A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Prospectus for Transportation Planning

BACKGROUND: The U. S. Department of Transportation requires that each Metropolitan Planning Organization produce a Prospectus describing the transportation planning process in the region. The specific purpose of the Prospectus is to "establish a multiyear framework" from which a Unified Work Program is developed.

The Prospectus, Exhibit "A,"* includes descriptions of the planning programs and important regional transportation issues, a description of the status and accomplishments of the transportation planning programs, and a description of the responsibilities of the participating agencies.

With the creation of the Metropolitan Service District (MSD) on January 1, 1979, a major organization change occurred. Two Metropolitan Planning Organizations (MPO's) were established. The MSD was designated as the MPO for the Oregon portion of the urbanized area and Clark County Regional Planning Council (RPC) was designated as the MPO for the Washington portion. In response to these designations, new committee structures have been organized by the two MPO's. As part of the committee structures, mechanisms have been developed for ensuring adequate interstate coordination of transportation planning activities and decisions, and are described in Exhibit "A." *

A fundamental objective of the MPO programs is to ensure an integration of transportation, land use and environmental considerations by participating agencies. The mechanisms for this are set forth in the Prospectus in the form of Memoranda of Agreements. A Memorandum of Agreement between MSD and RPC is included in the Appendix to Exhibit "A,"* as are other agreements between MSD, ODOT, and Tri-Met; Clark County RPC and Washington DOT; and Clark County RPC and Vancouver Transit.

BUDGET IMPLICATIONS: The work described in the Prospectus is more specifically accounted for in the Annual Unified Work Program and Budget.

POLICY IMPLICATIONS: Adoption of the Prospectus is required to meet Federal certification requirements.

ACTION REQUESTED: Adoption of the attached Resolution by the MSD Council.

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7/26/79

*Copies of Exhibit "A"
(Prospectus) are available
at the MSD offices.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE	)	Resolution No. <u>79-69</u>
PROSPECTUS FOR REGIONAL TRANSPOR-)	
TATION PLANNING IN THE PORTLAND-	)	Requested by
VANCOUVER METROPOLITAN AREA	)	Rick Gustafson

WHEREAS, The MSD is the designated Metropolitan Planning Organization (MPO) for the Oregon portion of the Portland/Vancouver urbanized area; and

WHEREAS, The Clark County Regional Planning Council (RPC) is the designated Metropolitan Planning Organization in the Washington portion of the Portland/Vancouver urbanized area; and

WHEREAS, MSD and RPC desire to maintain mechanisms which will ensure adequate coordination of transportation policies, plans and programs of interstate significance and to define responsibilities in carrying out the technical aspects of regional transportation planning programs; and

WHEREAS, A Prospectus is the appropriate vehicle for accomplishment thereof and is required by the joint guidelines of the Federal Highway Administration and the Urban Mass Transportation Administration as outlined in Section 450.114 of the Federal Register; and

WHEREAS, Adoption of the Prospectus is required as part of the continuing planning certification of the region; now, therefore,

BE IT RESOLVED,

1. That the Prospectus for Regional Transportation

Planning in the Portland/Vancouver Metropolitan Area (Exhibit "A") is approved as the document describing the management and coordination of the mutual transportation planning activities in the Portland Metropolitan Region.

2. That the Presiding Officer of the MSD Council and the MSD Executive Officer are authorized to sign the Memorandum of Agreement as included in Exhibit "A."

3. That the MSD Council hereby directs its Executive Officer to submit the Prospectus to the appropriate Federal agencies as a part of the continuing, cooperative and comprehensive process.

ADOPTED by the Council of the Metropolitan Service District this 26th day of July, 1979.

Presiding Officer

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UPDATED PROSPECTUS FOR REGIONAL
TRANSPORTATION PLANNING IN THE
PORTLAND-VANCOUVER METROPOLITAN AREA

METROPOLITAN SERVICE DISTRICT
CLARK COUNTY REGIONAL PLANNING COUNCIL
JUNE, 1979

INTRODUCTION

The purpose of this document is to describe how transportation planning activities in the Portland/Vancouver metropolitan region are managed and coordinated. It is prepared in response to federal planning guidelines issued jointly by the Federal Highway Administration and the Urban Mass Transportation Administration.

The cooperative transportation planning program in the region was revitalized in December of 1976 with a significant increase in planning resources. With the creation of the Metropolitan Service District on January 1, 1979, a major organizational change occurred. Two Metropolitan Planning Organizations (MPO's) were established. The Metropolitan Service District was designated as the MPO for the Oregon portion of the urbanized area and Clark County Regional Planning Council was designated as the MPO for the Washington portion.

A fundamental objective of the MPO programs is to ensure an integration of transportation, land use and environmental considerations by means of a consistent systems level analysis. This analysis forms a basis for updating and maintaining regional transportation plans and improvement programs. In addition, transportation actions necessary to achieve air quality objectives are evaluated by means of this type of analysis. It is essential that transportation plans and programs:

- . are supported by a credible data base and planning analysis indicating how the goals of the region are achieved;
- . are consistent with other functional elements of the regional plans;
- . have broad public understanding and support;
- . are backed by a consensus of the appropriate decision makers; and
- . will be implemented because they are technically sound, fiscally responsible, and represent a regional policy level consensus.

The basic technical analyses upon which regional plans and programs are based examines transportation proposals within a systems context. The broad economic, developmental, environmental, and mobility implications of transportation options are evaluated as they affect more than a single community. This approach attempts to define and evaluate various combinations of policies and actions involving land use, highway, transit, system management, and regulatory measures. The evaluation involves the estimation of how these combinations respond to both near-term and long-term problems and needs. The process recognizes that transportation actions not only affect the level of mobility provided the region's citizens, but

also play a major role in meeting other regional objectives. Objectives such as clean air, energy conservation, economic development, community preservation, and rational land use patterns are strongly emphasized.

The regional transportation plans and programs provide the underlying rationale for and definition of objectives of specific transportation projects. Once objectives are defined and funding provided, project planning activities are conducted to refine and recommend specific project details. These studies concern such factors as the location of routes, stations and interchanges and the estimation of specific impacts. These impacts are then documented in an Environmental Impact Statement.

TRANSPORTATION ISSUES

Like many of the nation's metropolitan areas, the Portland/Vancouver region faces a number of transportation issues:

1. Lack of adequate mobility due to deficiencies in the transportation system;
2. Excessive consumption of energy;
3. Inefficiencies in the use of existing transportation services;
4. Suburban growth in areas having inadequate transportation systems;
5. Disruption of communities by through traffic;
6. Degradation of air and noise quality;
7. Shortage of funds--federal and local.

Beyond these, the region has several unique transportation issues. These issues relate to actions and decisions regarding the change in emphasis from a freeway orientation.

The withdrawal of the Mt. Hood Freeway in July, 1975, culminated an extensive rethinking of transportation in the region. The Portland-Vancouver Metropolitan Area Transportation Study (PVMATS) plan of 1971 emphasizing the construction of several new freeways was rejected by the regional transportation planning process. This resulted in the request by the Governor of Oregon to withdraw the Mt. Hood Freeway. This has resulted in the reservation of over \$150 million in Interstate Transfer funds for use in three major corridors. In a more recent action, the region agreed to request withdrawal of another urban freeway from the Interstate Highway System I-505. The need to study and plan for the effective use of these Interstate Transfer monies remains a high priority.

The region is unique in the United States in planning for and awareness of land use development on a regional scale. The state level Land Conservation and Development Commission (LCDC) has mandated

goals and objectives in developing local comprehensive plans. Based upon adopted goals and objectives, MSD maintains an enforceable land use framework element. These documents lay the foundation for the concurrent evaluation of transportation alternatives which will enable the rational development of consistent land use and transportation plans in the region. This will provide many opportunities and require considerable work to carry out these requirements.

With the rejection of the PVMATS plan, the withdrawal of the Mt. Hood and I-505 Freeways, the adoption of an Interim Transportation Plan, there exists a need to develop a new regional transportation plan. This transportation plan will include a long-range element for both highways and transit. The other element of the plan will be a Transportation Systems Management Plan which will cover a shorter period of time and will be more implementation oriented. Intertwined within these two elements will be a special transportation plan which will address the needs for facilities and services of the elderly and handicapped.

ORGANIZATION OF THE TRANSPORTATION PLANNING PROCESS

A major change in the organizational structure of the regional transportation planning process in the Portland-Vancouver urbanized area occurred on January 1, 1979. Effective the first of the year, the Governor of Oregon designated the Metropolitan Service District (MSD) as the MPO for the Oregon portion of the urbanized area. In a related action, the Governor of Washington designated the Clark County Regional Planning Council (RPC) as the MPO for the portion of the urbanized area in Washington State. In response to these designations, a new committee structure has been organized by the two MPO's. As part of the committee structure, mechanisms have been developed for ensuring adequate interstate coordination of transportation planning activities and decisions. A Memorandum of Agreement between MSD and RPC is included in the Appendix. The Appendix also contains agreements between MSD, ODOT, and Tri-Met; Clark County RPC and Washington DOT; and Clark County RPC and Vancouver Transit. The organizational structure of the two MPO's is described below.

A. Metropolitan Service District (MSD)

1. MSD Transportation Department

A Transportation Department has been established as part of MSD. Currently, the staff of the Transportation Department is composed of a variety of professionally skilled employees. These are supplemented by staff from other MSD departments, ODOT, Tri-Met, City of Portland, and county staff assigned to the MSD Transportation Director. Overall coordination and management of work activities at MSD is provided by the MSD Executive Officer.

The Transportation Director heading the Transportation Department is an MSD employee. The work of the Department is conducted in accordance with the technical guidance of

the Transportation Policy Alternatives Committee and is consistent with the work assignments contained in the Unified Work Program. Under the supervision of the Transportation Director, major functions of the program include:

- a. Development of a Unified Work Program (UWP) and Prospectus for transportation planning in cooperation with the Transportation Policy Alternatives Committee. In support of these documents, specific mutual agreements with Tri-Met, ODOT and Clark County RPC are in effect.
- b. Undertake staff activities in support of the UWP in coordination with work of all participating agencies in an interdisciplinary approach.
- c. Monitor the transportation planning process to optimize the inclusion of regional values such as land use, economic development, and other social, economic and environmental factors in plan development.
- d. Coordinate the development of the transportation plan and improvement program among federal, state and local agencies.
- e. Coordinate the review and approval of projects and plans affecting regional transportation planning by the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee for Transportation (JPACT) and the MSD Council.
- f. Consistent with the UWP and policies established by the MSD Council, provide necessary technical staff support for all aspects of the transportation planning process. Status reports on the technical activities needed to maintain a viable plan are regularly produced.
- g. Collect, maintain and make available to jurisdictions and agencies appropriate regional-level transportation data required for the transportation planning process.
- h. With advice of the Transportation Policy Alternatives Committee (TPAC), assure compliance of the regional transportation planning process with all applicable federal requirements for maintaining certification.
- i. With advice of the Transportation Policy Alternatives Committee (TPAC), assure the preparation, adoption and distribution of required regional plan and program documents as well as backup technical reports.

- j. With advice of the Transportation Policy Alternatives Committee (TPAC), provide management of a multi-jurisdictional, multi-disciplinary systems planning team responsible for developing and maintaining the region's transportation plan.

2. Transportation Policy Alternatives Committee (TPAC)

The Transportation Policy Alternatives Committee coordinates and guides the regional transportation planning program in accordance with the policy of the MSD Council.

The responsibilities of TPAC with respect to transportation planning are:

- a. Review the Unified Work Program (UWP) and Prospectus for transportation planning.
- b. Monitor and provide advice concerning the transportation planning process to ensure adequate consideration of regional values such as land use, economic development, and other social, economic and environmental factors in plan development.
- c. Advise on the development of the regional transportation plan and improvement program.
- d. Advise on the compliance of the regional transportation planning process with all applicable federal requirements for maintaining certification.

The responsibilities of TPAC with respect to air quality planning are:

- a. Develop recommendations for controlling mobile sources of particulates, CO, HC and NOx.
- b. Conduct an in-depth review of travel, social, economic and environmental impacts of proposed transportation control measures.
- c. Provide an overview (critique) of the proposed plan for meeting particulate standards as they relate to mobile sources.

The following local jurisdictions appoint committee members:

Clackamas, Clark, Multnomah and Washington Counties
City of Portland
Cities of each county (4)

In addition, the following agencies appoint a committee member:

Tri-Met
Port of Portland
Oregon Department of Transportation
Washington State Department of Transportation
Federal Highway Administration
Oregon Department of Environmental Quality
Federal Aviation Administration
Urban Mass Transit Administration
Clark County RPC

Lastly, five citizens are being appointed as members of TPAC by the MSD Council.

Three permanent subcommittees of TPAC oversee major areas in the transportation planning process. These are:

- a. Interagency Coordinating Committee (ICC) - guides systems analysis and subarea studies with regard to how these planning activities affect the major transitway corridors;
- b. Transportation Improvement Program Subcommittee (TIP) - develops recommendations for the five-year Transportation Improvement Program, including the Annual Element; and
- c. Special Transportation Subcommittee (inactive) guides the development of components of the plan and program to respond to the needs of the transportation disadvantaged.

Beyond those three subcommittees, working groups are established by the chairperson as necessary. Membership composition is determined according to mission and need. All such groups report to the Transportation Policy Alternatives Committee.

3. Portland AQMA Advisory Committee

An advisory committee to both MSD and the Oregon Department of Environmental Quality (DEQ) has been established to:

- a. Review the interrelationships between planning for particulates, CO and oxidants, and advise DEQ and MSD on the trade-offs between actions involved in controlling stationary sources and transportation control measures in meeting particulates, CO and oxidant standards.
- b. Advise DEQ and MSD on the compatibility and trade-offs between proposed stationary source control measures and proposed mobile control measures.

- c. Provide an overview (critique) of the proposed plan for meeting CO and oxidant standards for consideration by the MSD Council.

The committee has representatives of both the community at large and of those with a specific interest in air quality planning. This is an important prerequisite which ensures that the recommended strategies which evolve will have taken into account many divergent points of view. Thus, members of the committee represent the general public (i.e., no specific interest group), industry, environmental groups, the business community, and affected governments. The membership of the committee is as follows:

Membership for the Portland AQMA Advisory Committee

1. City of Portland
2. MSD
3. Multnomah County
4. Clackamas County
5. Washington County
6. Oregon Department of Transportation
7. Port of Portland
8. Western Oil and Gas Association
9. Associated Oregon Industries (A.O.I.)
10. Portland Chamber of Commerce
11. Oregon Environmental Council
12. League of Women Voters
13. Oregon Student Public Interest Research Group (OSPIRG)
14. Public-at-Large*
15. Public-at-Large*
16. Public-at-Large*
17. Public-at-Large*
18. Representative from Academic Institution
19. Labor Council Representative
20. Tri-Met (Public Transit Agency)
21. Washington Department of Ecology**
22. Southwest Air Pollution Control Authority**
23. Clark County Regional Planning Council**

* One each from the City of Portland and Multnomah, Clackamas and Washington Counties

** Non-voting member

4. Joint Policy Advisory Committee (JPACT)

A Joint Policy Advisory Committee for Transportation provides an ongoing forum for policy-level discussions and advice among elected officials and representatives of

agencies responsible for implementing the transportation plan. This committee reviews and advises on all matters forwarded by TPAC concerning transportation or air quality policies prior to consideration by the full MSD Council.

The Joint Policy Advisory Committee for Transportation is composed of three component groups: elected officials of general purpose local governments, representatives of implementation agencies, and the MSD Transportation Committee (a standing committee of the MSD Council).

The local elected officials on the JPACT are a sub-committee of the Local Officials Advisory Committee representing a cross-section of local governments in the area. In addition, elected officials representing Clark County and the city of Vancouver are appointed by the Clark County Regional Planning Council to sit on the JPACT.

Implementation agencies represented on the JPACT include the Oregon Department of Transportation, Tri-Met, the Port of Portland, the Oregon Department of Environmental Quality and the Washington Department of Transportation.

A Transportation Committee of the MSD Council has been established to review and advise the full Council on transportation/air quality policy matters. This committee is appointed by the Presiding Officer of the Council.

5. MSD Council

The MSD Council is the regional policy body for transportation and air quality as well as other areas such as housing and land use. The Council is composed of 12 members elected from subdistricts. The MSD Council approves the scope and extent of responsibility for regional transportation for each of the participating agencies.

6. Project Planning and Implementation

Once projects are adequately defined in the Systems Planning program and funding is approved, further refinement and development of specific projects is the responsibility of the appropriate implementation agency. Project planning activities are monitored in the regional programming effort to insure adequate resources and proper timing of projects.

7. Coordination with Washington State MPO

The MSD transportation planning process includes significant opportunities for involvement of and coordination with Washington State officials. A number of planning activities are closely coordinated at a staff level.

Specific coordination efforts are described in the MSD/RPC Memorandum of Agreement included in the Appendix. The MSD committee structure provides an opportunity for Washington State participation. Clark County, the city of Vancouver, Washington Department of Ecology and Washington DOT are represented on TPAC. Representatives from the Washington Department of Ecology, the Southwest Air Pollution Control Authority, and the Clark County Regional Planning Council are non-voting members of the Portland AQMA Advisory Committee. The Joint Policy Advisory Committee for Transportation includes an elected member representing the city of Vancouver and Clark County as well as a representative of Washington DOT.

B. CLARK COUNTY REGIONAL PLANNING COUNCIL (RPC)

1. RPC Transportation Section

A transportation section within the Contract and Inter-governmental Service Division of RPC is being established to carry out the responsibilities of the newly designated Metropolitan Planning Organization. The Transportation Section is currently staffed by a variety of professional planners. These employees will soon be supplemented by a Transportation Project Director and additional staff. The Transportation Project Director to be employed by RPC will be responsible for supervising the transportation planning program.

The work of the Transportation Section is conducted with guidance from the Consolidated Transportation Advisory Committee and is consistent with the scope of work contained in the Unified Work Program formally adopted by the Regional Planning Council. The overall coordination and management of the transportation section is provided by RPC Executive Director through delegation to the Transportation Project Director.

The major functions of the Transportation Program include:

- a) Development of a Unified Work Program (UWP) for transportation planning in cooperation with the Consolidated Transportation Advisory Committee. In support of this document, specific mutual agreements with Vancouver Transit, WDOT and MSD are in effect.
- b) Undertake staff activities in support of the UWP in coordination with work of all participating agencies in an interdisciplinary approach.
- c) Monitor the transportation planning process to optimize the inclusion of regional values such as land use, economic development and other social, economic and environmental factors in plan development.
- d) Coordinate the development of the transportation plan and improvement program among federal, state and local agencies.
- e) Coordinate the review and approval of projects and plans affecting regional transportation planning by the Consolidated Transportation Advisory Committee (CTAC) and the Regional Planning Council.
- f) Consistent with the UWP and policies established by the Regional Planning Council, provide necessary technical staff support for all aspects of the transportation planning process. Status reports on the technical activities needed to maintain a viable plan are regularly produced.
- g) Collect, maintain and make available to jurisdictions

and agencies appropriate regional-level transportation data required for the transportation planning process.

- h) With advice of the Consolidated Transportation Advisory Committee, assure the preparation, adoption and distribution of required regional plan and program documents as well as backup technical reports.
- j) With advice of the Consolidated Transportation Advisory Committee, provide management of a multi-disciplinary systems planning team responsible for developing and maintaining the region's transportation plan.

2. Consolidated Transportation Advisory Committee

The Consolidated Transportation Advisory Committee assists in the development and coordination of regional transportation plans and programs in accordance with the policy of the Regional Planning Council and in cooperation with MSD and state and federal agencies.

The following local jurisdictions appoint members to the Consolidated Transportation Advisory Committee:

A representative from the staff of Regional Planning Council to be appointed by the Executive Director;

A representative from Clark County to be appointed by the county;

A representative from the City of Vancouver to be appointed by the city;

A representative from the Washington State Department of Transportation to be appointed by the Department;

A citizen-at-large representative to be appointed by the Chairman of the Regional Planning Council;

A representative from a member city or town to be appointed by the Chairman;

A representative from the Port of Vancouver to be appointed by the Port Commission'

A representative from the Port of Camas-Washougal to be appointed by the Port Commission;

An ex officio representative from the Oregon Department of Transportation to be appointed by the Department;

A non-voting liaison representative from the Metropolitan Service District to be appointed by the MSD Executive Officer.

