

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 94-1884 FOR THE PURPOSE OF CERTIFYING THAT TRI-MET'S JOINT COMPLEMENTARY PARATRANSIT PLAN UPDATE FOR 1994 CONFORMS TO METRO'S REGIONAL TRANSPORTATION PLAN

Date: December 13, 1993

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution certifies to the Federal Transit Administration (FTA) that Tri-Met's Joint Complementary Paratransit Plan Update for 1994 conforms to Metro's Regional Transportation Plan (RTP). Tri-Met is required to obtain this certification from Metro to meet the requirements of the Americans With Disabilities Act (ADA) of 1990.

TPAC has reviewed the Paratransit Plan Update and recommends approval of Resolution No. 94-1884.

FACTUAL BACKGROUND AND ANALYSIS

The ADA, enacted by the U.S. Congress in 1990, mandates the development of a plan to address discrimination and equal opportunity for disabled persons in employment, transportation, public accommodation, public services, and telecommunications. The original ADA transportation plan, as developed by Tri-Met and adopted by the Tri-Met Board of Directors on December 18, 1991, outlined the requirements of the Act as applied to Tri-Met's service area, the deficiencies of the existing service when compared to the requirements of the new Act, and the remedial measures necessary to bring Tri-Met and the region into compliance with the Act.

The final rule also requires that Metro, as the Metropolitan Planning Organization, review Tri-Met's paratransit plan annually and certify that the plan conforms to the RTP. This certification is one of the required components of Tri-Met's submittal to the Federal Transit Administration and, without the certification, Tri-Met cannot be found to be in compliance with the ADA.

Annual Plan Update Requirements

It is required under 49 CFR part 37.139(h) that the Paratransit Plan be updated and certified each year. The annual plan update must include all significant changes and revisions to the established timetable for implementation and must address how and when key milestones within the plan are being met (49 CFR part 37.139(j)). It is also required that milestone slippage greater than one year be addressed.

The 1993 Paratransit Plan Update previously submitted by Tri-Met and certified by Metro in Resolution No. 92-1547 included several milestones that were to be achieved during 1994. The status of

these milestones are addressed in Tri-Met's 1994 Annual Paratransit Plan Update.

Tri-Met's 1994 Annual Plan Update

Tri-Met's 1994 Annual Paratransit Plan Update identifies current activities and planned strategies for complying with the milestones previously committed to in their 1993 Plan update by September 1994. The schedule for completing all necessary activities and assigned responsibilities is included as Attachment A. It is required that the 1994 Paratransit Plan Update be approved and submitted to FTA by January 26, 1994.

A. Progress On Milestones To Be Achieved Prior to 1/26/94

Tri-Met has achieved the following milestones identified in the 1993 Plan Update (Table 1 in the 1994 Paratransit Plan Update).

1. Additional vehicles were put into service 9/93.
2. The FY 93 budget was adjusted to meet the increases in demand as a result of ADA.
3. The Complementary Paratransit Plan was updated (January 1994) consistent with the requirements of 49 CFR Section 37.139.

B. Progress on Milestones to be Achieved by 9/94

The compliance date for several milestones reflects a completion date of September 1994. These milestones (Table 2 in the 1994 Paratransit Plan Update) are:

1. Requests will be accepted during normal business hours on a "next day" basis.
2. Trips will be scheduled with one hour of requested pickup time.
3. There will be no substantial numbers of significantly untimely pickups for initial or return trips.
4. There will be no substantial number of trip denials or missed trips.
5. There will be no substantial number of trips with excessive trip lengths.

All other milestones have been completed.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 94-1884.

TIMETABLE FOR 1994 COMPLEMENTARY PARATRANSIT PLAN (CPP) UPDATE

4th Edition, 11/3/93

| ACTIVITY | RESPONSIBILITY | DATE |
|--|------------------------------------|----------|
| Received 1994 Paratransit Plan Requirements from the Federal Transit Administration. | | 10/15/93 |
| Information Collected | | 10/93 |
| Draft Plan Update distributed to internal ADA Working Group | Park Woodworth | 11/4/93 |
| Review of Plan Update and approval to distribute. | Executive Directors | 11/93 |
| Briefing to Board? | Bill Allen/Park Woodworth | 11/93 |
| Distribution of Plan to CAT and the public, and notice of Hearing published. | Park Woodworth/Legal | 11/17/93 |
| Plan Update review by internal ADA Task Force | Park Woodworth | 12/7/93 |
| Plan Update review by LIFT/Paratransit subcommittee | Park Woodworth | 12/8/93 |
| Public Hearing on Plan Update at CAT. | Park Woodworth | 12/15/93 |
| Approval of Plan | Tri-Met and (maybe) Molalla Boards | 12/22/93 |
| Review and Approval | TPAC | 12/22/93 |
| Review and Approval | Metro | 1/94 |
| Submit to FTA | Park Woodworth | 1/26/94 |