Subcommittees and working groups of the CTAC are established by the CTAC chairperson as necessary to accomplish the objectives of the transportation program.

3. Regional Planning Council

The Regional Planning Council of Clark County is a voluntary organization of public agencies. The activities of the Council or any Council Committee are advisory and not binding on any member without its approval. RPC was established to serve its members through a public forum for policy discussion of issues of regional significance, a program of continuing comprehensive planning for the entire region and the review and coordination of federal, state and local programs having a regional impact. To assist the Council in issues dealing specifically with transportation and air quality policy, two technical committees have been established, CTAC, previously mentioned and the Air Quality Advisory Committee.

The Regional Planning Council is composed of elected officials from each member government or their governing body designate, including Chairman, Clark County Board of Commissioners; Mayors and Councilpersons from seven cities; Commissioners and Board Members from two school districts and three special districts; and representatives from the Clark County and City of Vancouver Planning Commissions.

4. Project Planning and Implementation

Once projects are adequately defined in the Transportation Planning program and funding is approved, further refinement and development of specific projects is the responsibility of the appropriate implementation agency. Project planning activities are monitored in the regional programming effort to insure adequate resources and proper timing of projects.

5. Coordination with Oregon MPO

The RPC transportation planning process includes significant opportunities for involvement of and coordination with Oregon officials. A number of planning activities are closely coordinated at a staff level. Specific coordination efforts are described in the MSD/RPC Memorandum of Agreement. The RPC committee structure provides an opportunity for Oregon State participation. MSD and the Oregon Department of Transportation are both represented on the Consolidated Transportation Advisory Committee.

ELEMENTS OF THE PROCESS

Significant work is currently underway to provide a solid basis for the formal adoption of the regional Transportation Plan in accordance with state legislation. Prior to that adoption, MSD and RPC on an annual basis review and endorse with changes the Interim Transportation Plan, the Transportation Systems Management Plan, the Transportation Improvement Program, and the Air Quality Consistency Statement. The status of and responsibilities for undertaking various components of the transportation planning program as described in federal guidelines is as follows:

A. Land Use Plan

The regional Land Use Framework Plan for the Oregon portion of the region was adopted in December, 1976 by the CRAG Board. Legislation was recently passed giving MSD the authority to enforce the plan. This plan contains probably the only enforceable growth boundary in the nation. The plan, developed by means of a cooperative planning program between CRAG and local jurisdictions' staffs, places all land in the region into three categories - Urban, Rural and Natural Resources. Urban types of development can not occur in areas not designated as Urban. Local plans and zoning by law must conform with the regional plan.

While the Land Use Framework Plan defines those areas where urban services are and are not to be provided, further work is underway to examine the consequences of growth options within the area designated as Urban. This effort, strongly inter-related with efforts to evaluate alternative transportation policies and actions, involves the formulation of alternative growth scenarios through the year 2000. In addition to examining optional patterns of growth, the overall growth of the region is being varied to assess its affects. In addition to assessing the consequences of growth options on transportation and other urban services, the affect of various public policies on growth is also being researched. For instance, as alternative transportation policies and investments are proposed, the likely affects on patterns of urbanization are being estimated.

A land use plan was adopted for the Washington portion of the Urbanized Area by Clark County in May, 1979. This plan is not a framework plan. It designates specific land uses for all of the unincorporated land in Clark County. It also recognizes and incorporates the Urban Growth Boundary for the city of Vancouver which has been in place and enforced since 1971.

B. Transportation Plan

The Interim Transportation Plan specifying long-range policies for highway and transit development was adopted by the CRAG Board in 1975. Since adoption, periodic re-endorsement has been made. A Bicycle Plan was adopted by the CRAG Board in

1976. An Interim Plan for the provision of specialized transportation services to the elderly and handicapped was adopted by the CRAG Board in December of 1977. The Transportation Systems Management Plan was adopted by the CRAG Board in 1976 and is annually re-endorsed.

Efforts to prepare and adopt the MPO's transportation plan stress both technical and coordinative activities. Major efforts are underway to estimate in technical terms, the ramifications of transportation/land use alternatives for use as a basis of updated regional Transportation Plans. In parallel with this technical effort are activities to coordinate the plan update with the various local, regional and state agencies having an interest in the plan.

The responsibilities for formally updating the Oregon MPO plan rests with the MSD Council. As outlined in the MSD/RPC Memorandum of Agreement, the Regional Planning Council will have a major review function. Similarly, Clark County RPC will update the transportation plan for the Washington portion of the region. Again, as outlined in the MSD/RPC Memorandum of Agreement, MSD will provide a review function.

C. Transportation Improvement Program (TIP)

CRAG had annually prepared a regional TIP since 1975. Beginning January 1, 1979, each MPO prepares a TIP describing the projects programmed for their area. Coordination of these documents is described in the MSD/RPC Memorandum of Agreement. These TIPs, containing both an annual element and a five year program, are annually updated prior to the new fiscal year. Initial preparation of the MSD TIP is undertaken by the TIP Subcommittee. The MSD staff provide administrative assistance and prepares a description of proposed projects and the rationale for project selection. In addition, the MSD staff provides information on regional problems and the likely effectiveness of candidate projects. The preparation of the TIP for the Washington portion of the urbanized area is the responsibility of the Consolidated Transportation Advisory Committee with administrative support from RPC's Transportation Division.

D. Social, Economic, and Environmental Effects

The MSD Systems Planning Program is responsible for estimating the broad affects of transportation/land use alternatives. MSD provides this analysis to RPC on a contractual basis. Of major concern are the social, economic, and environmental implications of system options in both the short range and over the long-term. In evaluating alternatives, various measures of impact are assessed. Once projects are defined and funded, a more detailed evaluation of project alternatives is carried out by the responsible implementation agency as part of the Project Planning studies.

E. Air Quality Planning

The interrelationships between transportation, land use, and air quality are studied jointly by MSD, the Washington State Department of Ecology, the Oregon Department of Environmental Quality, RPC and other local and state agencies. The general responsibilities for carrying out various planning tasks were laid out in the designation of the Air Quality Lead Planning Agencies. A cooperative Agreement between MSD and RPC in the conduct of regional air quality analyses has been entered into and is enclosed in the Appendix.

F. Public Involvement

Major efforts to involve various citizen interests in the MPO planning activities are currently underway. A full array of techniques to disseminate findings from the system analysis as well as solicit input and maintain a dialogue with citizens is involved. Once projects are in the project planning stage, the appropriate implementation agency has the responsibility for carrying out a citizen involvement effort directed toward insuring adequate citizen input in the development of specific project alternatives.

G. Civil Rights Considerations

The MPO planning programs are vitally concerned with the affects of alternative plans and programs on various minority groups. Efforts to evaluate transportation/land use alternatives attempt to estimate how minority groups are affected.

H. Planning for the Elderly and Handicapped

A great amount of effort has been made to determine the appropriate level of transportation services required to meet the specialized needs of the elderly and handicapped. An Interim Plan for meeting these needs was adopted by the CRAG Board in December of 1977. As called for in this plan, work is proceeding by Tri-Met to coordinate transportation services as well as to evaluate various types of services. The MPO planning programs, in assessing transportation/land use alternatives, are estimating how the alternatives affect the elderly and handicapped.

I. Energy Conservation

The planning programs emphasize energy consumption as one of the measures of cost-effectiveness of transportation/land use alternatives. The Interim Transportation Plan and Transportation Systems Management emphasize policies and actions which will help conserve energy.

J. Coordination of Private Mass Transportation

Tri-Met has the responsibility for maintaining coordination with private transportation providers. A continuing dialogue is maintained with private taxi operators to insure coordination of services where possible.

K. Technical Activities

1. Analysis of Existing Conditions

MSD has completed an extensive inventory and analysis of existing (1977) travel conditions and underlying urban activities.

2. Evaluation of TSM Alternatives

A prototype study has been completed to identify and evaluate TSM options. This study has not only been successful in developing evaluation techniques, but was used as the basis for allocating some \$5 million in Interstate Transfer funds to numerous TSM projects throughout the region. The results of the TSM evaluation work are incorporated in the TSM element as it is updated.

3. Economic/Land Use Projections

As previously mentioned, major efforts are underway to assess alternative growth forecasts and development patterns. These efforts include the estimation for various growth scenarios of household, population and employment by geographic area in five-year increments through the year 2000. A great amount of work has gone into the development of techniques to be used to provide objective policy-sensitive projections.

4. Evaluation of Investment Alternatives

The planning program emphasizes the evaluation of transportation investment alternatives. The consequences of these transportation alternatives, including TSM options, in combination with land use and other regulatory measures, are estimated as part of this program and displayed for use in deciding on the most cost-effective alternative.

5. Plan Refinement

Once projects are defined through the MPO planning programs, the appropriate implementation agency has the responsibility of defining specific options.

6. Plan Reappraisal

As previously mentioned, the MPO transportation plans are annually reviewed and endorsed by the MPOs.

7. TIP Programming

Staff activities are being undertaken to insure that the findings of the planning programs are available and applied to various candidate projects.

FINANCING THE TRANSPORTATION PLANNING PROGRAMS

The regional transportation planning programs are financed using Federal Highway Administration, Urban Mass Transportation Administration and Federal Aviation Administration funds matched by MSD, ODOT, Tri-Met, RPC and local agency funds as determined annually. In addition to MSD and RPC staffs, local jurisdictions, ODOT, and Tri-Met staffs are assigned to specifically identified tasks in the Unified Work Program. The actual program is based upon specific funding approvals by participating agencies developed as described in the cooperative agreements (attached) between MSD and RPC; MSD, Tri-Met and ODOT; RPC and WDOT; and RPC and Vancouver Transit.

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MEMORANDUM OF AGREEMENT
BETWEEN THE
METROPOLITAN SERVICE DISTRICT
AND

CLARK COUNTY REGIONAL PLANNING COUNCIL

This Agreement is made and entered into this ____ day of _____, 1979, by and between the METROPOLITAN SERVICE DISTRICT, hereinafter called "MSD" and the CLARK COUNTY REGIONAL PLANNING COUNCIL, hereinafter called "RPC."

1. MSD is the Metropolitan Planning Organization designated by the Governor of Oregon as the agency responsible for cooperative regional transportation planning in the Oregon portion of the Portland/Vancouver Urbanized Area in compliance with Section 134 of Title 23, U.S.C. and Section 3 1601, et. of Title 49 U.S.C.

2. RPC is the Metropolitan Planning Organization designated by the Governor of Washington as the agency responsible for cooperative regional transportation planning in the Washington portion of the Portland/Vancouver Urbanized Areas in compliance with Section 134 of Title 23, U.S.C. and Section 1601, et. of Title 49 U.S.C.

3. MSD and RPC desire to maintain mechanisms which will ensure adequate coordination of transportation policies, plans and programs of interstate significance.

4. MSD and RPC desire to define responsibilities in carrying out the technical aspects of the regional transportation planning programs.

5. MSD and RPC desire an agreement on how planning resources are to be allocated.

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

ARTICLE I.

COORDINATION MECHANISMS

1. The Transportation Policy Alternatives Committee of the MSD includes members from the following groups in the state of Washington: Clark County, City of Vancouver and the Washington Department of Transportation, and Clark County RPC.

2. The AQMA Advisory Committee to MSD and the Oregon Department of Environmental Quality includes non-voting membership by representatives from Clark County Regional Planning Council, the Southwest Air Pollution Control Authority and the Washington Department of Ecology.

3. The Joint Policy Alternatives Committee for Transportation of the MSD includes an elected official representing Clark County and the City of Vancouver as well as a representative of the Washington Department of Transportation.

4. The Consolidated Transportation Advisory Committee of the RPC includes membership from MSD and the Oregon Department of Transportation.

5. The staff of the MSD and RPC will communicate on a regular basis to ensure adequate coordination of a) the technical aspects of regional transportation planning, b) efforts to evaluate alternative policies involving issues of interstate significance, and c) activities involved in developing, evaluating, and refining proposals to be included in regional transportation plans and programs.

6. The Regional Transportation Plan (including the Transportation Systems Management Element) and improvement programs (including the Air Quality Consistency Statement) prepared by MSD for the Oregon portion of the urbanized area are to describe how issues of interstate significance are addressed. Before either the regional plan or improvement program for its planning area is adopted by MSD, RPC will be consulted. Any comments or concerns expressed by RPC are to be considered before adoption. Comments will be solicited from RPC and considered by MSD before MSD approves any plan or TIP amendment having interstate significance.

7. The Regional Transportation Plan (including the Transportation Systems Management Element) and improvement programs (including the Air Quality Consistency Statement) prepared by RPC for the Washington portion of the urbanized area are to describe how issues of interstate significance are addressed. Before the regional transportation plan or improvement programs for its planning area are adopted by the RPC governing body, MSD will be consulted. Any comments or concerns expressed by MSD are to be considered before adoption. Comments will be solicited from MSD before RPC approves any plan or TIP amendment having interstate significance.

8. RPC and MSD staff will work together to prepare an annual Unified Work Program (UWP) describing federally funded transportation planning activities to be undertaken. This document is to be adopted by both the MSD Council and the RPC governing body.

ARTICLE II.

PLANNING RESPONSIBILITIES

1. MSD and RPC are responsible for preparing regional transportation plans and improvement programs for their respective planning areas. These efforts are to be coordinated as described in Article II.

2. MSD is responsible for maintaining, improving and applying techniques for simulating travel/air quality implications of transportation/land use proposals and alternatives. RPC may financially support these activities as described in Article III.

3. MSD is responsible for producing projections of population/employment levels to be used in regional transportation/air quality analyses. RPC will provide basic data needed to produce projections. MSD will solicit comments and other input from RPC staff in preparing such projections.

4. RPC will rely on MSD to simulate the travel impacts of transportation/land use proposals and alternatives. RPC may financially support these activities as described in Article III. Mutual agreements will be entered into on the analyses to be performed by MSD.

5. MSD, to the degree allowed by the annual budget, will assist RPC in carrying out various requested technical tasks.

ARTICLE III.

ALLOCATION OF PLANNING FUNDS

Allocation of planning funds and agreements or contractual services are to be annually agreed to by RPC and MSD prior to March of each year.

1. Metropolitan Planning (PL) funds allocated to the Oregon and Washington portions of the urban area are to be used by MSD and RPC respectively.

2. The normal UMTA Section 8 planning fund allocation to the Portland/Vancouver urbanized area is to be allocated to the two MPO's in the same proportion as the population split between the Oregon and Washington portions of the urbanized area. This formula may be changed by mutual agreement in cases where special studies warrant a different allocation.

3. Each MPO is encouraged to obtain other federal, state and local funding sources to ensure adequate financing of their respective planning programs.

4. MSD activities to prepare population/employment projections and improve techniques for simulating travel implications of transportation/land use proposals and alternatives are to be financially supported by RPC in proportion to the ratio of the Washington urbanized area population to the population of the entire urbanized area.

5. RPC, to the degree allowed by the annual budget, will assist MSD in carrying out various requested technical tasks.

6. RPC may contract with MSD to finance the provision of technical support services mutually agreed to by the two parties.

ARTICLE IV.

TERMINATION, EXTENSION AND MODIFICATION

1. This Agreement is to be renewed annually with the approval of the annual Unified Work Program.

2. This Agreement may be modified or terminated at any

time with the mutual consent of the parties in writing.

IN WITNESS THEREOF, the parties hereto have caused this Agreement to be executed in their respective names by their authorized representatives.

REGIONAL PLANNING COUNCIL OF
CLARK COUNTY

MSD COUNCIL

Chairman

Presiding Officer

REGIONAL PLANNING COUNCIL OF
CLARK COUNTY

METROPOLITAN SERVICE DISTRICT

Executive Director

Executive Officer

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COOPERATIVE AGREEMENT ON DUTIES
AND RESPONSIBILITIES OF CRAG, ODOT, & TRI-MET
IN PARTICIPATING IN THE CRAG TRANSPORTATION
PLANNING PROGRAM

This agreement made and entered into this _____ day of _____ 1978, by and between the State of Oregon, by and through its Department of Transportation (ODOT), hereinafter called State; the Tri-County Metropolitan Transportation District of Oregon, a public transit agency, acting by and through its Board of Directors, hereinafter called "Tri-Met", and the Columbia Region Association of Governments, a municipal organization and regional planning district enable Chapters 197.705-197.775 Oregon Revised Statutes, hereinafter called "CRAG".

1. CRAG is the Metropolitan Planning Organization designated by the Governors of Oregon and Washington as the agency responsible for cooperative regional transportation planning in the Portland-Vancouver Standard Statistical Area in compliance with Section 134 of Title 23, U.S.C. and Sections 1601, et. of Title 49 U.S.C. For the Oregon part of the Portland Region, CRAG is the regional planning district under the provisions of Chapter 197, Oregon Revised Statutes.
2. CRAG is eligible to receive transportation planning funds (PL) as authorized in the 1973 Federal-Aid Highway Act for continuing transportation planning in the Portland metropolitan area.
3. CRAG is the eligible recipient of funds authorized by Section 9 of Title 49 U.S.C. Urban Mass Transportation Act for the continuing transportation planning study and coordinated support activities.
4. Tri-Met is the transit agency for the Oregon part of the CRAG planning area under the provisions of 267.010 to 267.390 and is the principal public transit operator eligible for Section 9 Coordinated Support Funding through CRAG for participation in the region's transportation planning program pursuant to State and Federal statutes.
5. The ODOT is the statewide transportation planning and policy development agency under the provisions of ORS 189.610 to 186.640 and is the designated Oregon State agency designated under Title 23 U.S.C. 134 responsible for the cooperative transportation planning process in the Portland region.

6. The State has funds available in part from the Federal Highway Administration to support and participate in the CRAG Systems Planning Program.
7. CRAG, ODOT, and Tri-Met propose to continue to cooperatively conduct the continuing, comprehensive transportation study in the Portland-Vancouver metropolitan area as defined and mutually agreed to in each year's Unified Work Program.

Now therefore, in consideration of the mutual responsibilities to be kept by and between the parties have to, it is agreed as follows:

ARTICLE I DUTIES OF THE PARTIES

- A. It is agreed that CRAG is the lead transportation systems planning agency and Tri-Met and ODOT will assign resources at their own expense to accomplish work mutually agreed upon in the annual Unified Work Program and that results such as reports, technical memorandum, and data from tasks completed will be made available through CRAG as part of the process. The regional Transportation Plan will be prepared using a process involving the public and in compliance with the State's Action Plan. The regional Transportation Plan is to contain a long-range element, special transportation plan element (describing actions to respond to the mobility needs of the elderly and handicapped), Transportation Systems Management element, Air Quality Consistency Statement and Transportation Improvement Program including an annual element.
- B. It is agreed that the CRAG Systems Planning Process will provide mutually agreed-upon products to be supportive of State and Tri-Met project development and operating responsibilities under both UMTA and FHWA regulations.
- C. It is agreed that it is the State's intention to continue to participate in local match support for the Federal Highway Administration planning funds (PL) designated to CRAG as mutually determined by the parties to this agreement for funding the annual Unified Work Program over the next two fiscal years (FY 1979 and FY 1980).
- D. It is agreed that it is Tri-Met's intention to continue to participate in the local match support for federal (either from the Federal Highway Administration or the Urban Mass Transit Administration) planning funds as mutually determined by the parties to this agreement for funding the annual Unified Work Program.
- E. It is agreed that it is CRAG's intention to continue to have local jurisdiction's dues allocated to support the transportation program and continue to cooperatively

work to finance Tri-Met's Coordinated Support Planning with UMTA Section 9 funds as determined in the annual Unified Work Program.

ARTICLE II: AMENDMENTS

This Agreement may be amended only by written agreement of all parties hereto.

ARTICLE III: TERMINATION

In addition to any other remedy or right to withhold performance which may be provided by law, any party hereto may terminate this Agreement upon six months written notice to all other parties in the event that federal funds upon which the activities set forth in the Prospectus are to be funded are, in whole or in part, discontinued, withdrawn or suspended to a degree which renders that party substantially unable to proceed with performance hereunder.

ARTICLE IV: STATE LAWS

Those provisions of state law required to be included in this agreement are by this reference fully incorporated.

IN WITNESS WHEREOF, STATE, CRAG AND TRI-MET have caused this Agreement to be executed in their respective names by their authorized representatives, all as of the date hereinabove first written.

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AGREEMENT

I. PARTIES

THIS AGREEMENT is made and entered into as of this 3 day of June, 1975, by and between the COLUMBIA REGION ASSOCIATION OF GOVERNMENTS, hereinafter called CRAG, and the WASHINGTON STATE DEPARTMENT OF HIGHWAYS, hereinafter called WSDH.

II. RECITALS

WHEREAS, the Portland-Vancouver standard metropolitan statistical area exceeds fifty thousand population, and is required to have a continuing cooperative comprehensive transportation planning process by Section 134, Title 23 USC; and,

WHEREAS, CRAG has been designated by the Governors of Washington and Oregon under Section 104(f) Title 23 USC as the metropolitan planning organization to be responsible for carrying out the provisions of Section 134, Title 23 USC; and,

WHEREAS, Section 112, P.L. 93-87 (Federal Aid Highway Act of 1973) provides for certain planning funds to be apportioned to the States and provided to such metropolitan planning organizations; and,

WHEREAS, a contract is necessary to convey such funds allocated to WSDH from WSDH to CRAG for the purpose specified,

NOW THEREFORE, in consideration of the payments, covenants and promises herein, it is agreed by and between the parties hereto as follows:

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III. WSDH RESPONSIBILITIES

1. Upon execution of this contract by both parties, WSDH will annually distribute to CRAG the PL planning funds by the approved WSDH formula under Section 104(f) Section 134 Title 23 USC for planning purposes in the Portland-Vancouver metropolitan area. Such distribution will be in accordance with the Federal procedures for The Unified Planning Work Program and by the Integrated Grant Applications which are applicable to CRAG. WSDH will notify CRAG each year of the amount of PL funds to be distributed to CRAG for the forthcoming fiscal year as soon as Washington's distribution statewide is approved by the Federal Highway Administration.
2. As a participant in the transportation planning process, WSDH shall be entitled to representation on the appropriate Committees of CRAG, as prescribed by current CRAG rules, resolutions and bylaws.
3. WSDH shall participate fully in the preparation and approval of a Prospectus and Unified Work Program, an adjunct of which shall be a Memorandum of Understanding describing the roles and responsibilities of WSDH and CRAG, mutually approved by both parties.
4. The PL funds for each fiscal year shall be available for legitimate costs incurred from July 1 to June 30 unless otherwise noted at the time of allocation.

IV. CRAG RESPONSIBILITIES

1. CRAG shall use such funds to assist in the accomplishment of the regional transportation planning process according to Section 134, Title 23 USC, as described in CRAG's currently approved Transportation Unified Work Program for the applicable fiscal year as a supplement to its Integrated Grant Application.
2. CRAG shall conduct regional transportation planning according to its latest approved Prospectus and Unified Work Program for the appropriate fiscal year.
3. CRAG shall provide from non-federal sources such money required each fiscal year to match the Federal PL funds which are the subject of this contract.
4. CRAG shall comply with the attached Notice to Contractors, Compliance with Title VI of the Civil Rights Act of 1964 as if it were the contractor there referenced.

V. TERMINATION, EXTENSION AND MODIFICATION

1. This agreement will be renewed annually by the WSDH upon review and approval of the annual Unified Work Program for the applicable fiscal year and the allocation of the WSDH PL funds with the work program. A letter to CRAG from the WSDH indicating such approval will automatically constitute the renewal.

2. This agreement may be modified or terminated at any time upon mutual consent of the parties in writing, and also may be terminated by either party upon thirty (30) days notice for any willful failure or refusal by the other party to perform any material part of this agreement according to its terms.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the first date written above.

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

By Larry River

Title Executive Director

WASHINGTON STATE DEPARTMENT OF HIGHWAYS

By L. H. Andrews

Title Director

Approved as to form

19 of May 1975
Jack A. Borland
Assistant Attorney General

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AGREEMENT

This Agreement is entered into as of the 1st day of July, 1979, between the City of Vancouver, hereafter "Vancouver", and the Regional Planning Council of Clark County, hereafter "RPC".

RECITALS

- I. RPC is a voluntary planning organization authorized under the Planning Enabling Act, 1963 Section 36.70.060 and also under Section 35.63.070 R.C.W. RPC serves its members through a public forum for policy discussion of issues of regional significance, a program of continuing comprehensive planning, and the review and coordination of Federal, state, and local programs having regional impact. RPC was designated by the Governor of the State of Washington as the Metropolitan Planning Organization (MPO) for Clark County, effective January 1, 1979. This designation was made in accordance with 23 CFR 450.106 (A), Section 8 of the Urban Mass Transit Act 1964, as amended, and USC 23, Section 134, as amended.
- II. Vancouver is a municipal corporation of the State of Washington under Article 11, Section 10 of the State Constitution. Vancouver operates the Vancouver Transit System under R.C.W. 35.95.010, which provides mass transit service within the city limits of Vancouver.

RECITALS (Concluded)

III. The United States Department of Transportation, acting through the Federal Highway Administration (FHWA) and the Urban Mass Transportation Administration (UMTA), requires that memoranda of understanding be executed by the various participants in the regional transportation planning process to assure for orderly planning and development of transportation facilities.

AGREEMENT

- I. RPC is recognized as the agency responsible for transportation planning within Clark County and for accomplishing the Section 134 planning process. Among its functions and responsibilities are the maintaining of regional certification by FHWA and UMTA, preparing and executing a Unified Work Program (UWP) for transportation planning, review of applications for Federal funds under OMB Circular A-95, preparation of a Transportation Improvement Program (TIP), coordinating and directing the input of other agencies and jurisdictions to the UWP, developing regional forecasts for population employment and land use, preparing and adopting regional goals and objectives, ensuring that air and noise standards are met by transportation plans, and preparing and maintaining a plan of regional transportation facilities to meet future urban travel demands safely and efficiently.
- II. Vancouver Transit System is recognized as the department responsible for the provision of public mass transportation services for Vancouver, including the development of programs for service improvements and capital projects to meet Vancouver's short- and long-term needs, the initiation and conduct of coordinated support activities as part of the UWP, including technical design and demonstration projects, and the preparation of a broad general plan for a mass transit system.

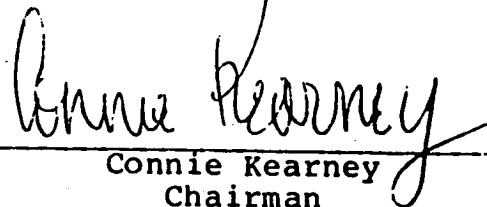
AGREEMENT (Continued)

III. Applications for Federal assistance for UWP activities will be prepared and filed by RPC, with assistance and review by Vancouver. Vancouver will develop and forward to RPC those activities it wishes included in the UWP. Coordinated support activities shall be included in such applications with the mutual agreement of RPC and Vancouver. The funding, work program, consultant selection, and work performance shall be the responsibility of Vancouver, with the advice and assistance of RPC. RPC will ensure that such work is coordinated with regional transportation planning activities. UMTA grants made to RPC for coordinated support activities may be "passed through" to Vancouver Transit System for their intended purposes. Each such grant will be the subject of an agreement between RPC and Vancouver, which defines each agency's role and responsibility for that particular grant.

IV. Applications for Federal assistance for mass transit capital projects shall be prepared and filed by Vancouver. Such applications will be reviewed by RPC as the District clearinghouse for A-95 review. The capital projects shall be part of the RPC Transportation Improvement Program, which will be developed jointly by RPC and Vancouver (and others) to satisfy Vancouver's needs and requirements, to implement the RPC transportation plan, and to satisfy Federal requirements.

AGREEMENT (Concluded)

- V. Vancouver is a member of RPC under the RPC Charter Rules. Its representation on the Council and the various technical advisory committees shall be as specified in the Rules and the committee structures adopted by the Board.

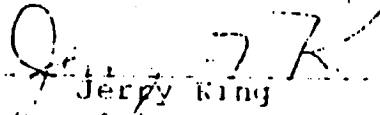


Connie Kearney
Chairman
Regional Planning Council



Jim Justin
Mayor
City of Vancouver

Approved as to form:



Jerry King
Attorney
City of Vancouver

TRANSPORTATION PLANNING AGREEMENT

Vancouver-Clark County Region

THIS AGREEMENT is entered into this 27th day of March, 1979 by the WASHINGTON STATE TRANSPORTATION COMISSION, hereinafter called the "COMMISSION", acting through the DEPARTMENT OF TRANSPORTATION, hereinafter called the "DEPARTMENT", and the REGIONAL PLANNING COUNCIL OF CLARK COUNTY hereinafter called the "COUNCIL."

WHEREAS, the COMMISSION, established by state statute, has the primary responsibility of providing a reliable and integrated transportation system for the safe and efficient movement of people and goods; and

WHEREAS, the COUNCIL has been organized by general purpose local governments as a regional council within Clark County, pursuant to RCW 35.63.070 and RCW 36.64.080 for the purpose of studying regional and governmental problems of mutual interest and concern, developing regional plans and programs, and formulating recommendations for review and action by such local governments; and

WHEREAS, the Governor of the State of Washington and the U.S. Office of Management and Budget have designated the COUNCIL as the metropolitan clearing-house for carrying out the provisions of (1) Section 204 of Public Law 89-754 (42 USC 3334), the Demonstration Cities and Metropolitan Development Act of 1966; (2) Title IV of Public Law 90-577 (42 USC 4231-33), the Intergovernmental Cooperation Act of 1968 as interpreted by the OMB Circular A-95 revised; and (3) Section 102(2)(c) of the National Environmental Policy Act of 1969 (42 USC 4332(2)(c)); and

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WHEREAS, the Governor of the State of Washington has also designated the COUNCIL as the Metropolitan Planning Organization (MPO) responsible together with the DEPARTMENT, for carrying out the required continuing, cooperative, and comprehensive transportation planning process of Section 134, Title 23, USC, and therefore the recipient of certain planning funds apportioned to the states in accordance with Section 112, Public Law 93-87, (Federal-Aid Highway Act of 1973) 23 USC 104; and

WHEREAS, federal regulations, 23 CFR 450.108(a), require that the responsibilities for cooperatively carrying out transportation planning and programming be clearly identified in an agreement between the COUNCIL and the DEPARTMENT; and

WHEREAS, it is mutually advantageous to both parties to have these planning responsibilities for the Vancouver-Clark County Region clearly defined,

NOW THEREFORE, IN CONSIDERATION OF THE MUTUAL BENEFITS set out below the parties agree as follows:

1. The following terms and conditions shall be deemed to govern the obligations of the parties from the date of this agreement until it is revised or terminated.
2. Definitions as used in this agreement:
 - a. Annual Element: that list of transportation improvement projects proposed for implementation annually pursuant to 23 CFR 450.310.
 - b. Transportation Plan: the plan which incorporates the Transportation Systems Management (TSM) recommendations for short term noncapital improvements and long range element of proposed long term capital improvements pursuant to 23 CFR 450.116.

- c. Transportation Improvement Program (TIP): a staged, multi-year program of transportation improvement projects consistent with the transportation plan developed under 23 CFR 450.116.
 - d. Corridor: the linear area geographically connecting two travel generating centers, encompassing one or more existing and/or proposed transportation facilities in which there are usually multiple alternatives concerning choice of travel mode and facility design.
 - e. Statewide Program: the State Department of Transportation's program of proposed projects using federal funds submitted to the U.S. Secretary of Transportation for approval pursuant to 23 USC 105.
 - f. Vancouver Urbanized Area: that portion of Clark County within the Federal-Aid urban boundary.
3. THE DEPARTMENT does employ the COUNCIL to continue to provide transportation planning together with the Department according to the following conditions:

I

CONTINUING, COMPREHENSIVE, COOPERATIVE
TRANSPORTATION PLANNING PROCESS

Both the DEPARTMENT and the COUNCIL recognize the need for the continuing, comprehensive, and cooperative transportation planning process in the Vancouver urbanized area that results in transportation plans and programs consistent with the comprehensively planned development for the area.

The COUNCIL, within the area hereafter specified, subject to approval by the COMMISSION of an annual Unified Work Program and Budget, shall perform the

continuing, comprehensive, cooperative transportation planning process. The planning process shall be performed in accordance with: (a) the State Action Plan requirements; and, (b) the joint FHWA-UMTA requirements of 23 CFR 450. The State Action Plan requirements shall be those outlined in the Department of Transportation's guidelines entitled "Metropolitan Area Systems Planning" dated January 5, 1976, as revised on October 28, 1976, a copy of which is attached hereto, marked Exhibit "A". These guidelines include as an attachment Volume 4, Chapter 4, Section 2, of the Federal-Aid Highway Program Manual, which is the FHWA directive describing the Urban Transportation Planning Process that must be carried out, including the scope, methods, and techniques to be used. The UMTA requirements shall be those in 49 CFR 450 as now or hereafter amended and as supplemented now or hereafter by the Urban Mass Transportation Administration, U.S. Department of Transportation.

The transportation planning area for the purpose of this agreement shall be that as shown on the map attached hereto, marked Exhibit "B" and made a part of this agreement. This boundary is subject to adjustment from time to time upon mutual agreement of the parties and approval by the Federal Highway Administration.

The DEPARTMENT and the COUNCIL agree that the responsibility for development of a regional transportation plan lies with the COUNCIL in cooperation with the DEPARTMENT and other modal agencies. They further agree that the COUNCIL shall have the responsibility of identifying, within the adopted plan, those corridors in which transportation problems exist and shall prioritize them in the determined order of importance. The DEPARTMENT shall use the regional transportation plan in developing its long range and six year plans pursuant to Chapter 47.05 RCW relating to priority programming.

The DEPARTMENT in accordance with the provisions of Chapter 47.05 RCW and its adopted Action Plan (revised to April 1977) shall initiate proposed urban extension and Interstate System projects for inclusion in the annual element of the transportation improvement program as contemplated in 23 CFR 450.310. The DEPARTMENT shall consult with the COUNCIL in selecting and programming urban extension and Interstate System projects within the Vancouver urbanized area and in initiating such projects for inclusion in the annual element. Only Urban extension and Interstate System projects included in the annual element and endorsed by the COUNCIL shall be included in the statewide program of projects submitted to the Federal Highway Administration for approval pursuant to 23 USC 105. The COUNCIL shall enter into an agreement with the Metropolitan Service District, the designated MPO for the Portland, Oregon urbanized area for mutually and cooperatively carrying out this necessary urban transportation planning process in the entire Portland-Vancouver urbanized area. Such agreement shall address the process whereby regional planning, shall be developed as a basis for transportation and air quality planning on both sides of the Columbia River in the Portland-Vancouver region. This coordination agreement must be completed, executed and made a supplement to this agreement by June 30, 1979.

II

ANNUAL BUDGET AND UNIFIED WORK PROGRAM

Prior to March 1 of each year, the COUNCIL, with the participation of the DEPARTMENT shall prepare and submit to the COMMISSION a proposed draft Budget and Unified Work Program for the ensuing fiscal year (July 1 to June 30) for its review and approval. The Budget and Unified Work Program shall show the proposed division between the parties of the actual costs of implementing the

proposed program. The DEPARTMENT will notify the COUNCIL in writing as to the portion of the Budget and Unified Work Program to be funded and the division of costs approved by the COMMISSION. Upon receipt of written acceptance from the COUNCIL this agreement shall become effective for the work elements and periods approved by the COMMISSION.

III

DIVISION OF COSTS AND PAYMENT

A. The COUNCIL shall be compensated for performance of all work and services required under this agreement by the DEPARTMENT as follows:

1. For the period beginning _____, 1979 and ending June 30, 1980, by reimbursement of 75 percent of the actual cost of implementing that portion of the transportation planning work and services, the cost of which is to be shared by the DEPARTMENT and the COUNCIL, as described in the approved Annual Budget and Unified Work Program. Such costs shall be without markup and as defined and limited below.
2. For each ensuing fiscal year, July 1 through June 30, by reimbursement by the DEPARTMENT of a percentage, determined in advance by the COMMISSION, of the actual cost of implementing that portion of the transportation planning work and services, the cost of which is to be shared by the DEPARTMENT and the COUNCIL, as described in the approved annual budget and unified work program. Such costs shall be without markup and as defined and limited below.

The percentage of participation for each fiscal year shall be that percentage established by the COMMISSION at the time of its review of the COUNCIL'S Budget and Unified Work Program: PROVIDED, that prior to changing the percentage of reimbursement for such ensuing fiscal year from that in effect for the immediately preceding year the COMMISSION must notify the COUNCIL not less than nine (9) months

prior to the date it intends to establish a specific new percentage rate.

Should the COUNCIL wish to change the percentage of participation at any time, they will make a request setting forth the justification, in writing, to the DEPARTMENT for its consideration and action as deemed appropriate. This request must be submitted at least three (3) months prior to the COUNCIL'S proposed date for action.

At the conclusion of each budget year, the COUNCIL shall prepare and submit to the DEPARTMENT a complete and final cost accounting, not only by budget work elements but also by cost elements: direct labor hours, payroll costs, payroll additive costs, vendor charges, separated overhead, and other chargeable costs. This data shall be related to the various work orders by COUNCIL organizational division.

The COUNCIL shall also prepare a quarterly narrative progress report and financial statement summarizing pertinent developments, activities, and accomplishments and expenditures within each work element of the Unified Work Program during the past quarter. The fourth quarter report shall be expanded to summarize the planning process for the entire year. Such progress reports are to be completed and submitted to the DEPARTMENT within six (6) weeks following the end of the reporting period, except the fourth quarter which shall be within twelve (12) weeks of the end of the period.

The DEPARTMENT or the Federal Highway Administration shall have the right at any time to request the COUNCIL to hold monitoring session(s) to review the status of the program, or for any other purpose deemed necessary.

- B. The COUNCIL acknowledges that it too will receive a substantial benefit from the information developed by its performance of this agreement. The COUNCIL will pay that portion of its cost of performing the work and services in any fiscal period which exceeds that portion agreed to be paid by the DEPARTMENT from the COUNCIL'S own resources and without further recourse to the DEPARTMENT.
- C. The amount of such actual costs shall include and be limited to:
1. Salaries and wages together with the usual and actual payroll charges incident to vacations, holidays, sick leave, health insurance, COUNCIL disability insurance, Washington State Unemployment Insurance, Workman's Compensation, Washington State Retirement System contributions, and Social Security as outlined in the COUNCIL Personnel Manual. ✓
 2. Local and toll telephone charges, all necessary travel including reimbursement as provided for in the COUNCIL Personnel Manual.
 3. The cost of all necessary supplies and materials and services directly used in specific work. ✓
 4. Overhead and indirect costs as approved annually in the COUNCIL line item budget and verified by audit. Such overhead shall be prorated among this work and other activities of the office according to direct labor dollars. Actual costs, for the purpose of this agreement, are those costs incurred in the performance of a particular Unified Work Program for a fiscal year--whether the obligation has been paid for or is payable at the close of a particular year; i.e., determined by an accrual rather than a cash basis accounting system. All such costs as outlined above to be included for partial reimbursement by the DEPARTMENT must be recognized within the Federal-Aid Highway Program Manual, Volume 4, Chapter 1, Section 2, Subsection 2, Contracts dated May 15, 1975, and in the Federal Management Circular 74-4;

Cost Principles Applicable to Grants and Contracts With State and Local Governments, dated July 18, 1974.

- D. Each fiscal year following the approval of the Budget and Unified Work Program and the share of actual costs to be borne by the DEPARTMENT, the DEPARTMENT shall submit to the COUNCIL, on or before the 15th day of each quarter, or as soon as reasonably possible after receipt of a COUNCIL invoice, an amount approximately equal to one-quarter (1/4) of the projected total cost share to be borne by the DEPARTMENT. This quarterly allocation at the agreed reimbursement percentage is for the required work and services to be performed during that quarter by the COUNCIL in accordance with the approved Budget and Unified Work Program. ✓

The COUNCIL, subject to its regular procedures, may draw against and expend funds as may be required for its costs and disbursements in carrying out this agreement.

- E. Items of individual expense that the DEPARTMENT may incur at the request of the COUNCIL for the benefit of these programs from time to time shall be billed separately by the DEPARTMENT to the COUNCIL by invoice. The COUNCIL shall pay the DEPARTMENT within a reasonable time following receipt of such billing.
- F. If at the conclusion of a budget year it is found that the total of the DEPARTMENT'S payments to the COUNCIL have been less than the DEPARTMENT'S agreed percentage share of the cost of the COUNCIL to perform the work as set forth in the approved Annual Budget and Unified Work Program, the DEPARTMENT shall pay the difference to the COUNCIL, provided however, that in no event shall the total DEPARTMENT share of the COUNCIL'S cost of performing the work exceed the dollar amount considered to be the DEPARTMENT'S share in the approved Annual Budget and Unified Work Program for that budget year.