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CERTIFYING) RESOLUTION NO. 94-1884
THAT TRI-MET'S JOINT COMPLE-)
MENTARY PARATRANSIT PLAN UPDATE) Introduced by
FOR 1994 CONFORMS TO METRO'S) Councilor Van Bergen
REGIONAL TRANSPORTATION PLAN)

WHEREAS, The U.S. Department of Transportation issued a final rule implementing the transportation provisions of the Americans with Disabilities Act (ADA) on September 6, 1991; and

WHEREAS, The final rule as applied to the Portland metropolitan area requires Tri-Met to develop an annual paratransit plan update which conforms to the Regional Transportation Plan (RTP); and

WHEREAS, The final rule requires that the Metropolitan Planning Organization (MPO) review the paratransit plan update and certify that it conforms to the RTP; and

WHEREAS, The Joint Policy Advisory Committee on Transportation (JPACT) certifies that it has reviewed the ADA Paratransit Plan Update for 1994 prepared by Tri-Met as required under 49 CFR part 37.139(h) and finds it to be in conformance with the RTP (the transportation plan developed under 49 CFR part 613 and 23 CFR part 450); and

WHEREAS, JPACT recommends certification by the Metro Council; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby certifies that it has reviewed the ADA Paratransit Plan prepared by Tri-Met (included as Exhibit A) as required under 49 CFR part 37.139(h) and finds it to be in

conformance with the RTP, the transportation plan developed under 49 CFR part 613 and 23 CFR part 450 (the FTA/FHWA joint planning regulation), for a period of one year.

ADOPTED by the Metro Council this _____ day of _____,
1994.

Judy Wyers, Presiding Officer

RBL:lmk
94-1884.RES
12-23-93

1994 ADA (Americans with Disabilities Act)
Joint Paratransit Plan Update
of the
Tri-County Metropolitan Transportation District of Oregon
(Tri-Met)
and the
Molalla Transportation District

January 26, 1994

PARATRANSIT PLAN UPDATE FOR 1994

TABLE OF CONTENTS

| | | |
|------|--|----|
| I. | Identification of Submitting Entity and Metropolitan Planning Organization (MPO) Certification | 1 |
| | Identification of Submitting Entities | 2 |
| | Form 1: MPO Certification | 3 |
| II. | Timetables, Progress Report on Milestones, and Six (6) Service Criteria | 4 |
| | Table 1: ADA Paratransit Plan Timetable - Progress Report | 5 |
| | Table 2: Revised ADA Paratransit Plan Timetable | 6 |
| | Table 3: Eligibility, 6 Service Criteria, and Full Compliance Date | 7 |
| III. | Demand Estimates | 9 |
| | Table 4: Demand Estimates | 10 |
| IV. | Budget, Cost and Vehicle Estimates | 11 |
| | Table 5: ADA Paratransit Costs | 12 |
| | Table 6: Total System Costs | 13 |
| | Table 7: Accessible Fixed Route Buses | 14 |
| | Table 8: Paratransit Vehicles Owned by Tri-Met | 15 |
| V. | Public Participation | 16 |
| | Description of Public Participation | 17 |

| | | |
|-------|---|----|
| VI. | Unresolved Issues | 24 |
| | Letter from FTA with no unresolved issues | 25 |
| VII. | Other Issues | 26 |
| | Description of Other Issues | 27 |
| VIII. | Attachments | 29 |
| | A. LIFT Application Form | |
| | B. Public Hearing Notices | |
| | C. LIFT NEWS | |
| | D. Honored Citizen Update | |
| | E. CAT Agendas | |
| | F. Written Comments | |