Should the total of such payments by the DEPARTMENT exceed the dollar amount set forth in the approved Annual Budget and Unified Work Program as the DEPARTMENT'S share, or should a portion of the DEPARTMENT'S funds allocated in advance to the COUNCIL remain for any reason at the end of the budget year, the COUNCIL shall immediately reimburse the DEPARTMENT for the full amount of such overpayment of funds remaining.

IV

PERSONNEL AND EQUIPMENT

The COUNCIL shall provide and furnish all management, professional and other personnel comprising a professionally qualified staff of adequate size and experience and all of the materials, supplies, and services of every kind and nature required in order to perform the work to be done under this agreement in a competent and professional manner and in accordance with acceptable work standards.

V

PUBLICATION OF REPORTS

From time to time the COUNCIL will be publishing formal reports on procedures, results, factual data, recommendations, etc., upon completion of a portion of or a phase of a particular work element in the continuing transportation planning process. Three copies of the report in draft form must be submitted to the DEPARTMENT for review and comment and for approval to be published. Depending upon the nature and content of the draft report, the DEPARTMENT will determine whether the report will require Federal Highway Administration's approval for publication. ✓

Publication of any report should give credit to the DEPARTMENT and to the Federal Highway Administration as may be appropriate for that particular report. However, if either the DEPARTMENT or Federal Highway Administration does not wish to subscribe to the findings or conclusions of the study, the following statement

shall be added:

"The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the (DEPARTMENT) or (Federal Highway Administration)."

The COUNCIL shall be free to copyright material developed under this contract. The DEPARTMENT and Federal Highway Administration reserve a royalty-free nonexclusive, and irrevocable license to reproduct, publish, or otherwise use, and authorize others to use the work for government purposes.

VI

ASSIGNMENT OR TRANSFER OF WORK

The COUNCIL shall not assign, sublet, or transfer any of the work involving DEPARTMENT funds without prior written approval of the DEPARTMENT and the Federal Highway Administration. Routine service agreements such as for printing, computer services, or for outside professional paid advisors to serve as interdisciplinary team members for the COUNCIL, need COUNCIL approval only.

VII

INSPECTION OF WORK

The DEPARTMENT and the United States Department of Transportation, Federal Highway Administration, shall at all times be accorded proper facilities for review and inspection of the work and shall at all reasonable times have access to the premises, to all data, notes, records, correspondence, instructions, and memoranda of every description pertaining to the work.

VIII

AUDIT PROCEDURES

The COUNCIL shall maintain all records and accounts relating to its costs and expenditures for the work during any fiscal year for a minimum of four (4)

years, and shall make them available at reasonable times at the office of the COUNCIL for audit by representatives of the DEPARTMENT, Federal Highway Administration or any other authorized representative of the state or federal government.

IX

CIVIL RIGHTS ACT OF 1964

During the performance of this agreement, COUNCIL, for itself and its assignees and successors in interest agrees as follows:

1. Compliance with Regulations: The COUNCIL will comply with the Regulations of the U.S. Department of Transportation relative to nondiscrimination in federally assisted programs of the U.S. Department of Transportation (title 49, Code of Federal Regulations, Part 21, hereinafter referred to as the Regulations), which are incorporated by reference and made a part of this agreement.
2. Nondiscrimination: The COUNCIL, with regard to the work will not discriminate on the ground of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The COUNCIL will not participate either directly or indirectly in the discrimination prohibited in Section 21.5 of the Regulations, including employment practices when the agreement covers a program set forth in Appendix "B" of the Regulations.
3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding or negotiation made by the COUNCIL for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified of the COUNCIL'S obligations under

this agreement and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. Information and Reports: The COUNCIL will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, and other sources of information, and its facilities as may be determined by the DEPARTMENT or the Federal Highway Administration to be necessary to ascertain compliance with such regulations, orders, or instructions. Where any information required of the COUNCIL is in the exclusive possession of another who fails or refuses to furnish this information, the COUNCIL shall so certify to the DEPARTMENT or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain this information.
5. Sanctions for Noncompliance: In the event of the COUNCIL'S noncompliance with the nondiscrimination provisions of this agreement, the DEPARTMENT may impose one or both of the following sanctions as it or the Federal Highway Administration may determine to be appropriate:
 - a. Withholding of payments to the COUNCIL under the agreement until compliance; and/or
 - b. Cancellation, termination, or suspension of the agreement in whole or in part.

X

CONTINGENT FEES

The COUNCIL warrants that it has not employed nor retained any company or person other than a bona fide employee working solely for the COUNCIL to solicit or secure this agreement, and that it has not paid nor agreed to pay any company

or person other than a bona fide employee working solely for the COUNCIL any fee, commission, percentage, brokerage fee, gifts, or any other consideration, contingent upon resulting from the execution of this agreement. For breach or violation of this warranty, the DEPARTMENT shall have the right to annul this agreement without liability or, in its discretion, to deduct from the agreement funds or consideration, or otherwise recover the full amount of such fee, commission, percentage brokerage fee, gift, or contingent fee.

XI

AMENDMENTS

This agreement may be amended only in writing and amendments must be approved prior to undertaking changes or work resulting therefrom or incurring additional costs or any extension of time. Said amendments are subject to approval by the U. S. Department of Transportation, Federal Highway Administration.

XII

LIMITATION OF LIABILITY, OBSERVANCE OF LAWS

The COUNCIL shall save and hold the COMMISSION, DEPARTMENT and all officers, agents, and employees harmless from any claim, suit, or action, whatsoever, for damages to property, or for injury or death to any person resulting from or in connection with the performance of this agreement by the COUNCIL.

The COUNCIL shall comply with all federal, state, and local laws and ordinances applicable to the work to be done under this agreement.

XIII

CLAIMS OF EMPLOYEES AND OTHERS

Except for persons employed by the DEPARTMENT and temporarily assigned to the COUNCIL, any and all employees of the COUNCIL or other persons while

engaged in the performance of any work or services required by the COUNCIL under this agreement shall be considered employees of the COUNCIL only and not of the DEPARTMENT, and any and all claims that may or might arise under the Workman's Compensation Act on behalf of said employees or other persons while so engaged, and any and all claims made by a third party as a consequence of any act or omission on the part of the COUNCIL'S employees or other persons while so engaged on any of the work or service provided to be rendered herein, shall be the sole obligation or responsibility of the COUNCIL.

XIV

TERMINATION OF AGREEMENT

The COMMISSION may terminate this agreement at such time as it chooses not to approve any proposed Budget and Unified Work Program of the COUNCIL, or portion thereof. To do so the DEPARTMENT shall give prior written notice to the COUNCIL. The DEPARTMENT may also request that the COUNCIL revise and resubmit any Budget and Unified Work Program for consideration by the COMMISSION.

Further, in the event that any of the major member counties or cities withdraw from or cease to be a member of the COUNCIL, the DEPARTMENT may at its option terminate this agreement upon ninety (90) days' written notice to the COUNCIL.

In the event of any termination by the DEPARTMENT or COMMISSION as outlined above, full payment of the DEPARTMENT'S application reimbursable share of actual costs pursuant to and subject to the limits of the payment provisions set forth above shall be made by the DEPARTMENT to the COUNCIL for all work performed to the date of termination. If termination by the DEPARTMENT is for violation of Section X above, payment for the completed work shall be governed by that provision.

ADDITIONAL AND SEPARATE WORK OR SERVICES

At times either the DEPARTMENT or the COUNCIL may desire the other party to perform additional work or services separate and apart from those set forth in the Budget and Unified Work Program for a particular fiscal year. At such times the DEPARTMENT or the COUNCIL will notify the other party of this intent, including a detailed request for the specific work and/or services desired to be performed. The other party will indicate its willingness and ability to do the work or perform the services requested upon specific terms including a detailed cost estimate and a schedule for completion. Written acceptance by the DEPARTMENT or the COUNCIL of the terms shall constitute authority to proceed. The DEPARTMENT or COUNCIL shall pay for such work or services within a reasonable time after billing from the other party. Such billing shall be made pursuant to the terms agreed upon for each particular work project.

Any information, final or preliminary, developed from such additional work and/or services shall be the sole and exclusive property of the agency which contracted for such additional work and/or services and shall not be made available to any other person including members of the public except as required by Chapter 42.17 RCW. Any request for such information pursuant to Chapter 42.17 RCW together with a report of the action taken on the request shall be transmitted to the owner of the information by the agency performing the work and/or services.

IN WITNESS WHEREOF, the undersigned hereto have executed this agreement
on the day and year first above written.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

By: W. A. Bulley
W. A. Bulley, Secretary of Transportation

REGIONAL PLANNING COUNCIL OF CLARK COUNTY

By: Richard T. Howsley
Richard T. Howsley, Executive Director

Approved as to form this

15 day of March, 1979

[Signature]
Assistant Attorney General

INTERSTATE WORKING AGREEMENT

For Air Quality Planning

METRO SERVICE DISTRICT

Between

REGIONAL PLANNING COUNCIL OF CLARK COUNTY

and

THE METROPOLITAN SERVICE DISTRICT

This Agreement is made and entered into by and between the Regional Planning Council of Clark County, hereinafter referred to as the COUNCIL, and the Metropolitan Service District hereinafter referred to as MSD.

WHEREAS, the COUNCIL has been designated by the Governor of the state of Washington as lead agency for air quality planning in the Washington portion of the Portland-Vancouver metropolitan area pursuant to the Clean Air Act Amendments of 1977; and

WHEREAS, MSD has been designated by the Governor of the state of Oregon as lead agency for air quality planning in the Oregon portion of the Portland-Vancouver metropolitan area pursuant to the Clean Air Act Amendments of 1977; and

WHEREAS, the COUNCIL and MSD must develop transportation/air quality control strategies for their respective jurisdictions as part of the early 1979 revisions to State Implementation Plans (SIP's) for air quality; and

WHEREAS, the COUNCIL possesses expertise with regard to area-wide land use planning throughout Clark County; and

WHEREAS, MSD possesses expertise with regard to forecasting areawide air quality/transportation conditions and impacts; and

WHEREAS, the COUNCIL and MSD are committed to the development of compatible air quality control strategies to address the regional airshed problem in accordance with requirements of the federal Clean Air Act; and

WHEREAS, the US Environmental Protection Agency requires the COUNCIL and MSD to establish a mutually agreeable method of dividing federal grant funds for air quality planning before either may receive Clean Air Act Section 175 funds in the future; and

WHEREAS, the COUNCIL and MSD have each established a separate advisory committee to review control measures for developing SIP's which would bring the airshed into attainment of National Ambient Air Quality Standards; and

WHEREAS, these committees, in recognition of the importance of developing these controls in a cooperative manner, have formed an Interstate Conference Committee composed of members of each advisory committee;

NOW, THEREFORE, the COUNCIL and MSD agree, to the extent practicable, to develop consistent transportation/air quality control strategies in the Portland-Vancouver metropolitan area through coordination of communications and decision-making processes; and

FURTHER, in consideration of mutual benefits and requirements to have a regionwide plan for the attainment and maintenance of air quality standards, the COUNCIL and MSD agree to coordinate and cooperate through mechanisms such as the following:

1. Coordination of state and federal liaison, work plans and technical studies,

2. Exchange of information and data obtained from technical studies and reports,
3. Staff participation in advisory committee activities,
4. Coordination of advisory committees' schedules, activities and recommendations,
5. Coordination of public involvement schedules and activities; and
6. Exchange of information obtained from public involvement efforts; and

FURTHER, MSD agrees to provide the COUNCIL with the following services which shall be completed in accordance with a schedule to be agreed upon by MSD and the COUNCIL:

1. Mobile emission inventory data for the existing and programmed regional transportation system.

- a. Total VMT (Vehicle Miles Travelled) for the Clark County portion of the Transportation Planning Area (TPA), as shown on the attached map, Exhibit "A", for current (1977) conditions, and forecasted baseline estimates for 1983 and 2000.

- b. Emission inventories for hydrocarbons and nitrogen oxides for current (1977) conditions, and forecasted baseline estimates for 1983 and 2000.

- c. Other reasonably available transportation, air quality and demographic information and data.

2. Mobile emission estimates for alternative transportation/air quality control measures as specified by the COUNCIL and agreed to by MSD.

a. Total VMT for the Clark County portion of the Transportation Study Area,

b. Traffic volumes on key links,

c. Emission estimates of hydrocarbons and nitrogen oxides for the year 1983,

d. Other reasonably available transportation, air quality and demographic information and data; and.

FURTHER, in consideration thereof, the COUNCIL agrees to reimburse MSD for the above services up to \$25,000, said reimbursement to be subject to further delineation of the products listed above as the air quality program progresses; and said reimbursement to be made within sixty (60) days of the MSD's request for payment; and

FURTHER, the COUNCIL and MSD agree to divide future Section 175 grant funds in proportion to the population of their respective jurisdictions; i.e., 14.3 percent for the COUNCIL and 85.7 percent for MSD, through the end of fiscal year 1980; and

FURTHER, the Council and MSD agree to seek additional means by which each may be represented in the other's decision making processes; and

FURTHER, this agreement may be amended at any time by mutual consent of both parties, and may be terminated by either party with prior approval of the Oregon Department of Environmental Quality,

Washington Department of Ecology and the US Environmental Protection Agency, upon thirty 30 days notice. Upon such termination, MSD shall be reimbursed for work accomplished to the date of termination.

ADOPTION

By the COUNCIL:

By MSD:

Signature:

Name:

Title:

Agency:

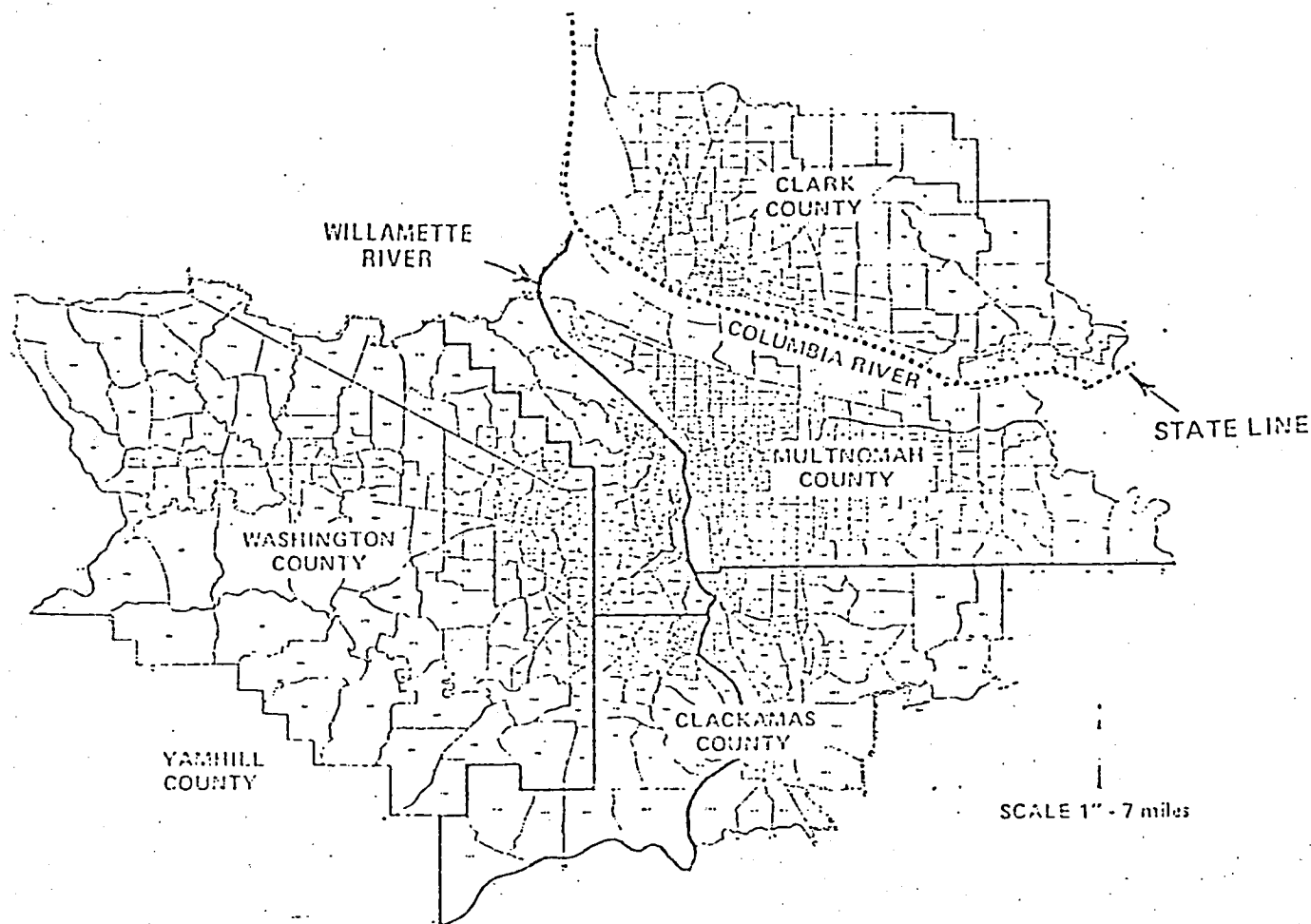
Date:

Donnie Kearney
DONNIE KEARNEY
Chairman
Regional Planning Council
2-28-78

Denton U. Kent
Denton U. Kent
Chief Administrative Officer
M.S.D.
3/28/79

TW:gh
2505A
0034A

Designated Ozone
Non-attainment Area



Portland-Vancouver Interstate Air Quality Maintenance Area.

A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Reaffirmation of I-505 Withdrawal From the Interstate
 Highway System

BACKGROUND: In December, 1977, the City of Portland undertook a study of alternatives to the elevated Long Yeon I-505 Freeway Project, which would avoid the expected negative impacts of the proposed freeway. Based on this study, a viable, less expensive alternative was developed.

The alternative provides a link for regional traffic between the southwest end of the Fremont Bridge ramp and St. Helens Road. The proposed alternative extends the freeway from its present termination to a signalized intersection of Nicolai and Yeon, about one-half mile in length. From there to St. Helens Road, regional U. S. 30 traffic would use Yeon Avenue, widened to five lanes within its present right-of-way. Eleven of the 13 existing railroad crossings would be eliminated by reconstructing the rail line on the south side of Yeon Avenue. Additional parking spaces, pedestrian facilities, and street landscaping are proposed on Yeon Avenue. In addition to these improvements, the proposed alternative would involve improvement of St. Helens Road (drainage and pedestrian facilities), Wardway (safety shoulders), Vaughn Street, and Nicolai (reconstruction).

A comparison between the alternative and the Long Yeon project strongly suggests that the alternative is a better value for the investment required. The Long Yeon project is estimated to cost \$168 million, while the alternative is estimated to cost about \$50 million. In terms of traffic service, both projects would reduce congestion and improve safety. The Long Yeon design provides a somewhat higher level of service, and achieves maximum separation of local and through traffic. However, the industrial land impacted by the Long Yeon Project totals 34.6 acres, displacing 28 firms, while 11.8 acres (10 firms) are impacted by the alternative. The elevated Long Yeon design will be noisier and unsightly, while the alternative should visually enhance the industrial district. Both projects would displace an equal number of residential units.

The withdrawal of I-505 would create an opportunity to achieve substantial improvements in the city and regional transportation system. Nearly \$118 million could be spent over the next 7-10 years to achieve capital improvement projects. Recent federal legislation requires that all withdrawal projects be under construction by 1986.

The Portland City Council initiated the first step in the withdrawal process by approving the withdrawal of I-505 from the Interstate

System. In December of 1978, the CRAG Board of Directors, by Resolution BD 781210, initiated the second step in the process and formally concurred in the withdrawal.

FHWA is concerned because of the fundamental change in the composition of the Metropolitan Planning Organization (MPO) on January 1, 1979, when the Metropolitan Service District replaced the Columbia Region Association of Governments. FHWA, before proceeding further in the withdrawal process, requires that BD 781210 passed by the CRAG Board on December 21, 1978, be reaffirmed by MSD.