1994 PARATRANSIT PLAN UPDATE

SECTION I

IDENTIFICATION OF SUBMITTING ENTITIES

AND

MPO CERTIFICATION

IDENTIFICATION OF SUBMITTING ENTITIES

Tri-Met
4012 SE 17th Ave.
Portland, Oregon 97202
(503) 238-4915

Authorized Person: Tom Walsh, General Manager
(503) 238-4915

Contact Person: Park Woodworth, Director
Accessible Program Development
(503) 238-4879, TDD/TT (503) 238-5811

Molalla Transportation District
P.O. Box 517
Molalla, OR 97038
(503) 632-7000

Authorized Person: Earl F. Berthold, Board Chairman
(503) 632-7000

Contact Person: Shirley Lyons, Administrative Assistant
(503) 632-7000

Metropolitan Service District (Metro)
600 NE Grand Ave.
Portland, OR 97232-1797
(503) 797-1700

Authorized Person: Judy Wyers, Presiding Officer
(503) 797-1700

Contact Person: Rich Ledbetter, Senior Transportation Planner
(503) 797-1761

1994 PARATRANSIT PLAN UPDATE

SECTION II

TIMETABLES, PROGRESS REPORT ON MILESTONES

AND

SIX SERVICE CRITERIA

SYSTEM NAME: Tri-Met/Molalla

CITY: Portland

Table 1
STATE: Oregon

ADA PARATRANSIT PLAN TIMETABLE - PROGRESS REPORT *

1993 1993
UPDATE MILE-
TARGET STONE
DATE MET ?
(MM/YY) (Y/N)

MILESTONE PROGRESS REPORT -- Jan. 1994
(period January 26, 1993 - January 25, 1994)

1994
NEW
DATE ?
(MM/YY)

| | | |
|-------|---|---|
| 09/93 | Y | Put additional vehicles into service |
| 07/93 | Y | Increase or decrease budget as necessary to meet demand |
| 01/94 | Y | Update Complementary Paratransit Plan |

Note: Using Form 2, provide detailed written explanation on milestone slippage greater than one full year (12 months).

* (Indicate Progress On Milestones That Were To Be Achieved Prior to 1/26/94 And Additional Accomplishments)

SYSTEM NAME: Tri-Met/Molalla

CITY: Portland

Table 2

STATE: Oregon

REVISED ADA PARATRANSIT PLAN TIMETABLE

1994 - 1996

TARGET DATE

(MM/YY)

MILESTONES -- JANUARY 1994 UPDATE

09/94

Full Compliance with ADA including:

- a. Request accepted during normal business hour on "next day" basis
- b. Trips scheduled within one hour of requested pickup time
- c. No substantial numbers of significantly untimely pickups for initial or return trips
- d. No substantial number of trip denials or missed trips
- e. No substantial number of trips with excessive trip lengths

Jan. 1994

SYSTEM NAME:

Tri-Met/Molalla

Table 3
CITY: Portland

Page 1

STATE: Oregon

ELIGIBILITY, SIX SERVICE CRITERIA, AND FULL COMPLIANCE DATE

| COMPLIANCE ITEM | IN FULL COMPLIANCE NOW (Y/N) | IF NO, EXPECTED DATE OF FULL COMPLIANCE (MM/YY) |
|-----------------|------------------------------|---|
|-----------------|------------------------------|---|

ELIGIBILITY PROCESS

1. Requests for certification being accepted and all aspects of policy (appeals, documentation, etc.) established; no later than 1/26/94
2. Compliance with companion and personal care attendant requirements
3. Compliance with visitor requirements

| | |
|---|-------|
| Y | _____ |
| Y | _____ |
| Y | _____ |

SIX SERVICE CRITERIA

SERVICE AREA

4. Service to all origins and destinations within the defined area
5. Coordination with contiguous/overlapping service areas, if applicable

| | |
|---|-------|
| Y | _____ |
| Y | _____ |

RESPONSE TIME

6. Requests accepted during normal business hours on "next day" basis
7. Requests accepted on all days prior to days of service (e.g., weekends/holidays)
8. Requests accepted at least 14 days in advance
9. Trips scheduled within one hour of requested pickup time