BUDGET IMPLICATIONS: The MSD Budget funds staff planning activities in preparing systems documentation for projects funded by Interstate Transfer funds.

POLICY IMPLICATIONS: When an Interstate segment is withdrawn from the system, the mileage for the approved segment is no longer available to the state in which the segment is located. However, the federal funds which comprised the cost estimate are still available to the urban area in which the segment was located. These federal funds may then be used on capital project activities.

This action reaffirms and is consistent with past CRAG Board and MSD Council action concerning Interstate Transfer funds.

ACTION REQUESTED: Adopt the attached Resolution which reaffirms CRAG Resolution BD 781210 which concurs in the I-505 withdrawal from the Interstate System.

BP/gl
4375A
0033A
7/26/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REAFFIRMING
WITHDRAWAL OF I-505 FROM THE
INTERSTATE HIGHWAY SYSTEM

) Resolution No. 79-70
)
) Requested by
) Rick Gustafson

WHEREAS, The Interim Transportation Plan (ITP) adopted by the CRAG Board of Directors in June, 1975, recommended construction of a segment of highway known as the I-505 Freeway; and

WHEREAS, The Portland City Council in January, 1974, adopted a plan for I-505 consisting of an elevated freeway over N. W. Yeon to St. Helens Road, and a freeway connection between the Fremont Bridge and N. W. Yeon Avenue; and

WHEREAS, The Oregon Department of Transportation submitted to the City of Portland a Final Environmental Impact Statement on the I-505 Corridor which was subsequently approved by the Federal Highway Administration in the fall of 1977; and

WHEREAS, In response to concerns about negative environmental impacts of the proposed I-505 Freeway, the Portland City Council adopted a resolution in December, 1977, requesting a study of alternatives to the Long Yeon Freeway; and

WHEREAS, The Study has revealed that there exists an alternative to I-505 which provides a high level of service to northwest residents and businesses, minimizes displacement and disruption within the northwest area, and costs substantially less; and

WHEREAS, Section 103 (e) (4) of Title 23 of the U. S. Code provides for withdrawal of urban segments from the Interstate System

and substitution thereof of highway and mass transit projects; and

WHEREAS, The City of Portland has requested that I-505 be withdrawn from the Interstate Highway System; and

WHEREAS, The concurrence of the Metropolitan Planning Organization is necessary for withdrawal of I-505; and

WHEREAS, The CRAG Board of Directors, through Resolution BD 781210, concurred in the withdrawal of the I-505 Freeway from the Interstate Highway System; and

WHEREAS, The Federal Highway Administration, before proceeding further in the withdrawal process, requires that the I-505 withdrawal request be reaffirmed by the MSD Council; now, therefore,

BE IT RESOLVED,

1. That the MSD formally concurs in and reaffirms the withdrawal of the I-505 Freeway from the Interstate Highway System.

ADOPTED by the Council of the Metropolitan Service District this 26th day of July, 1979.


Presiding Officer

BP/gl
4376A
0033A

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

Memorandum

Date: July 26, 1979
To: Members of the Council
From: Councilor Peterson 
Subject: Confirmation by the Council of Appointments Made by the Executive Officer, Article II, Section 8 (e), of Personnel Rules, Agenda Item 6.1

The authorizing legislation for the MSD allows the Council to confirm any or all personnel appointments made by the Executive Officer. I was pleased that the draft of rules proposed by the Personnel Task Force provided for Council confirmation of appointments to three positions. However, I was disappointed that the Personnel Rules proposed by the Ways and Means Committee failed to provide for the confirmation by the Council of any such appointments. I recommend that the Council confirm appointments of 12 key positions closely tied-in with the formulation of policy or other principal Council activities.

The search for the most effective and equitable balance of powers between the legislative and executive branches of government is as old as constitutional government.

The debate about the best checks and balances continues at federal, state and local levels. It increases when major new programs are launched or new units of government are created. It appears to be a healthy part of the democratic process.

One key element in determining the best balance of powers is authority over the appointment of key personnel to run the executive agencies. At the federal level the President and his assigns appoint all federal personnel, subject to Civil Service rules, and, in the case of the heads of departments and independent agencies, subject to confirmation by the Senate.

The state of Oregon recently adopted a similar procedure. Confirmation by the Senate currently applies to members of nearly all boards and commissions and over half the department heads.

In addition to the federal and state precedents, there are others at the local level. For example, in November, 1978, voters approved a new charter for Multnomah County. This

Memorandum
July 23, 1979
Page 2

governs about 544,000 people, or roughly 64 percent of the 851,000 people in the MSD region. It was based upon findings of a charter review commission. The new charter, effective January 1, 1979, has many features in common with the MSD law -- an elected executive, nonpartisan commissioners and election by districts, for example. The new Multnomah County Charter also provides: "Chap. VI 6.10 (3) appointment of department heads shall be subject to consent of the Board of Commissioners."

In other local jurisdictions such as the City of Portland, Port of Portland Commission, Washington County, Tri-Met, Portland School Board, and city of Gresham the general procedure followed is no confirmations by the legislative body if the executive manager is appointed. If the executive is elected, key staff positions usually are subject to confirmation by the legislative body. (See Enclosure No. 1).

In the case of the new MSD, the 1977 legislative act, HB 2070, creating the new regional agency specifies that "(5) The executive officer may hire any personnel and contract with any person or governmental agency to assist in carrying out the duties and powers under this 1977 act, subject to the personnel rules adopted by the Council" (emphasis added).

In his opinion, dated April 13, 1979, Deputy Legislative Counsel Fred R. Neal concluded that the MSD Council "has the power, but is not compelled, to require review and approve or disapprove of all or some of the personnel appointments made by the executive officer" (emphasis supplied). (See Enclosure No. 2).

The record of legislative debate on this matter reveals that the Intergovernmental Affairs Committee members were concerned that absolute power to hire and fire would make the Executive Officer too strong. They were reluctant to set forth in vague terms, such as "all major appointments," which jobs would be subject to confirmation. Yet they could not be more specific because the new executive organization has not been established. Consequently, the committee agreed that the Council itself should make a decision as to which appointments it would review.

This is the task we are presently undertaking. It is a task that will be an important precedent for the future -- one that will affect future Councils and future Executives. Our decision should transcend short-term situations and present personalities.

In my opinion, the following types of positions warrant Council confirmation:

1. All key positions involved in the formulation of policy or policy alternatives for Council action.
2. All key positions with important responsibilities for contacts with the general public and with local government officials.
3. All key positions with important responsibilities for serving the Council, Council committees or individual Councilors.

Remember: a) that the Council has no staff and depends upon the same people as the Executive. This places the Council at an extreme disadvantage vis-a-vis the Executive if the latter should at some future date elect to use his (or her) staff as a weapon to frustrate, oppose or divide the Council. The best time to adopt safeguards against such an eventuality is early in the game while the Executive and the Council are on good terms. b) That worthwhile and lasting policy does not come from superficial initial opinions, but from painstaking fact finding, coordination and systematic incremental building. Good staff is essential for such a purpose. If this Council intends to take an active and independent role in initiating and developing policy we would be wise to activate our veto over the selection of key staff people. c) The Executive Officer is elected -- not appointed by the Council. The role assigned to the Executive Officer by HB 2070 is implementation of policy adopted by the Council.

For MSD to have the best of both the legislative and executive "worlds," I suggest that:

- a. The maximum number of positions be selected and maintained on a merit basis under control of the Executive Officer. The number of "exempted" positions should be the bare minimum as should the number of positions assigned exclusively to the Council, Council committees or individual Councilors. (This minimizes potential conflicts between various staffs.)
- b. All instructions, efficiency ratings, disciplinary action and firing be the sole responsibility of the Executive Officer, except for Council employees. (Twelve or 13 bosses represent an intolerable situation for most employees.)

Memorandum
July 23, 1979
Page 2

- c. The appointment of the key employees identified below be subject to Council confirmation. Council review shall be limited to (1) possible conflicts of interest, (2) possible conflicts with established Council policy, (3) ability to work cooperatively with the Council, and (4) effectiveness in contacts with local government, other public and private agencies and the general public.

MSD positions subject to Council confirmation:

1. Chief Administrative Officer
2. Legal Counsel
3. Legislative Liaison
4. Council Secretary
5. Information Officer
6. Local Government Relations Officer
7. All department heads (6)

Total 12.

In most cases Council review is expected to be perfunctory. Its primary purpose would be to avert possible abuse by the Executive.

GP:gl
4435A
D/4

- Enclosures:
1. April 26, 1979 memo to Denton Kent
 2. April 13, 1979 letter to Honorable Walt Brown
 3. April 17, 1979 memo to Coun. Miller

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

Memorandum

Date: April 26, 1979

To: Denton Kent

From: Bob McAbee

Subject: Survey of requirements for legislative confirmation of appointments.

City of Portland: per Charlie Speer, Deputy Auditor, 248-4083
City Council only confirms appointments of City Attorney,
City Engineer and Finance Director. Appropriate Commissioner
makes the recommendation to Council.

All other major department heads are appointed, without need
for confirmation, directly by the City Commissioner to whom
the department has been assigned.

Portland Port Commission: per Personnel Department, 231-5000
Port Commission hires Executive Director

No confirmation required of all other hirings.

As a matter of "practice" Executive Director "seeks confirmation"
of six director positions and of the Deputy Executive Director.

Commission does not interview candidates.

Portland School District: Board of Education, 233-2190

All permanent employee appointments require Board of Education
confirmation.

Control factor is that a person cannot be paid until action
is shown in the Personnel Section of the Board's minutes.

Beaverton: Personnel, 644-2191

Only the positions of Municipal Judge and City Attorney
require Council action on appointments.

All other appointments of department heads are made by the
Mayor.

Multnomah County: Personnel, 248-5038

The Chairman of the board makes all appointments, but his appointments of the five department head require Board of County Commissioner confirmation.

Tri-Met: DeLance Archer, Personnel, 238-4835

Only the general Manager is hired by the Board

General Manager appointees do not require Board confirmation

Washington County: Personnel

County Administrator must obtain Board of County Commissioners confirmation of appointments of all Department Heads.

Clackamas County: Personnel

No confirmation requirements.

State of Oregon

Governor's appointments of Department Heads all require confirmation.

Where a Commission has been appointed by the Governor, the Commission appoints the Department Head and no confirmation is required.



STATE OF OREGON
LEGISLATIVE COUNSEL COMMITTEE

April 13, 1979

Honorable Walt Brown
S309, State Capitol
Salem, OR 97310

Dear Senator Brown:

You asked this office whether a Metropolitan Service District Council can require council review and approval of personnel appointments made by the Executive Officer?

The answer is yes. Although the legislation is ambiguous, the legislative intent clearly indicates that the council may require the executive officer to submit all personnel appointments to the council for approval.

Until January of 1979, when ORS chapter 268 was reorganized by HB 2070 (chapter 665, Oregon Laws 1977) the law governing the administration of metropolitan service districts was ORS 268.200. Regarding the duties of the chairman of the governing body of such a district, the law stated: "The chairman shall be the presiding officer of the governing body and have whatever additional functions the governing body prescribes for him." There was no mention of an executive officer.

ORS 268.220 was left unchanged by HB 2070, and reads: "The governing body of a district may employ whatever administrative, clerical, technical and other assistance is necessary for the proper functioning of the district, on whatever terms the governing body considers in the best interests of the district."

ORS 268.200 was repealed by HB 2070. "Governing body" became "council" and the new office of Executive Officer was created. Oregon Laws 1977, chapter 665, section 7 begins: "(1) District business shall be administered and district rules and ordinances shall be enforced by an executive officer . . . (3) The executive officer shall serve full time and shall not be employed by any other person or governmental body while serving the district. The executive officer shall not serve as a member of the council . . . (5) The executive officer may hire any personnel and contract with any person or governmental agency to assist in carrying out the duties and powers under this 1977 Act, subject to the personnel rules adopted by the council." (emphasis added)

The question presented is a product of the conflict between ORS 268.220 which delegates authority to hire to the governing body [council] and subsection (5) of section 7 of the new provisions which appears to delegate authority to hire to the executive officer.

The recorded minutes of the House Committee on Intergovernmental Affairs, March 21, 1977, strongly suggest that the legislature intended that the council have the power to review personnel appointments made by the executive officer. The committee was concerned that an absolute power to hire and fire would make the executive officer too strong. One committee member suggested that the council be allowed to review "all major appointments." This suggestion was rejected as too vague. Another suggestion would have permitted council review of all appointments of employees whose income exceeded two-thirds of the executive officers; this too was rejected. Finally the committee agreed that the council itself should make a decision as to which appointments it would review. Citing the use of personnel rules by other public bodies to handle hiring and firing, the committee inserted the language underscored above: "subject to the personnel rules adopted by the council." The council was thus left with the responsibility of determining which appointments, if any, it could review.

Council review may also be argued on the basis of statutory construction. When two statutes conflict, as do ORS 268.220 and section 7 of the new provisions, courts are generally inclined to conciliate the two. The courts assume that the legislature is well aware of the status of the law; consequently, when a new provision is added that conflicts with an older provision, the legislature must be presumed to have believed that there was no conflict. In the situation your question poses, the legislature may be assumed to have intended ORS 268.220 to remain unaffected when it left it intact.

For these reasons, we conclude that councils do have the power, but are not compelled, to require review and approve or disapprove of all or some of the personnel appointments made by the executive officer.

In accordance with the functions of the Legislative Counsel office, the opinions written by this office are intended only for the information and guidance of members of the Legislative Assembly and are not intended as guides for executive officials in their administration of the law. For this reason, whenever an opinion written by the Attorney General, a district attorney, a

April 13, 1979

Page 3

county counsel or a city attorney is within the scope of that attorney's specific authority to provide opinions for the guidance of executive officials, that opinion, in so far as it conflicts with an opinion rendered by this office, will control.

Very truly yours,

THOMAS G. CLIFFORD
Legislative Counsel

by *Fred R. Neal*
Fred R. Neal
Deputy

FRN:mjw

cc: Mr. Gene Peterson
MSD Councilor #10
1771 N.E. 153rd Avenue
Portland, OR 97230

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

Memorandum

Date: April 17, 1979

To: Carrie Miller, Chair, Personnel Rules Task Force

From: Mike Burton *MB*

Subject: Opinion, Legislative Counsel

As you will recall, during several informal meetings of the Council, the question was raised about the apparent conflict between ORS 268.220 - delegating authority to hire to the governing body - and subsection (5) of section 7 of the new provisions which would appear to delegate authority to the Executive Officer.

Councilor Peterson requested clarification of this question through Senator Walt Brown. Senator Brown, in turn, referred the matter to Legislative Counsel. A copy of Legislative Counsel's response is attached.

I would request that your Task Force take this opinion under advisement and respond specifically as to how the Council may implement a process which meets legislative intent. As you are able, I would appreciate copies of any action or recommendations you make to Ways and Means on this matter.

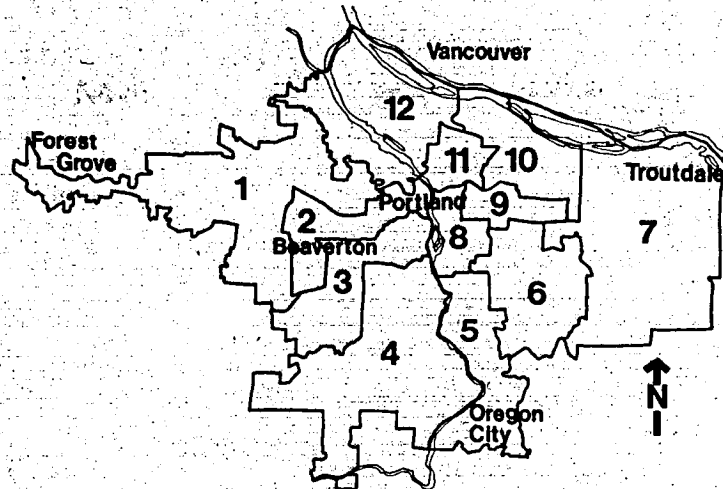
MB:mec

cc: Corky Kirkpatrick
Chair, Ways and MEANS
Council
Executive Officer
Andrew Jordan

UPDATED PROSPECTUS FOR REGIONAL
TRANSPORTATION PLANNING IN THE
PORTLAND-VANCOUVER METROPOLITAN AREA

METROPOLITAN SERVICE DISTRICT
CLARK COUNTY REGIONAL PLANNING COUNCIL
JUNE, 1979

Metropolitan Service District



Rick Gustafson
Executive Officer

COUNCIL

Mike Burton
Presiding Officer
District 12

Jane Rhodes
District 6

Donna Stuhr
Vice-Presiding Officer
District 1

Betty Schedeen
District 7

Charles Williamson
District 2

Caroline Miller
District 8

Craig Berkman
District 3

Cindy Banzer
District 9

Corky Kirkpatrick
District 4

Gene Peterson
District 10

Jack Deines
District 5

Marge Kafoury
District 11

Denton U. Kent
Chief Administrative Officer

also play a major role in meeting other regional objectives. Objectives such as clean air, energy conservation, economic development, community preservation, and rational land use patterns are strongly emphasized.

The regional transportation plans and programs provide the underlying rationale for and definition of objectives of specific transportation projects. Once objectives are defined and funding provided, project planning activities are conducted to refine and recommend specific project details. These studies concern such factors as the location of routes, stations and interchanges and the estimation of specific impacts. These impacts are then documented in an Environmental Impact Statement.

TRANSPORTATION ISSUES

Like many of the nation's metropolitan areas, the Portland/Vancouver region faces a number of transportation issues:

1. Lack of adequate mobility due to deficiencies in the transportation system;
2. Excessive consumption of energy;
3. Inefficiencies in the use of existing transportation services;
4. Suburban growth in areas having inadequate transportation systems;
5. Disruption of communities by through traffic;
6. Degradation of air and noise quality;
7. Shortage of funds--federal and local.

Beyond these, the region has several unique transportation issues. These issues relate to actions and decisions regarding the change in emphasis from a freeway orientation.

The withdrawal of the Mt. Hood Freeway in July, 1975, culminated an extensive rethinking of transportation in the region. The Portland-Vancouver Metropolitan Area Transportation Study (PVMATS) plan of 1971 emphasizing the construction of several new freeways was rejected by the regional transportation planning process. This resulted in the request by the Governor of Oregon to withdraw the Mt. Hood Freeway. This has resulted in the reservation of over \$150 million in Interstate Transfer funds for use in three major corridors. In a more recent action, the region agreed to request withdrawal of another urban freeway from the Interstate Highway System I-505. The need to study and plan for the effective use of these Interstate Transfer monies remains a high priority.

The region is unique in the United States in planning for and awareness of land use development on a regional scale. The state level Land Conservation and Development Commission (LCDC) has mandated

INTRODUCTION

The purpose of this document is to describe how transportation planning activities in the Portland/Vancouver metropolitan region are managed and coordinated. It is prepared in response to federal planning guidelines issued jointly by the Federal Highway Administration and the Urban Mass Transportation Administration.

The cooperative transportation planning program in the region was revitalized in December of 1976 with a significant increase in planning resources. With the creation of the Metropolitan Service District on January 1, 1979, a major organizational change occurred. Two Metropolitan Planning Organizations (MPO's) were established. The Metropolitan Service District was designated as the MPO for the Oregon portion of the urbanized area and Clark County Regional Planning Council was designated as the MPO for the Washington portion.

A fundamental objective of the MPO programs is to ensure an integration of transportation, land use and environmental considerations by means of a consistent systems level analysis. This analysis forms a basis for updating and maintaining regional transportation plans and improvement programs. In addition, transportation actions necessary to achieve air quality objectives are evaluated by means of this type of analysis. It is essential that transportation plans and programs:

- . are supported by a credible data base and planning analysis indicating how the goals of the region are achieved;
- . are consistent with other functional elements of the regional plans;
- . have broad public understanding and support;
- . are backed by a consensus of the appropriate decision makers; and
- . will be implemented because they are technically sound, fiscally responsible, and represent a regional policy level consensus.

The basic technical analyses upon which regional plans and programs are based examines transportation proposals within a systems context. The broad economic, developmental, environmental, and mobility implications of transportation options are evaluated as they affect more than a single community. This approach attempts to define and evaluate various combinations of policies and actions involving land use, highway, transit, system management, and regulatory measures. The evaluation involves the estimation of how these combinations respond to both near-term and long-term problems and needs. The process recognizes that transportation actions not only affect the level of mobility provided the region's citizens, but

the Transportation Policy Alternatives Committee and is consistent with the work assignments contained in the Unified Work Program. Under the supervision of the Transportation Director, major functions of the program include:

- a. Development of a Unified Work Program (UWP) and Prospectus for transportation planning in cooperation with the Transportation Policy Alternatives Committee. In support of these documents, specific mutual agreements with Tri-Met, ODOT and Clark County RPC are in effect.
- b. Undertake staff activities in support of the UWP in coordination with work of all participating agencies in an interdisciplinary approach.
- c. Monitor the transportation planning process to optimize the inclusion of regional values such as land use, economic development, and other social, economic and environmental factors in plan development.
- d. Coordinate the development of the transportation plan and improvement program among federal, state and local agencies.
- e. Coordinate the review and approval of projects and plans affecting regional transportation planning by the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee for Transportation (JPACT) and the MSD Council.
- f. Consistent with the UWP and policies established by the MSD Council, provide necessary technical staff support for all aspects of the transportation planning process. Status reports on the technical activities needed to maintain a viable plan are regularly produced.
- g. Collect, maintain and make available to jurisdictions and agencies appropriate regional-level transportation data required for the transportation planning process.
- h. With advice of the Transportation Policy Alternatives Committee (TPAC), assure compliance of the regional transportation planning process with all applicable federal requirements for maintaining certification.
- i. With advice of the Transportation Policy Alternatives Committee (TPAC), assure the preparation, adoption and distribution of required regional plan and program documents as well as backup technical reports.

goals and objectives in developing local comprehensive plans. Based upon adopted goals and objectives, MSD maintains an enforceable land use framework element. These documents lay the foundation for the concurrent evaluation of transportation alternatives which will enable the rational development of consistent land use and transportation plans in the region. This will provide many opportunities and require considerable work to carry out these requirements.

With the rejection of the PVMATS plan, the withdrawal of the Mt. Hood and I-505 Freeways, the adoption of an Interim Transportation Plan, there exists a need to develop a new regional transportation plan. This transportation plan will include a long-range element for both highways and transit. The other element of the plan will be a Transportation Systems Management Plan which will cover a shorter period of time and will be more implementation oriented. Intertwined within these two elements will be a special transportation plan which will address the needs for facilities and services of the elderly and handicapped.

ORGANIZATION OF THE TRANSPORTATION PLANNING PROCESS

A major change in the organizational structure of the regional transportation planning process in the Portland-Vancouver urbanized area occurred on January 1, 1979. Effective the first of the year, the Governor of Oregon designated the Metropolitan Service District (MSD) as the MPO for the Oregon portion of the urbanized area. In a related action, the Governor of Washington designated the Clark County Regional Planning Council (RPC) as the MPO for the portion of the urbanized area in Washington State. In response to these designations, a new committee structure has been organized by the two MPO's. As part of the committee structure, mechanisms have been developed for ensuring adequate interstate coordination of transportation planning activities and decisions. A Memorandum of Agreement between MSD and RPC is included in the Appendix. The Appendix also contains agreements between MSD, ODOT, and Tri-Met; Clark County RPC and Washington DOT; and Clark County RPC and Vancouver Transit. The organizational structure of the two MPO's is described below.

A. Metropolitan Service District (MSD)

1. MSD Transportation Department

A Transportation Department has been established as part of MSD. Currently, the staff of the Transportation Department is composed of a variety of professionally skilled employees. These are supplemented by staff from other MSD departments, ODOT, Tri-Met, City of Portland, and county staff assigned to the MSD Transportation Director. Overall coordination and management of work activities at MSD is provided by the MSD Executive Officer.

The Transportation Director heading the Transportation Department is an MSD employee. The work of the Department is conducted in accordance with the technical guidance of

Tri-Met
Port of Portland
Oregon Department of Transportation
Washington State Department of Transportation
Federal Highway Administration
Oregon Department of Environmental Quality
Federal Aviation Administration
Urban Mass Transit Administration
Clark County RPC

Lastly, five citizens are being appointed as members of TPAC by the MSD Council.

Three permanent subcommittees of TPAC oversee major areas in the transportation planning process. These are:

- a. Interagency Coordinating Committee (ICC) - guides systems analysis and subarea studies with regard to how these planning activities affect the major transitway corridors;
- b. Transportation Improvement Program Subcommittee (TIP) - develops recommendations for the five-year Transportation Improvement Program, including the Annual Element; and
- c. Special Transportation Subcommittee (inactive) guides the development of components of the plan and program to respond to the needs of the transportation disadvantaged.

Beyond those three subcommittees, working groups are established by the chairperson as necessary. Membership composition is determined according to mission and need. All such groups report to the Transportation Policy Alternatives Committee.

3. Portland AQMA Advisory Committee

An advisory committee to both MSD and the Oregon Department of Environmental Quality (DEQ) has been established to:

- a. Review the interrelationships between planning for particulates, CO and oxidants, and advise DEQ and MSD on the trade-offs between actions involved in controlling stationary sources and transportation control measures in meeting particulates, CO and oxidant standards.
- b. Advise DEQ and MSD on the compatibility and trade-offs between proposed stationary source control measures and proposed mobile control measures.

- j. With advice of the Transportation Policy Alternatives Committee (TPAC), provide management of a multi-jurisdictional, multi-disciplinary systems planning team responsible for developing and maintaining the region's transportation plan.

2. Transportation Policy Alternatives Committee (TPAC)

The Transportation Policy Alternatives Committee coordinates and guides the regional transportation planning program in accordance with the policy of the MSD Council.

The responsibilities of TPAC with respect to transportation planning are:

- a. Review the Unified Work Program (UWP) and Prospectus for transportation planning.
- b. Monitor and provide advice concerning the transportation planning process to ensure adequate consideration of regional values such as land use, economic development, and other social, economic and environmental factors in plan development.
- c. Advise on the development of the regional transportation plan and improvement program.
- d. Advise on the compliance of the regional transportation planning process with all applicable federal requirements for maintaining certification.

The responsibilities of TPAC with respect to air quality planning are:

- a. Develop recommendations for controlling mobile sources of particulates, CO, HC and NOx.
- b. Conduct an in-depth review of travel, social, economic and environmental impacts of proposed transportation control measures.
- c. Provide an overview (critique) of the proposed plan for meeting particulate standards as they relate to mobile sources.

The following local jurisdictions appoint committee members:

Clackamas, Clark, Multnomah and Washington Counties
City of Portland
Cities of each county (4)

In addition, the following agencies appoint a committee member:

agencies responsible for implementing the transportation plan. This committee reviews and advises on all matters forwarded by TPAC concerning transportation or air quality policies prior to consideration by the full MSD Council.

The Joint Policy Advisory Committee for Transportation is composed of three component groups: elected officials of general purpose local governments, representatives of implementation agencies, and the MSD Transportation Committee (a standing committee of the MSD Council).

The local elected officials on the JPACT are a sub-committee of the Local Officials Advisory Committee representing a cross-section of local governments in the area. In addition, elected officials representing Clark County and the city of Vancouver are appointed by the Clark County Regional Planning Council to sit on the JPACT.

Implementation agencies represented on the JPACT include the Oregon Department of Transportation, Tri-Met, the Port of Portland, the Oregon Department of Environmental Quality and the Washington Department of Transportation.

A Transportation Committee of the MSD Council has been established to review and advise the full Council on transportation/air quality policy matters. This committee is appointed by the Presiding Officer of the Council.

5. MSD Council

The MSD Council is the regional policy body for transportation and air quality as well as other areas such as housing and land use. The Council is composed of 12 members elected from subdistricts. The MSD Council approves the scope and extent of responsibility for regional transportation for each of the participating agencies.

6. Project Planning and Implementation

Once projects are adequately defined in the Systems Planning program and funding is approved, further refinement and development of specific projects is the responsibility of the appropriate implementation agency. Project planning activities are monitored in the regional programming effort to insure adequate resources and proper timing of projects.

7. Coordination with Washington State MPO

The MSD transportation planning process includes significant opportunities for involvement of and coordination with Washington State officials. A number of planning activities are closely coordinated at a staff level.

- c. Provide an overview (critique) of the proposed plan for meeting CO and oxidant standards for consideration by the MSD Council.

The committee has representatives of both the community at large and of those with a specific interest in air quality planning. This is an important prerequisite which ensures that the recommended strategies which evolve will have taken into account many divergent points of view. Thus, members of the committee represent the general public (i.e., no specific interest group), industry, environmental groups, the business community, and affected governments. The membership of the committee is as follows:

Membership for the Portland AQMA Advisory Committee

1. City of Portland
2. MSD
3. Multnomah County
4. Clackamas County
5. Washington County
6. Oregon Department of Transportation
7. Port of Portland
8. Western Oil and Gas Association
9. Associated Oregon Industries (A.O.I.)
10. Portland Chamber of Commerce
11. Oregon Environmental Council
12. League of Women Voters
13. Oregon Student Public Interest Research Group (OSPIRG)
14. Public-at-Large*
15. Public-at-Large*
16. Public-at-Large*
17. Public-at-Large*
18. Representative from Academic Institution
19. Labor Council Representative
20. Tri-Met (Public Transit Agency)
21. Washington Department of Ecology**
22. Southwest Air Pollution Control Authority**
23. Clark County Regional Planning Council**

* One each from the City of Portland and Multnomah, Clackamas and Washington Counties

** Non-voting member

4. Joint Policy Advisory Committee (JPACT)

A Joint Policy Advisory Committee for Transportation provides an ongoing forum for policy-level discussions and advice among elected officials and representatives of

B. CLARK COUNTY REGIONAL PLANNING COUNCIL (RPC)

1. RPC Transportation Section

A transportation section within the Contract and Inter-governmental Service Division of RPC is being established to carry out the responsibilities of the newly designated Metropolitan Planning Organization. The Transportation Section is currently staffed by a variety of professional planners. These employees will soon be supplemented by a Transportation Project Director and additional staff. The Transportation Project Director to be employed by RPC will be responsible for supervising the transportation planning program.

The work of the Transportation Section is conducted with guidance from the Consolidated Transportation Advisory Committee and is consistent with the scope of work contained in the Unified Work Program formally adopted by the Regional Planning Council. The overall coordination and management of the transportation section is provided by RPC Executive Director through delegation to the Transportation Project Director.

The major functions of the Transportation Program include:

- a) Development of a Unified Work Program (UWP) for transportation planning in cooperation with the Consolidated Transportation Advisory Committee. In support of this document, specific mutual agreements with Vancouver Transit, WDOT and MSD are in effect.
- b) Undertake staff activities in support of the UWP in coordination with work of all participating agencies in an interdisciplinary approach.
- c) Monitor the transportation planning process to optimize the inclusion of regional values such as land use, economic development and other social, economic and environmental factors in plan development.
- d) Coordinate the development of the transportation plan and improvement program among federal, state and local agencies.
- e) Coordinate the review and approval of projects and plans affecting regional transportation planning by the Consolidated Transportation Advisory Committee (CTAC) and the Regional Planning Council.
- f) Consistent with the UWP and policies established by the Regional Planning Council, provide necessary technical staff support for all aspects of the transportation planning process. Status reports on the technical activities needed to maintain a viable plan are regularly produced.
- g) Collect, maintain and make available to jurisdictions

Specific coordination efforts are described in the MSD/RPC Memorandum of Agreement included in the Appendix. The MSD committee structure provides an opportunity for Washington State participation. Clark County, the city of Vancouver, Washington Department of Ecology and Washington DOT are represented on TPAC. Representatives from the Washington Department of Ecology, the Southwest Air Pollution Control Authority, and the Clark County Regional Planning Council are non-voting members of the Portland AQMA Advisory Committee. The Joint Policy Advisory Committee for Transportation includes an elected member representing the city of Vancouver and Clark County as well as a representative of Washington DOT.

Subcommittees and working groups of the CTAC are established by the CTAC chairperson as necessary to accomplish the objectives of the transportation program.

3. Regional Planning Council

The Regional Planning Council of Clark County is a voluntary organization of public agencies. The activities of the Council or any Council Committee are advisory and not binding on any member without its approval. RPC was established to serve its members through a public forum for policy discussion of issues of regional significance, a program of continuing comprehensive planning for the entire region and the review and coordination of federal, state and local programs having a regional impact. To assist the Council in issues dealing specifically with transportation and air quality policy, two technical committees have been established, CTAC, previously mentioned and the Air Quality Advisory Committee.

The Regional Planning Council is composed of elected officials from each member government or their governing body designate, including Chairman, Clark County Board of Commissioners; Mayors and Councilpersons from seven cities; Commissioners and Board Members from two school districts and three special districts; and representatives from the Clark County and City of Vancouver Planning Commissions.

4. Project Planning and Implementation

Once projects are adequately defined in the Transportation Planning program and funding is approved, further refinement and development of specific projects is the responsibility of the appropriate implementation agency. Project planning activities are monitored in the regional programming effort to insure adequate resources and proper timing of projects.

5. Coordination with Oregon MPO

The RPC transportation planning process includes significant opportunities for involvement of and coordination with Oregon officials. A number of planning activities are closely coordinated at a staff level. Specific coordination efforts are described in the MSD/RPC Memorandum of Agreement. The RPC committee structure provides an opportunity for Oregon State participation. MSD and the Oregon Department of Transportation are both represented on the Consolidated Transportation Advisory Committee.

- and agencies appropriate regional-level transportation data required for the transportation planning process.
- h) With advice of the Consolidated Transportation Advisory Committee, assure the preparation, adoption and distribution of required regional plan and program documents as well as backup technical reports.
 - j) With advice of the Consolidated Transportation Advisory Committee, provide management of a multi-disciplinary systems planning team responsible for developing and maintaining the region's transportation plan.

2. Consolidated Transportation Advisory Committee

The Consolidated Transportation Advisory Committee assists in the development and coordination of regional transportation plans and programs in accordance with the policy of the Regional Planning Council and in cooperation with MSD and state and federal agencies.

The following local jurisdictions appoint members to the Consolidated Transportation Advisory Committee:

A representative from the staff of Regional Planning Council to be appointed by the Executive Director;

A representative from Clark County to be appointed by the county;

A representative from the City of Vancouver to be appointed by the city;

A representative from the Washington State Department of Transportation to be appointed by the Department;

A citizen-at-large representative to be appointed by the Chairman of the Regional Planning Council;

A representative from a member city or town to be appointed by the Chairman;

A representative from the Port of Vancouver to be appointed by the Port Commission'

A representative from the Port of Camas-Washougal to be appointed by the Port Commission;

An ex officio representative from the Oregon Department of Transportation to be appointed by the Department;

A non-voting liaison representative from the Metropolitan Service District to be appointed by the MSD Executive Officer.

1976. An Interim Plan for the provision of specialized transportation services to the elderly and handicapped was adopted by the CRAG Board in December of 1977. The Transportation Systems Management Plan was adopted by the CRAG Board in 1976 and is annually re-endorsed.

Efforts to prepare and adopt the MPO's transportation plan stress both technical and coordinative activities. Major efforts are underway to estimate in technical terms, the ramifications of transportation/land use alternatives for use as a basis of updated regional Transportation Plans. In parallel with this technical effort are activities to coordinate the plan update with the various local, regional and state agencies having an interest in the plan.

The responsibilities for formally updating the Oregon MPO plan rests with the MSD Council. As outlined in the MSD/RPC Memorandum of Agreement, the Regional Planning Council will have a major review function. Similarly, Clark County RPC will update the transportation plan for the Washington portion of the region. Again, as outlined in the MSD/RPC Memorandum of Agreement, MSD will provide a review function.

C. Transportation Improvement Program (TIP)

CRAG had annually prepared a regional TIP since 1975. Beginning January 1, 1979, each MPO prepares a TIP describing the projects programmed for their area. Coordination of these documents is described in the MSD/RPC Memorandum of Agreement. These TIPs, containing both an annual element and a five year program, are annually updated prior to the new fiscal year. Initial preparation of the MSD TIP is undertaken by the TIP Subcommittee. The MSD staff provide administrative assistance and prepares a description of proposed projects and the rationale for project selection. In addition, the MSD staff provides information on regional problems and the likely effectiveness of candidate projects. The preparation of the TIP for the Washington portion of the urbanized area is the responsibility of the Consolidated Transportation Advisory Committee with administrative support from RPC's Transportation Division.

D. Social, Economic, and Environmental Effects

The MSD Systems Planning Program is responsible for estimating the broad affects of transportation/land use alternatives. MSD provides this analysis to RPC on a contractual basis. Of major concern are the social, economic, and environmental implications of system options in both the short range and over the long-term. In evaluating alternatives, various measures of impact are assessed. Once projects are defined and funded, a more detailed evaluation of project alternatives is carried out by the responsible implementation agency as part of the Project Planning studies.

ELEMENTS OF THE PROCESS

Significant work is currently underway to provide a solid basis for the formal adoption of the regional Transportation Plan in accordance with state legislation. Prior to that adoption, MSD and RPC on an annual basis review and endorse with changes the Interim Transportation Plan, the Transportation Systems Management Plan, the Transportation Improvement Program, and the Air Quality Consistency Statement. The status of and responsibilities for undertaking various components of the transportation planning program as described in federal guidelines is as follows:

A. Land Use Plan

The regional Land Use Framework Plan for the Oregon portion of the region was adopted in December, 1976 by the CRAG Board. Legislation was recently passed giving MSD the authority to enforce the plan. This plan contains probably the only enforceable growth boundary in the nation. The plan, developed by means of a cooperative planning program between CRAG and local jurisdictions' staffs, places all land in the region into three categories - Urban, Rural and Natural Resources. Urban types of development can not occur in areas not designated as Urban. Local plans and zoning by law must conform with the regional plan.

While the Land Use Framework Plan defines those areas where urban services are and are not to be provided, further work is underway to examine the consequences of growth options within the area designated as Urban. This effort, strongly inter-related with efforts to evaluate alternative transportation policies and actions, involves the formulation of alternative growth scenarios through the year 2000. In addition to examining optional patterns of growth, the overall growth of the region is being varied to assess its affects. In addition to assessing the consequences of growth options on transportation and other urban services, the affect of various public policies on growth is also being researched. For instance, as alternative transportation policies and investments are proposed, the likely affects on patterns of urbanization are being estimated.

A land use plan was adopted for the Washington portion of the Urbanized Area by Clark County in May, 1979. This plan is not a framework plan. It designates specific land uses for all of the unincorporated land in Clark County. It also recognizes and incorporates the Urban Growth Boundary for the city of Vancouver which has been in place and enforced since 1971.

B. Transportation Plan

The Interim Transportation Plan specifying long-range policies for highway and transit development was adopted by the CRAG Board in 1975. Since adoption, periodic re-endorsement has been made. A Bicycle Plan was adopted by the CRAG Board in

J. Coordination of Private Mass Transportation

Tri-Met has the responsibility for maintaining coordination with private transportation providers. A continuing dialogue is maintained with private taxi operators to insure coordination of services where possible.

K. Technical Activities

1. Analysis of Existing Conditions

MSD has completed an extensive inventory and analysis of existing (1977) travel conditions and underlying urban activities.

2. Evaluation of TSM Alternatives

A prototype study has been completed to identify and evaluate TSM options. This study has not only been successful in developing evaluation techniques, but was used as the basis for allocating some \$5 million in Interstate Transfer funds to numerous TSM projects throughout the region. The results of the TSM evaluation work are incorporated in the TSM element as it is updated.

3. Economic/Land Use Projections

As previously mentioned, major efforts are underway to assess alternative growth forecasts and development patterns. These efforts include the estimation for various growth scenarios of household, population and employment by geographic area in five-year increments through the year 2000. A great amount of work has gone into the development of techniques to be used to provide objective policy-sensitive projections.

4. Evaluation of Investment Alternatives

The planning program emphasizes the evaluation of transportation investment alternatives. The consequences of these transportation alternatives, including TSM options, in combination with land use and other regulatory measures, are estimated as part of this program and displayed for use in deciding on the most cost-effective alternative.

5. Plan Refinement

Once projects are defined through the MPO planning programs, the appropriate implementation agency has the responsibility of defining specific options.

E. Air Quality Planning

The interrelationships between transportation, land use, and air quality are studied jointly by MSD, the Washington State Department of Ecology, the Oregon Department of Environmental Quality, RPC and other local and state agencies. The general responsibilities for carrying out various planning tasks were laid out in the designation of the Air Quality Lead Planning Agencies. A cooperative Agreement between MSD and RPC in the conduct of regional air quality analyses has been entered into and is enclosed in the Appendix.