| | |
|---|-------|
| N | 9/94 |
| Y | _____ |
| Y | _____ |
| N | 9/94 |

FARES

10. No more than twice the base fixed route fare for eligible individuals
11. Compliance with companion fare requirement

| | |
|---|-------|
| Y | _____ |
| Y | _____ |

7

SYSTEM NAME: Tri-Met/Molalla

Table 3 Page 2

CITY: Portland STATE: Oregon

| COMPLIANCE ITEM | IN FULL COMPLIANCE NOW (Y/N) | IF NO, EXPECTED DATE OF FULL COMPLIANCE (MM/YY) |
|---|------------------------------------|--|
| 12. Compliance with personal care attendant fare requirement | Y | |
| DAYS AND HOURS OF SERVICE | | |
| 13. Paratransit provided during all days and hours when fixed route service is in operation | Y | |
| TRIP PURPOSES | | |
| 14. No restriction on types of trip purposes | Y | |
| 15. No prioritization by trip purpose in scheduling | N | 09/94 |
| CAPACITY CONSTRAINTS | | |
| 16. No restrictions on the number of trips an individual will be provided | Y | |
| 17. No waiting lists for access to the service | Y | |
| 18. No substantial numbers of significantly untimely pickups for initial or return trips | N | 09/94 |
| 19. No substantial numbers of trip denials or missed trips | N | 09/94 |
| 20. No substantial numbers of trips with excessive trip lengths | N | 09/94 |
| 21. When capacity is unavailable, subscription trips are less than 50 percent | N | 09/94 |
| DATE TARGETED IN PLAN FOR FULL COMPLIANCE WITH ALL ADA PARATRANSIT REQUIREMENTS | | |
| In 1993 Update Submission | | 09/94 |
| In 1994 Update Submission | | 09/94 |

1994 PARATRANSIT PLAN UPDATE

SECTION III

DEMAND ESTIMATES

Jan. 1994

SYSTEM NAME: Tri-Met/Molalla

CITY: Portland

Table 4
STATE: Oregon

ADA PARATRANSIT DEMAND ESTIMATE

| DEMAND | Actual 1991 | Actual 1992 | Actual 1993 | Est. 1994 | Proj. 1995 | Proj. 1996 | Proj. 1997 |
|---|------------------------|------------------------|------------------------|----------------------|-----------------------|-----------------------|-----------------------|
| ADA ELIGIBILITY | | | | | | | |
| 1. Number of Persons Certified for ADA Paratransit | | <u>7172</u> | <u>8672</u> | <u>10672</u> | <u>12672</u> | <u>13672</u> | <u>14672</u> |
| NUMBER OF TRIPS/YEAR (thousands of one-way passenger trips/hours) | | | | | | | |
| 2. ADA Paratransit Trips Provided/Year | | <u>375</u> | <u>441</u> | <u>479</u> | <u>529</u> | <u>555</u> | <u>580</u> |
| 3. Total Paratransit Trips Provided/Year (Total ADA and non-ADA) | <u>513</u> | <u>558</u> | <u>639</u> | <u>719</u> | <u>817</u> | <u>885</u> | <u>952</u> |
| 4. Total Paratransit Revenue Hours/Year (Total ADA and non-ADA) [Sec. 15 definition] | | <u>216</u> | <u>276</u> | <u>309</u> | <u>340</u> | <u>357</u> | <u>375</u> |

5. For 1993, estimate the number of trips on line 2 that were provided by contracted taxi service: 18,300
6. For 1993, estimate the number of trips on line 2 that our system purchased (contracted out) rather than provide in-house: 441
(include contracted taxi service from line 4 and other service owned or operated by the contractors)
7. Using 1990 Census or planning figures, estimate the total number of all persons (disabled and non-disabled combined) in the ADA paratransit service area 958,900

1994 PARATRANSIT PLAN UPDATE

SECTION IV

BUDGET, COST AND VEHICLE ESTIMATES

Jan. 1994

SYSTEM NAME: Tri-Met/Molalla

CITY: Portland

Table 5

STATE: Oregon

ADA PARATRANSIT CAPITAL & OPERATING BUDGET SUMMARY

(projections in thousands of 1993 dollars)

| | Actual | Actual | Est. | Proj. | Proj. | Proj. | 6 Year |
|---|-------------|-------------|-------------|--------------|--------------|--------------|--------------|
| | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | Total |
| | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| ADA PARATRANSIT EXPENSES * | | | | | | | |
| 1. Capital Expenses | <u>1482</u> | <u>1453</u> | <u>1411</u> | <u>1150</u> | <u>1703</u> | <u>743</u> | <u>7941</u> |
| 2. Operating Expenses | <u>4522</u> | <u>5461</u> | <u>5944</u> | <u>6293</u> | <u>6499</u> | <u>6705</u> | <u>35424</u> |
| 3. Subtotal ADA Paratransit Expenses (lines 1 + 2) | <u>6004</u> | <u>6914</u> | <u>7355</u> | <u>7443</u> | <u>8202</u> | <u>7448</u> | <u>43365</u> |
| TOTAL PARATRANSIT EXPENSES ** (ADA & Non-ADA combined) | | | | | | | |
| 4. Capital Expenses | <u>1625</u> | <u>1760</u> | <u>1795</u> | <u>1550</u> | <u>2315</u> | <u>1115</u> | <u>10160</u> |
| 5. Operating Expenses | <u>5958</u> | <u>7260</u> | <u>8064</u> | <u>8645</u> | <u>9046</u> | <u>9449</u> | <u>48862</u> |
| 6. TOTAL PARATRANSIT EXPENSES (sum of lines 4 and 5) | <u>7583</u> | <u>9020</u> | <u>9859</u> | <u>10195</u> | <u>11361</u> | <u>10564</u> | <u>58582</u> |

IN 1991, TOTAL PARATRANSIT COSTS FOR OUR TRANSIT SYSTEM WERE \$ 5,972

* Using a ratio to break out ADA from total paratransit expenses is acceptable.

** If non-ADA paratransit service is provided, add ADA to non-ADA costs to obtain Total Paratransit Expenses.

12

Jan. 1994
SYSTEM NAME:

Tri-Met/Molalla

CITY: Portland

Table 6
STATE: Oregon

**TOTAL TRANSIT SYSTEM COST ESTIMATES
CAPITAL & OPERATING BUDGET SUMMARY
(projections in thousands of 1993 dollars)**

| | Actual 1992 | Actual 1993 | Est. 1994 | Proj. 1995 | Proj. 1996 | Proj. 1997 | 6 Year Total 92-97 |
|--|----------------|----------------|--------------|---------------|---------------|---------------|--------------------------|
| TOTAL TRANSIT SYSTEM COSTS * | | | | | | | |
| 1. Capital Expenses | 18414 | 23499 | 42073 | 57497 | 30233 | 17093 | 188809 |
| 2. Operating Expenses | 105295 | 115734 | 127477 | 133659 | 136162 | 140509 | 758836 |
| 3. TOTAL SYSTEM COSTS (lines 1 + 2) | 123709 | 139233 | 169550 | 191156 | 166395 | 157602 | 947645 |
| 4. ADA PARATRANSIT EXPENSES (line 3, Table 5) | 6004 | 6914 | 7355 | 7443 | 8202 | 7448 | 43365 |
| 5. ADA PARATRANSIT AS PERCENT OF TOTAL COSTS (line 4 divided by line 3) | 4.9 % | 5.0 % | 4.3 % | 3.9 % | 4.9 % | 4.7 % | 4.6 % |

IN 1991, TOTAL SYSTEM COSTS FOR OUR TRANSIT SYSTEM WERE \$ 122,168

* Total transit system costs encompass all system costs, not just ADA-related costs. These transit system costs must include:
(1) all fixed-route costs (bus, rail, etc.), plus (2) all paratransit expenses (ADA and non-ADA).

Jan. 1994

SYSTEM NAME: Tri-Met/Molalla

CITY: Portland

Table 7
STATE: Oregon

ADA ACCESSIBILITY: FIXED-ROUTE BUSES

| | Actual 1990 | Actual 1991 | Actual 1992 | Actual 1993 | Est. 1994 | Proj. 1995 | Proj. 1996 | Proj. 1997 |
|--|----------------|----------------|----------------|----------------|--------------|---------------|---------------|---------------|
| BUSES IN ACTIVE FLEET | | | | | | | | |
| 1. Total Number of Buses | 523 | 526 | 579 | 580 | 614 | 639 | 664 | 614 |
| 2. Buses Without Lifts/Ramps | 204 | 166 | 140 | 96 | 50 | 50 | 50 | 0 |
| 3. Buses With Pre-ADA Lifts/Ramps | 319 | 319 | 321 | 321 | 321 | 321 | 321 | 321 |
| 4. Buses With ADA Lifts/Ramps (meets Part 38 lift specifications) | 0 | 41 | 118 | 163 | 243 | 268 | 293 | 293 |
| (Note: The sum of lines 2, 3, and 4 should equal line 1.) | | | | | | | | |
| 5. Percent With Lifts/Ramps (sum of lines 3 and 4, divided by line 1) | 61 % | 68 % | 76 % | 84 % | 92 % | 92 % | 92 % | 100 % |