F. Public Involvement

Major efforts to involve various citizen interests in the MPO planning activities are currently underway. A full array of techniques to disseminate findings from the system analysis as well as solicit input and maintain a dialogue with citizens is involved. Once projects are in the project planning stage, the appropriate implementation agency has the responsibility for carrying out a citizen involvement effort directed toward insuring adequate citizen input in the development of specific project alternatives.

G. Civil Rights Considerations

The MPO planning programs are vitally concerned with the affects of alternative plans and programs on various minority groups. Efforts to evaluate transportation/land use alternatives attempt to estimate how minority groups are affected.

H. Planning for the Elderly and Handicapped

A great amount of effort has been made to determine the appropriate level of transportation services required to meet the specialized needs of the elderly and handicapped. An Interim Plan for meeting these needs was adopted by the CRAG Board in December of 1977. As called for in this plan, work is proceeding by Tri-Met to coordinate transportation services as well as to evaluate various types of services. The MPO planning programs, in assessing transportation/land use alternatives, are estimating how the alternatives affect the elderly and handicapped.

I. Energy Conservation

The planning programs emphasize energy consumption as one of the measures of cost-effectiveness of transportation/land use alternatives. The Interim Transportation Plan and Transportation Systems Management emphasize policies and actions which will help conserve energy.

6. Plan Reappraisal

As previously mentioned, the MPO transportation plans are annually reviewed and endorsed by the MPOs.

7. TIP Programming

Staff activities are being undertaken to insure that the findings of the planning programs are available and applied to various candidate projects.

FINANCING THE TRANSPORTATION PLANNING PROGRAMS

The regional transportation planning programs are financed using Federal Highway Administration, Urban Mass Transportation Administration and Federal Aviation Administration funds matched by MSD, ODOT, Tri-Met, RPC and local agency funds as determined annually. In addition to MSD and RPC staffs, local jurisdictions, ODOT, and Tri-Met staffs are assigned to specifically identified tasks in the Unified Work Program. The actual program is based upon specific funding approvals by participating agencies developed as described in the cooperative agreements (attached) between MSD and RPC; MSD, Tri-Met and ODOT; RPC and WDOT; and RPC and Vancouver Transit

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COOPERATIVE AGREEMENT ON DUTIES
AND RESPONSIBILITIES OF CRAG, ODOT, & TRI-MET
IN PARTICIPATING IN THE CRAG TRANSPORTATION
PLANNING PROGRAM

This agreement made and entered into this _____ day of _____ 1978, by and between the State of Oregon, by and through its Department of Transportation (ODOT), hereinafter called State; the Tri-County Metropolitan Transportation District of Oregon, a public transit agency, acting by and through its Board of Directors, hereinafter called "Tri-Met", and the Columbia Region Association of Governments, a municipal organization and regional planning district enable Chapters 197.705-197.775 Oregon Revised Statutes, hereinafter called "CRAG".

1. CRAG is the Metropolitan Planning Organization designated by the Governors of Oregon and Washington as the agency responsible for cooperative regional transportation planning in the Portland-Vancouver Standard Statistical Area in compliance with Section 134 of Title 23, U.S.C. and Sections 1601, et. of Title 49 U.S.C. For the Oregon part of the Portland Region, CRAG is the regional planning district under the provisions of Chapter 197, Oregon Revised Statutes.
2. CRAG is eligible to receive transportation planning funds (PL) as authorized in the 1973 Federal-Aid Highway Act for continuing transportation planning in the Portland metropolitan area.
3. CRAG is the eligible recipient of funds authorized by Section 9 of Title 49 U.S.C. Urban Mass Transportation Act for the continuing transportation planning study and coordinated support activities.
4. Tri-Met is the transit agency for the Oregon part of the CRAG planning area under the provisions of 267.010 to 267.390 and is the principal public transit operator eligible for Section 9 Coordinated Support Funding through CRAG for participation in the region's transportation planning program pursuant to State and Federal statutes.
5. The ODOT is the statewide transportation planning and policy development agency under the provisions of ORS 189.610 to 186.640 and is the designated Oregon State agency designated under Title 23 U.S.C. 134 responsible for the cooperative transportation planning process in the Portland region.

6. The State has funds available in part from the Federal Highway Administration to support and participate in the CRAG Systems Planning Program.
7. CRAG, ODOT, and Tri-Met propose to continue to cooperatively conduct the continuing, comprehensive transportation study in the Portland-Vancouver metropolitan area as defined and mutually agreed to in each year's Unified Work Program.

Now therefore, in consideration of the mutual responsibilities to be kept by and between the parties have to, it is agreed as follows:

ARTICLE I DUTIES OF THE PARTIES

- A. It is agreed that CRAG is the lead transportation systems planning agency and Tri-Met and ODOT will assign resources at their own expense to accomplish work mutually agreed upon in the annual Unified Work Program and that results such as reports, technical memorandum, and data from tasks completed will be made available through CRAG as part of the process. The regional Transportation Plan will be prepared using a process involving the public and in compliance with the State's Action Plan. The regional Transportation Plan is to contain a long-range element, special transportation plan element (describing actions to respond to the mobility needs of the elderly and handicapped), Transportation Systems Management element, Air Quality Consistency Statement and Transportation Improvement Program including an annual element.
- B. It is agreed that the CRAG Systems Planning Process will provide mutually agreed-upon products to be supportive of State and Tri-Met project development and operating responsibilities under both UMTA and FHWA regulations.
- C. It is agreed that it is the State's intention to continue to participate in local match support for the Federal Highway Administration planning funds (PL) designated to CRAG as mutually determined by the parties to this agreement for funding the annual Unified Work Program over the next two fiscal years (FY 1979 and FY 1980).
- D. It is agreed that it is Tri-Met's intention to continue to participate in the local match support for federal (either from the Federal Highway Administration or the Urban Mass Transit Administration) planning funds as mutually determined by the parties to this agreement for funding the annual Unified Work Program.
- E. It is agreed that it is CRAG's intention to continue to have local jurisdiction's dues allocated to support the transportation program and continue to cooperatively

work to finance Tri-Met's Coordinated Support Planning with UMTA Section 9 funds as determined in the annual Unified Work Program.

ARTICLE II: AMENDMENTS

This Agreement may be amended only by written agreement of all parties hereto.

ARTICLE III: TERMINATION

In addition to any other remedy or right to withhold performance which may be provided by law, any party hereto may terminate this Agreement upon six months written notice to all other parties in the event that federal funds upon which the activities set forth in the Prospectus are to be funded are, in whole or in part, discontinued, withdrawn or suspended to a degree which renders that party substantially unable to proceed with performance hereunder.

ARTICLE IV: STATE LAWS

Those provisions of state law required to be included in this agreement are by this reference fully incorporated.

IN WITNESS WHEREOF, STATE, CRAG AND TRI-MET have caused this Agreement to be executed in their respective names by their authorized representatives, all as of the date hereinabove first written.

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AGREEMENT

I. PARTIES

THIS AGREEMENT is made and entered into as of this 3 day of June, 1975, by and between the COLUMBIA REGION ASSOCIATION OF GOVERNMENTS, hereinafter called CRAG, and the WASHINGTON STATE DEPARTMENT OF HIGHWAYS, hereinafter called WSDH.

II. RECITALS

WHEREAS, the Portland-Vancouver standard metropolitan statistical area exceeds fifty thousand population, and is required to have a continuing cooperative comprehensive transportation planning process by Section 134, Title 23 USC; and,

WHEREAS, CRAG has been designated by the Governors of Washington and Oregon under Section 104(f) Title 23 USC as the metropolitan planning organization to be responsible for carrying out the provisions of Section 134, Title 23 USC; and,

WHEREAS, Section 112, P.L. 93-87 (Federal Aid Highway Act of 1973) provides for certain planning funds to be apportioned to the States and provided to such metropolitan planning organizations; and,

WHEREAS, a contract is necessary to convey such funds allocated to WSDH from WSDH to CRAG for the purpose specified,

NOW THEREFORE, in consideration of the payments, covenants and promises herein, it is agreed by and between the parties hereto as follows:

III. WSDH RESPONSIBILITIES

1. Upon execution of this contract by both parties, WSDH will annually distribute to CRAG the PL planning funds by the approved WSDH formula under Section 104(f) Section 134 Title 23 USC for planning purposes in the Portland-Vancouver metropolitan area. Such distribution will be in accordance with the Federal procedures for The Unified Planning Work Program and by the Integrated Grant Applications which are applicable to CRAG. WSDH will notify CRAG each year of the amount of PL funds to be distributed to CRAG for the forthcoming fiscal year as soon as Washington's distribution statewide is approved by the Federal Highway Administration.
2. As a participant in the transportation planning process, WSDH shall be entitled to representation on the appropriate Committees of CRAG, as prescribed by current CRAG rules, resolutions and bylaws.
3. WSDH shall participate fully in the preparation and approval of a Prospectus and Unified Work Program, an adjunct of which shall be a Memorandum of Understanding describing the roles and responsibilities of WSDH and CRAG, mutually approved by both parties.
4. The PL funds for each fiscal year shall be available for legitimate costs incurred from July 1 to June 30 unless otherwise noted at the time of allocation.

IV. CRAG RESPONSIBILITIES

1. CRAG shall use such funds to assist in the accomplishment of the regional transportation planning process according to Section 134, Title 23 USC, as described in CRAG's currently approved Transportation Unified Work Program for the applicable fiscal year as a supplement to its Integrated Grant Application.
2. CRAG shall conduct regional transportation planning according to its latest approved Prospectus and Unified Work Program for the appropriate fiscal year.
3. CRAG shall provide from non-federal sources such money required each fiscal year to match the Federal PL funds which are the subject of this contract.
4. CRAG shall comply with the attached Notice to Contractors, Compliance with Title VI of the Civil Rights Act of 1964 as if it were the contractor there referenced.

V. TERMINATION, EXTENSION AND MODIFICATION

1. This agreement will be renewed annually by the WSDH upon review and approval of the annual Unified Work Program for the applicable fiscal year and the allocation of the WSDH PL funds with the work program. A letter to CRAG from the WSDH indicating such approval will automatically constitute the renewal.

2. This agreement may be modified or terminated at any time upon mutual consent of the parties in writing, and also may be terminated by either party upon thirty (30) days notice for any willful failure or refusal by the other party to perform any material part of this agreement according to its terms.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the first date written above.

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

By Larry Rice
Title Executive Director

WASHINGTON STATE DEPARTMENT OF HIGHWAYS

By G. H. Andrews
Title Director

Approved as to form

19 of May 1975
Jack A. Borland
Assistant Attorney General

Y 1674

AGREEMENT

This Agreement is entered into as of the 1st day of July, 1979, between the City of Vancouver, hereafter "Vancouver", and the Regional Planning Council of Clark County, hereafter "RPC".

RECITALS

- I. RPC is a voluntary planning organization authorized under the Planning Enabling Act, 1963 Section 36.70.060 and also under Section 35.63.070 R.C.W. RPC serves its members through a public forum for policy discussion of issues of regional significance, a program of continuing comprehensive planning, and the review and coordination of Federal, state, and local programs having regional impact. RPC was designated by the Governor of the State of Washington as the Metropolitan Planning Organization (MPO) for Clark County, effective January 1, 1979. This designation was made in accordance with 23 CFR 450.106 (A), Section 8 of the Urban Mass Transit Act 1964, as amended, and USC 23, Section 134, as amended.
- II. Vancouver is a municipal corporation of the State of Washington under Article 11, Section 10 of the State Constitution. Vancouver operates the Vancouver Transit System under R.C.W. 35.95.010, which provides mass transit service within the city limits of Vancouver.

RECITALS (Concluded)

III. The United States Department of Transportation, acting through the Federal Highway Administration (FHWA) and the Urban Mass Transportation Administration (UMTA), requires that memoranda of understanding be executed by the various participants in the regional transportation planning process to assure for orderly planning and development of transportation facilities.

AGREEMENT

- I. RPC is recognized as the agency responsible for transportation planning within Clark County and for accomplishing the Section 134 planning process. Among its functions and responsibilities are the maintaining of regional certification by FHWA and UMTA, preparing and executing a Unified Work Program (UWP) for transportation planning, review of applications for Federal funds under OMB Circular A-95, preparation of a Transportation Improvement Program (TIP), coordinating and directing the input of other agencies and jurisdictions to the UWP, developing regional forecasts for population employment and land use, preparing and adopting regional goals and objectives, ensuring that air and noise standards are met by transportation plans, and preparing and maintaining a plan of regional transportation facilities to meet future urban travel demands safely and efficiently.
- II. Vancouver Transit System is recognized as the department responsible for the provision of public mass transportation services for Vancouver, including the development of programs for service improvements and capital projects to meet Vancouver's short- and long-term needs, the initiation and conduct of coordinated support activities as part of the UWP, including technical design and demonstration projects, and the preparation of a broad general plan for a mass transit system.

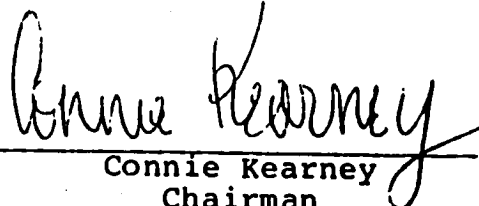
AGREEMENT (Continued)

III. Applications for Federal assistance for UWP activities will be prepared and filed by RPC, with assistance and review by Vancouver. Vancouver will develop and forward to RPC those activities it wishes included in the UWP. Coordinated support activities shall be included in such applications with the mutual agreement of RPC and Vancouver. The funding, work program, consultant selection, and work performance shall be the responsibility of Vancouver, with the advice and assistance of RPC. RPC will ensure that such work is coordinated with regional transportation planning activities. UMTA grants made to RPC for coordinated support activities may be "passed through" to Vancouver Transit System for their intended purposes. Each such grant will be the subject of an agreement between RPC and Vancouver, which defines each agency's role and responsibility for that particular grant.

IV. Applications for Federal assistance for mass transit capital projects shall be prepared and filed by Vancouver. Such applications will be reviewed by RPC as the District clearinghouse for A-95 review. The capital projects shall be part of the RPC Transportation Improvement Program, which will be developed jointly by RPC and Vancouver (and others) to satisfy Vancouver's needs and requirements, to implement the RPC transportation plan, and to satisfy Federal requirements.

AGREEMENT (Concluded)

- V. Vancouver is a member of RPC under the RPC Charter Rules. Its representation on the Council and the various technical advisory committees shall be as specified in the Rules and the committee structures adopted by the Board.

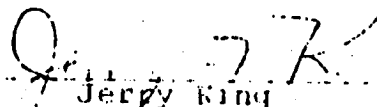


Connie Kearney
Chairman
Regional Planning Council



Jim Justin
Mayor
City of Vancouver

Approved as to form:



Jerry King
Attorney
City of Vancouver

RECEIVED
JUL 23 1979

METRO SERVICE DISTRICT

July 20, 1979

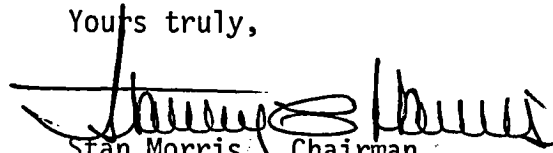
Rick Gustafson
M.S.D.
1220 S.W. Morrison
Portland, Oregon 97205

Dear Mr. Gustafson:

Enclosed please find a copy of a resolution passed by the East Multnomah County Transportation Committee at their meeting of July 19, 1979. The resolution supports the inclusion of 257th Avenue in the list of high priority problems to be considered for possible funding from the Interstate Transfer Reserve Account. Please have this resolution presented to the M.S.D. Council and included in your records.

If you have any questions please do not hesitate to call me.

Yours truly,



Stan Morris, Chairman
East Multnomah County Transportation Committee

enclosure

cc: Bruce Boldt
Gordon Shadburn
Henry Keller
Betty Schedeen
Robert Sturges
Frank Kaiser

RESOLUTION

A RESOLUTION SUPPORTING THE INCLUSION OF 257th AVENUE IN THE LIST OF HIGH PRIORITY PROBLEMS TO BE ANALYZED FURTHER FOR M.S.D. INTERSTATE TRANSFER FUNDING.

WHEREAS there exists a \$20 million Interstate Transfer Reserve account, which is to be allocated by the M.S.D. Council for various regional and highway and transit projects within the M.S.D. boundaries; and

WHEREAS the M.S.D. Council has adopted a screening process in an attempt to screen out all but high priority problem areas; and

WHEREAS 257th Avenue was not included in the original list of recommended high priority problems by the M.S.D. staff; and

WHEREAS both the M.S.D. Transportation Policy Alternatives Committee (TPAC) and the M.S.D. Joint Policy Advisory Committee on Transportation (JPACT) voted in favor of including 257th on the list of high priority problems; and

WHEREAS the East Multnomah County Transportation Committee and related staff feel that 257th Avenue is regionally significant and does meet the initial screening criteria, and therefore should be analyzed in greater depth before the final funding decisions are made; now

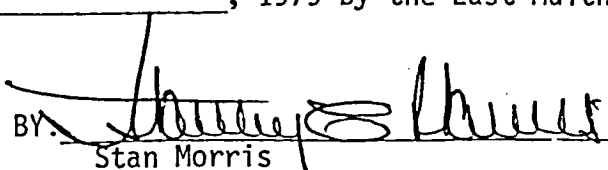
THEREFORE, BE IT RESOLVED that the East Multnomah County Transportation Committee recommends that 257th Avenue be added to the list of recommended high priority problems for potential funding from the M.S.D. Interstate Transfer Reserve, as recommended by both the TPAC and JPACT committees; and

BE IT FURTHER RESOLVED, that the M.S.D. staff be asked to work closely with the East Multnomah County Transportation Committee in formulating the final funding recommendation to the M.S.D. Council; and

BE IT FINALLY RESOLVED, that a copy of this resolution be sent to the Executive Director of the M.S.D. to be presented at the appropriate M.S.D. Council meeting and included in the M.S.D. records.

Passed this 20th day of July, 1979 by the East Multnomah County Transportation Committee.

BY.


Stan Morris

leg

D R A F T

PROPOSED
MSD
REPLY TO LCDC QUESTIONS
REGARDING IMPLEMENTATION
OF THE UGB

For Discussion

July 26, 1979

NOTE:

Underlined material represents proposed new MSD policies.

The questions following each of the five roman numerals are taken verbatim from the LCDC letter of July 18, 1979 to Chairman Burton regarding UGB acknowledgment.

I. "MSD commitment and timetable to complete functional plan elements on housing, transportation and public facilities and services."

A. While it is clear that MSD is not statutorily obligated to commit itself to LCDC on specific plans and timetables, we are offering here and in the "Background" document information and some estimates of time for regional planning. Since the regional products will have an influence on land use in the region, including the issues in question in the UGB acknowledgment, this presentation is timely.

1) The MSD is guided by statute to

a) "Adopt land-use planning goals and objectives for the district consistent with goals and guidelines adopted under ORS 197.005 to 197.430;" (Sec. 17).

b) (1) Define and apply a planning procedure which identifies and designates areas and activities having significant impact upon the orderly and responsible development of the metropolitan area, including, but not limited to, impact on:

- (a) Air quality; and
- (b) Water quality; and
- (c) Transportation.

(2) Prepare and adopt functional plans for those areas designated under subsection (1) of this section to control metropolitan area impact on air and water quality, transportation and other aspects of metropolitan area development the council may identify.

(3) Review the comprehensive plans in effect on the operative date of this 1977 Act or subsequently adopted by the cities and counties within the district which affect areas designated by the council under subsection (1) of this section and recommend or require cities and counties, as it considers necessary, to make changes in any plan to assure that the plan and any actions taken under it conform to the district's functional plans adopted under subsection (2) of this section.

2) Goals and Objectives: A program designed to update and strengthen MSD's goals and objectives has been started. We anticipate a first product focusing on selected key issues to emerge for Council consideration late fall or winter of 1979. A longer-term, more extensive effort will follow the initial product. Regional housing policies will be addressed as goals and objectives rather than a functional plan. MSD has a set of Initial Housing Policies which speak to the areas of LCDC interest as contained in Goals #10 and 14. A description of current work on a market-level housing allocation has been prepared. The MSD has already adopted a housing opportunity plan for assisted housing. Each of these housing documents is with the "Background" material.