For 1993, provide an approximate estimate of the number of boardings where lifts/ramps were deployed on the fixed-route system: 102,209 85,726 (Bus), 16,483 (Rail)

PARATRANSIT VEHICLES (OWNED/LEASED BY YOUR SYSTEM) *

| | Actual 1991 | Actual 1992 | Actual 1993 | Est. 1994 | Proj. 1995 | Proj. 1996 | Proj. 1997 |
|--|----------------|----------------|----------------|--------------|---------------|---------------|---------------|
| TOTAL NUMBER IN ACTIVE FLEET. (owned/leased by your system) | | | | | | | |
| 1. Paratransit - Vans and Minivans | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2. Paratransit - Buses | 89 | 103 | 122 | 143 | 159 | 170 | 181 |
| 3. Paratransit - Sedans/Wagons (other than taxis) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LIFT-EQUIPPED PARATRANSIT VEHICLES | | | | | | | |
| 4. Paratransit - Buses, Vans and Minivans (with lifts/ramps from lines 1 and 2) | 89 | 103 | 122 | 143 | 159 | 170 | 181 |

* Please include all your dedicated paratransit vehicles (ADA or non-ADA service combined) that your system owns/leases, even if a contractor operates the service. Do not include accessible vehicles used on the fixed-route.

5. For 1993, provide an approximate estimate of the number of buses, vans, and minivans, etc., excluding taxis, owned by your contractors that routinely provide paratransit (ADA and non-ADA) for your system: 30
 (vehicles)

6. Prior to ADA paratransit (in 1991 and earlier), our transit system : P *

* [(N) Did not offer paratransit; (I) Offered paratransit which was provided In-house; (P) Offered paratransit which was primarily Purchased demand responsive service; or (O) Other, please explain

1994 PARATRANSIT PLAN UPDATE

SECTION V

PUBLIC PARTICIPATION

The public participation for the Paratransit Plan Update was focused on Tri-Met's Committee on Accessible Transportation (CAT) and its subcommittees. CAT was given an update of the plan development process at its regular meeting on October 20 and this appeared on the agenda and in minutes that are mailed to over 225 interested individuals and organizations on the CAT mailing list. CAT members and subcommittee members were sent the November 22, 1993 draft Paratransit Plan Update on November 23rd (regular copy) and/or on November 26th (four track tape).

A Public Notice regarding the plan and Tri-Met public hearings was published in four newspapers between November 24 and December 1, 1993 and was also included in a newsletter distributed to over 8500 LIFT General Passengers. Oregon Public Broadcasting's Golden Hours provided the notice daily from November 23rd to December 15th, 1993. A Public Notice for the Molalla public hearing was published in the Molalla Pioneer on December 8, 1993.

Discussions regarding the Plan Update took place at the LIFT Paratransit Subcommittee on December 8th, 1993. Preceding the public hearings Tri-Met responded to twelve separate requests for copies of the November 22, 1993 draft plan including one request for large print (there were no requests for 4-track tape). Three written documents were submitted and one oral comment was submitted outside the public hearings. Tri-Met held a public hearing in the evening on December 13th and another at the regular CAT meeting on December 15, 1993. The Molalla Transportation District held a public hearing in the evening on December 14, 1993. Testimony at the hearings was received from ten people, one of whom spoke at two hearings. Following is a description of the comments made and responses to those comments.

PUBLIC HEARING ORAL TESTIMONY

DECEMBER 13, 1993 - Three public, five staff and CAT members, and a sign language interpreter; 3 people testified.