3) Functional Plans: The functional plans which MSD is directed by statute to produce are air quality, water quality and transportation. A regional sewage treatment plan has already been adopted.

a) Air Quality: As the designated lead agency for air quality planning, MSD has prepared (with DEQ) and adopted a State Improvement Plan. Work is

continuing at this time on the planning and implementation measures needed to attain federal air quality standards within the requisite 1982 and 1987 timeframes. Land-use impacts and implementation options will be considered in this process.

b) Water Quality: A water supply study for the region is being prepared at this time by the Corps of Engineers and MSD. The plan will document water supply resources and management available to the region, especially the urban portion. This work will likely be completed and adopted by mid-1980.

c) Transportation; A fully revised regional transportation plan is now being prepared. It addresses both highway and transit transportation. The planning area coincides with the UGB with few minor exceptions. The planning program provided updated and improved regional population and employment forecasts, which were used in the UGB work. The analytic methodology, particularly in the allocation of where people will live and work, heavily incorporated both transportation and land-use information, policies and considerations. To support the whole effort, a complete inventory of 14 land-uses and vacant land was produced. The same information was used in the UGB work.

The transportation plan will likely be concluded by July, 1980.

d) General: When the work described above is complete, the MSD urban area will have plans for adequate sewage treatment, water supply and transportation facility/services for the population and land

projected and justified in the UGB Findings. And the region will comply with federal air quality standards.

Additional information on these functional plans is in the "Background" document.

e) Revision of Local Plans: In order to deal with the dispersal of local compliance dates and the ongoing planning program of MSD, the LCDC agreed to inclusion of "opening language" in land plans. This language is to make certain within an acknowledged local plan, and to all parties interested in the plan, that the plan may be opened periodically for amendments that consider compliance with regional Goals and Objectives and/or functional elements. The schedule agreed to by LCDC and CRAG for reopening acknowledged local plans follows:

- . Plans acknowledged prior to March 1978 open for amendment, December 1978-February 1979 and annually thereafter;
- . Plans acknowledged prior to March 1979 open for amendment, December 1979-February 1980, and annually thereafter;
- . Plans acknowledged prior to March 1980 open for amendment, September-November 1980 and annually thereafter; and
- . Plans acknowledged after March 1980 open for amendment annually beginning in 1981.

The "opening language" will be used to incorporate future MSD goal, objective and functional plan considerations into local plans.

f) Post-Plan Acknowledgment: Because local plans will be acknowledged over a two year period, they cannot be coordinated fully with each other and regional policies at the time of acknowledgment. Therefore, MSD will undertake after all local plans are completed to "sum" and evaluate them against the regional goals, objectives and functional plans. Inconsistencies can then be corrected as necessary by using the "opening" provision to amend the local plan(s).

Acknowledgment plan review is designed to deal with the regional policies. It will therefore prevent most of the major local/regional inconsistencies that otherwise could occur. The post-acknowledgment review should be in the nature of finetuning the local and regional coordination.

II. "MSD policy statement on the control of urban sprawl.
Policy statement to be implemented by adoption of conversion policies."

- A. A general policy concerning sprawl was enacted by MSD in the Land Use Framework Element, Article I, Section 2 (d) which states:

"New urban development in the unincorporated areas within Urban Growth Boundaries should be contiguous to existing communities to encourage "filling in" of buildable lands within urbanizing areas and to reduce "leap-frog" or "sprawl" development. Such new urban development should:

- (1) be cost-effective in terms of required services such as streets and utilities;
- (2) enhance the efficiency of existing transportation resources and the feasibility of public transit; and
- (3) promote conservation and preservation of agricultural and forest lands.

This policy remains in effect in the region. The principal means of implementation is through review of a) local plans, and b) subdivision applications. Implementation will be increased as more local (especially county) plans are submitted for review. Also, some MSD staff resources freed by acknowledgment of the Boundary will be assigned to data collection and subdivision application review tasks, which will help monitor development activities against this policy.

Item I, C, 2 somewhat modifies the policy on sprawl by sanctioning development that is not contiguous if efficient use of the land is assured through acceptable densities and the provision of sewer, water and transportation services. This practice can make buildable land available at times when contiguous parcels may not be available for reasons such as a lack of willing sellers, inadequate public services and local administrative delays. However, the policy on urban sprawl holds priority status in the normal review and evaluation of plans and development permitting procedures.

- B. An urban growth boundary is itself a tool for controlling sprawl. In the case of the MSD Urban Growth Boundary, virtually all the land within it has been committed to urbanization by past public and private actions. The Boundary, therefore, circumscribes the sprawl which has already occurred. Future enlargement of the urban area will meet the tests of timeliness and efficiency and be supported by additional findings of need. Because the MSD Boundary is intended to define a long-term planning and development area, changes are expected to be infrequent and small-scale.

Remaining stimulus to urban sprawl comes from the continuing debate which prolongs the Boundary-setting process. With attention and resources focused upon setting the Boundary, too little effort is going into assisting development within the Boundary while too much is being done in rural areas to plant the seeds of additional sprawl.

- C. Several measures will be implemented to facilitate timely and efficient use of the land within the MSD Urban Growth Boundary.

First, MSD policy will conserve vacant land for urban uses by a) restricting new parcelization to ten (10) acre minimum lot sizes, and b) requiring building permit and/or zoning regulations that assure the potential for later full urbanization whenever development is permitted on vacant parcels. Part b) is currently stated policy in the Land Use Framework Element, Article IV, Section 2 (d). Part a) is proposed for Council action in August. The ten (10) acre minimum is not intended to apply to proposed parcels of 10,000 or fewer square feet.

*Article IV, Section 2 (d):

"Undeveloped lands within urban areas, which are not intended for immediate development, shall be preserved and maintained through the use of appropriate local ordinances and controls, for a planned future level of development. Such ordinances and controls shall insure opportunities for the future urban level parcelization of property and the future provision of urban level services."

Second, MSD policy will approve conversion of vacant land to urban uses only when a) densities commensurate with the MSD Urban Growth Boundary Findings are met by the proposed development, and b) sewer, water and transportation facilities and services are available to the development. (Article IV, Section 2 (a)). *

Part b) is current MSD policy found in Article IV, Section 2 (a) of the Land Use Framework Element (LUFE). A proposed amendment strengthening the policy has been added. Part a) is implied by Council adoption of the Urban Growth Boundary Findings, but is expected to be made explicit policy by Council action in August.

*Article IV, Section 2 (a):

"Cities, counties, and special districts shall provide public facilities and services in an efficient and timely manner. Sewer, water and transportation facilities and services shall be arranged at the time development proposals are approved."

Third, MSD policy will control low density development on septic tanks and cesspools (less than three units per acre) within the Urban Growth Boundary unless special conditions developed jointly by counties, effected cities and MSD are enacted and implemented. Residential development approved under these special conditions shall accommodate at least 3 units per net acre¹ and meet the health codes. This policy is proposed for Council action in August.

The MSD will utilize plan review, coordination process, housing and public facilities policies and the land market monitoring project to implement the policies outlined above. Descriptions of these implementation tools are contained elsewhere in this document or in the accompanying Background document.

Fourth. (The Boundary Commission employs policies and procedures supporting the MSD policies noted above. These will be obtained and inserted at this point.)

Fifth, many cities and the three counties have implemented "anti-sprawl" ordinances and regulations with which MSD must coordinate its policies. MSD has begun but has not yet completed a review of such local ordinances, but this will be done prior to the August Council meeting.

Examples of local ordinances are found in the Washington County Comprehensive plan which identifies future and immediate urbanizable zones, and the proposed Clackamas County plan which has policies for phased-land development.

¹ A net acre is defined as being devoted exclusively to residential uses.

III. "MSD and County policy statements on control of development within the Tri-County area and outside the urban growth boundaries."

A. Two current MSD policies in the LUFЕ address this concern. The first is found in Article V, Section 2 (a) (1).

" Areas shown on the Regional Land Use Framework Map as "Rural Areas" indicate where the following land uses may be located and allowed:

a. Housing at densities compatible with the character of designated Rural Areas. Minimum residential site sizes for all housing types are to be determined before January 1, 1979, by local jurisdictions based upon the following planning considerations:

(1) The need to preserve and conserve all agricultural and forestry land not otherwise exempted through exception procedures of Statewide Goal #2, Part II, of the Land Conservation and Development Commission."

A priority is established by this policy for agricultural and forestry land in non-urban areas. MSD has acted on behalf of this policy through the staff report and Board (CRAG) action on the Clackamas County Rural Plan Amendment I; by appealing several Clackamas County subdivisions in rural areas and by recommending requirements for a minor land partition ordinance and application of Goal #3 to building permits within rural Washington County. These matters are further described in the "Background" document. Such actions will be taken in the future if circumstances warrant.

The second existing policy is found in Article I, Section 2 (c):

"The Land Use Framework Element is to be implemented without substantial adverse effect on the housing industry's ability to provide housing within the income levels of the region's existing and future population."

Timely availability of serviced, buildable land must be assured for the normal 2-5 year development cycle to meet this policy. The MSD has included in the 1979-80 budget and program a new project on "development assistance," which will lend regional support on capital improvement, permit procedure improvement and other similar efforts needed to assure availability of land. Our Land Market Monitoring Project will augment the Development Assistance Project. (See "Background" document for details.)

Also important to meeting this policy is control of development outside the Boundary. Extensive development in rural areas will undermine the Boundary without benefitting all family income levels in the housing market. We have already mentioned actions taken by the MSD to help slowdown rural development. But, since most of the region's non-urban land is outside the district, strong leadership must be given by the LCDC and counties for full realization of this goal. The MSD will continue and improve upon doing its part. Item B following is one additional proposed action.

- B. Concern over the negative impact of extensive rural area development on the viability of the Urban Growth Boundary leads to a need for better understanding of

what is meant by "extensive rural development." MSD staff is proposing to the Council that within a short timeframe a definition of urban development be prepared and adopted. The definition would be intended and designed for use in judging when rural area development is in fact urban development. The MSD would then be in an improved position to consult with counties on regional policies regarding urban and non-urban densities; to appeal rural land use actions which are inconsistent with the definition; and to make comment on comprehensive plans in the rural areas.

- C. The "Background" document may be reviewed for information on past MSD actions, which serves also as examples of potential future actions.
- D. The MSD will use plan review powers to open local plans for amendment and when warranted use its goals, objectives and functional plans as the chief means to implement these policies. In so doing we are operating under Sec.17 of H.B. 2070, which states:

"(2) Review the comprehensive plans in effect on the operative date of this 1977 Act, or subsequently adopted by the cities and counties within the district and recommend or require cities and counties, as it considers necessary, to make changes in any plan to assure that the plan conforms to the district's metropolitan area goals and objectives and state-wide goals;

- (3) Coordinate the land-use planning activities of that portion of the cities and counties within the district; and

- (4) Coordinate its activities and the related activities of the cities and counties within the district with the land-use planning development activities of the Federal Government, other local governmental bodies situated within this state or within any other state and any agency of this state or another state."

Under Sec. 19 the MSD performs the LCDC coordination and review functions.

SECTION 19. (1) For the purposes of ORS 197.190, the district formed under ORS chapter 268 shall exercise within the district the review, advisory and coordinating functions assigned under subsection (1) of ORS 197.190 to each county and city that is within the district.

IV. "MSD policy/procedure for amendment of the Urban Growth Boundary"

A. The Urban Growth Boundary Findings adopted by the MSD Council state the policies that will guide future amendments to the Boundary:

- "1) The Urban Growth Boundary is assumed to be a long-term instrument that will stabilize future land-use policies.
- 2) The efficiency of land-use, preservation of prime agricultural lands for agricultural use and improved efficiency of public facilities and services comprise the objectives of the Urban Growth Boundary."

In keeping with these policies MSD expects to make only small changes to the Boundary in response to petitions from government agencies and individuals. Proposed changes will be considered annually. Chapter 2.3 Section 7 (b) of the Rules and Regulations provides for this type of change.

" Any agency or individual within the CRAG region may at any time, petition the Board of Directors to amend the plan or elements thereof. Such petition shall be in writing on a form provided by, and submitted to, the Executive Director. At or during a specified time each year, simultaneously with or immediately following annual review of Goals and Objectives, all completed petitions shall be considered by the Board of Directors."

MSD is obligated to comprehensively review the UGB every four years as provided by Chapter 2.3 Section 7 (a):

" The plan, or adopted elements thereof, shall be regularly and comprehensively reviewed and, if necessary, revised every four (4) years. Such review shall include a staff review and report to the Board of Directors, committee recommendations, receipt of comments and proposals from members and an opportunity for citizen participation. Such review should be conducted simultaneously with, or immediately following, comprehensive review of the Goals and Objectives."

- B. MSD has also committed to monitoring the Urban Growth Boundary. Article I, Section 2 (b) of the Land Use Framework Element provides that "...a constant monitoring process will be established...." This monitoring process is divided into two sections, a land-use data section and a policy impact evaluation section. The first is designed to collect and display changes in land use for the whole SMSA and more specifically for the area inside of the Urban Growth Boundary. Data will include shifts in zoned vacant land, building and subdivision activity, public facilities, vacant land consumption and other related data. All data series will be categorized by census tracts, city limits, county, and by MSD subdistricts, and will be updated at least annually.

The second section, policy impact evaluation, explains why changes are occurring particularly with respect to land prices. The price, and hence use of land, varies in response to private market conditions and in response to public policies such as land-use controls, taxation and public facility availability. The purpose of this section is to determine, through sampling land sales, which variables most affect the price of land. This

will include an evaluation of the Urban Growth Boundary as well as other local land use controls.

The monitoring system will not in itself provide a final answer for when to change the Boundary, but it will help identify when and how the Boundary, and other land-use controls, affect the cost and availability of land.

- C. MSD will adjust its amendment process to establish criteria for expansion of the Urban Growth Boundary and this will be completed by December, 1979. The criteria will include the following provision, which is proposed for Council adoption in August.

Any demonstration of need for more urban land will have to be evaluated for the whole region or for a single county and be consistent with LCDC Goal #14. No demonstration of need will be permitted for a single city or grouping of cities and/or unincorporated areas that comprise less than a county. These calculations will be coordinated with the satellite cities within the SMSA, and with the rest of the urban area.

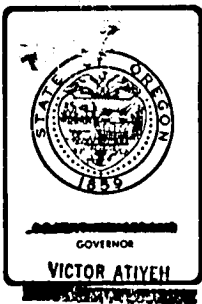
V. Examination of Agricultural Soft Areas

MSD will undertake a joint effort with the Department of Land Conservation and Development (DLCD) staff, commencing immediately, to evaluate the 7 Agricultural Soft Areas (ASA) remaining inside of the UGB. Two ASA areas were removed from the UGB by the former CRAG Board.

ASA's were initially identified for their location (between the IGA and proposed UGB), prime agricultural soil quality, size (over 2 square miles) and proximity to areas of prime agricultural lands outside of the UGB. Each area was then evaluated for agricultural and urban uses and staff recommendations were made to the former CRAG Board. Two whole ASA's and parts of 3 others were recommended for exclusion from the UGB by staff. The CRAG Board approved the two whole ASA areas for exclusion. The remaining 7 areas were judged by either CRAG staff or Board to be either committed to urban development or necessary for future urban development.

MSD and DLCD staff will re-study the earlier CRAG evaluation of the ASA's that remain in the UGB and prepare and present the following information to the MSD Council in August 1979.

1. A priority ranking of the ASA's according to their agricultural suitability, noting also the extent of commitment to urbanization.
2. A further evaluation of the suitability and relative attractiveness of these areas for large lot industrial or commercial uses.



Leale

Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310 PHONE (503) 378-4926

July 18, 1979

RECEIVED
JUL 20 1979
METRO SERVICE DISTRICT

Mr. Mike Burton, Chairman
Metropolitan Service District
527 SW Hall
Portland, OR 97201

Dear Mike,

This is to confirm the Commission's position regarding MSD's request for acknowledgment of compliance for their urban growth boundary.

The Commission has directed that the Department work with your agency in developing an Acknowledgment Order. That Order is to contain the following five elements:

1. MSD commitment and timetable to complete functional plan elements on housing, transportation and public facilities and services.
2. MSD policy statement on the control of urban sprawl. Policy statement to be implemented by adoption of conversion policies.
3. MSD and County policy statements on control of development within the Tri-County area and within the UGB's.
4. MSD policy/procedure for amendment of the UGB.
5. Examination of ASA's.

I am very concerned, as I know you are, about timely action on the regional UGB issue. However, the reality of our process and time schedules dictate that we would need to have the final order completed for mailing by July 26. This will be tough -- maybe impossible -- but I feel we should shoot for that as a target. If the work cannot be completed, then I would ask for a progress report to the Commission in August looking to final action on the completed document in September.

Mike Burton

-2-

July 18, 1979

Mike, I want to personally thank you and members of the MSD Council and staff for your presentations to the Commission on Wednesday and Thursday. We will work closely with you in seeking a final resolution of the issues.

Sincerely,

Richard Gervais

Richard Gervais
Chairman

RG:WJK:kr
0135A

cc: MSD Council
Rick Gustafson
LCDC
W. J. Kvarsten
James F. Ross
Linda Macpherson

MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

Rollcall

July 26, 1979

AYE

NAY

DISTRICT 8

Caroline Miller

☒

DISTRICT 9

Cindy Banzer

☒

DISTRICT 10

Gene Peterson

☒

DISTRICT 11

Marge Kafoury

☒

DISTRICT 12

Mike Burton

☒

DISTRICT 1

Donna Stuhr

☒

DISTRICT 2

Charles Williamson

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DISTRICT 3

Craig Berkman

X

~~X~~ 7:20

DISTRICT 4

Corky Kirkpatrick

☒

DISTRICT 5

Jack Deines

☒

DISTRICT 6

Jane Rhodes

☒

DISTRICT 7

Betty Schedeen

☒

Total

MEETING TITLE

DATE

msd Council
July 26, 1979

NAME

AFFILIATION/ADDRESS

ARDIS STEVENSON

Dr Larry Griffith

Kenneth McFarling

David Leonard

Terry Morgan

Judith M. Biebele

ANDY JORDAKI

Rick

Will Kent

Jean Litzman

Carol Waters

Wm. Ockert

Rod Boling

McKen Rich

Kon Dueker

Jennifer Sims

Frank Windt

Marlene Leahy

Peg Greenwood

Tom O'Connor

Steve Frezel

Clackamas County

PORT. CITIZEN INVOLV

Portland - Oreg, ARP

Hillbush

Happy Valley, Jarlovans Comm.

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MEETING TITLE

DATE

MSD Council
July 26, 1979

NAME

AFFILIATION/ADDRESS

ERNIE MUNCH

PORTLAND BUR. OF PLG

- Bob McAdams

MSD staff

- Gary Spannaph

MSD

- Bob Bathman

ODOT

- James Giesecking

MSD staff

- Ted Spence

ODOT

- Charles

MSD

S.W.A.

- BOB

MSD

- Marilyn Holstrom

MSD

- Gretchen Wozz

MSD

- Linda Brentano

MSD

- Edward Mitchell

Oak Lodge CPO

- John Ayer

OAK LODGE

- Deanna Mueller-Crispin

City of Portland liaison / MSD

- FRED LEESON

OREGON JOURNAL

- Sue Klobertanz

MSD

- Lurgin Bectral

- Doug Wentworth

Tri-Met

- Bob Neil

- BOB JEAN

CITY OF TROUTDALE

- Bebe Rucker

Multnomah County

Barbara
Mary

MSD COUNCIL
ROLL CALL ROSTER

*amend
21*

AGENDA ITEM

MEETING DATE

Res 79-62

July 26, 1979

AYE

NAY

DISTRICT 9

Cindy Banzer

☒

☐

DISTRICT 10

Gene Peterson

☒

☐

DISTRICT 11

Marge Kafoury

☐

☐

absent

DISTRICT 12

Mike Burton

☒

☐

DISTRICT 1

Donna Stuhr

☐

☐

absent

DISTRICT 2

Charles Williamson

☒

☐

DISTRICT 3

Craig Berkman

☐

☐

absent

DISTRICT 4

Corky Kirkpatrick

☒

☐

DISTRICT 5

Jack Deines

☒

☐

DISTRICT 6

Jane Rhodes

☒

☐

DISTRICT 7

Betty Schedeen

☒

☐

DISTRICT 8

Caroline Miller

☐

☒

Total