PUBLIC TESTIMONY: Two individuals representing the Multnomah County Educational Service District reported that in meetings they have held, the parents of graduates of the special education job training program indicate that the lack of timeliness of the LIFT service is a major impediment to their children retaining jobs. Trips that vary by an hour or two, as happens now, result in the person who is disabled losing his/her job. It is unfortunate if the work done over many years preparing these students for jobs and finding jobs for them is lost due to transportation difficulties. Additionally, they have had problems with the reliability of lifts on the fixed route buses and felt that the securement devices for wheelchairs were inadequate. This was compounded by a lack of operator sensitivity toward the persons with disabilities and escorts.

TRI-MET RESPONSE: The timeliness of the LIFT program should be addressed in the next year as we meet the milestones of "No substantial numbers of significantly untimely pickups for initial or return trips" and "No substantial number of trips with excessive trip lengths". We were surprised to hear of the lift reliability problems although the buses

serving their school are the oldest accessible buses in the fleet. Tri-Met will review the lift breakdown records to determine if this fleet of buses is posing a particular problem. A committee at Tri-Met is working on the securement problems and has a January 10, 1994 meeting scheduled to demonstrate staff's recommended design to CAT members and subcommittee members. The need for sensitivity training for Tri-Met staff was discussed at the December 1993 (Internal) ADA Task Force meeting and a recommendation for expanding the new operator training to all staff is being developed for inclusion in the budget process for next year. LIFT program staff will attend one or more meetings of the Educational Service District in order to open communication regarding problems they are experiencing with the LIFT service.

PUBLIC TESTIMONY: A LIFT user indicated that the 3/4 mile (from fixed-route) ADA Service Area cuts out a large number of people who are disabled and live outside that area.

TRI-MET RESPONSE: We recognize that this is a problem although some LIFT service is being provided outside the 3/4 mile limit when space and time are available. Additionally, Tri-Met funded volunteer programs provide a substantial amount of service outside the 3/4 mile line. Our first priority, however, is to meet the federal requirements and this will be our focus for now. We think the discussion of expanding the guaranteed service area should wait until Tri-Met has demonstrated the ability to meet service standards within the existing ADA mandated service area.

DECEMBER 14, 1993 - No public attended, 7 Tri-Met and Molalla staff and Board members.

DECEMBER 15, 1993 - 17 public, 18 Tri-Met staff and CAT members, and a court reporter and sign language interpreter; 8 people testified.

PUBLIC TESTIMONY - The LIFT budget should not be reduced. Evening and weekend trips are being provided but some are late causing people to miss appointments and to give up trying to use evening and weekend service.

TRI-MET RESPONSE - The actual spending level of the LIFT will go up. Our projections from last year will go down because demand has been less than anticipated, particularly on weekends and evenings. Ride timeliness is addressed in the milestones for 1994.

PUBLIC TESTIMONY - There was a complaint that the driver of a LIFT failed to find a customer who was waiting for his return trip. When the customer called again it took a long time for another LIFT vehicle to arrive. The radio was played too loud on one LIFT trip making it uncomfortable for the passengers. Some of the trips are an hour or an hour and a half long which is too long.

TRI-MET RESPONSE - The pickup times and length of trip are addressed in the milestones for 1994. Complaints like the loud radio should be made immediately by calling the regular LIFT number. The LIFT Customer Contact Report documents calls

received and outcomes of the contact.

PUBLIC TESTIMONY - There is a need for more awareness regarding the customer comment cards on the LIFT vehicles.

TRI-MET RESPONSE - Staff is presently working to find an appropriate holder and mounting location to more prominently display the customer comment cards on the LIFT vehicles.

PUBLIC TESTIMONY - The Director of the Social Services Division of Clackamas County submitted written testimony and read portions into the record. He indicated that the 3/4 mile corridor was a major concern in Clackamas Co. because there was such a large area that is not served by the fixed-route system. He also suggested that Tri-Met meet with Molalla to discuss the issue of Molalla's requirements for paratransit service.

TRI-MET RESPONSE - Tri-Met recognizes that a large area of Clackamas County will not have guaranteed complementary paratransit service under the present Plan and 1994 Update. Our first priority, however, is to meet the federal requirements and this will be our focus for now. We think the discussion of expanding the guaranteed service area should wait until Tri-Met has demonstrated the ability to meet service standards within the existing ADA mandated service area.

Tri-Met believes that the question of the Molalla Transportation District's requirement to provide paratransit service rests entirely on their Board and it is inappropriate for Tri-Met to take any position on this issue. Customers who are interested in this issue should contact the Molalla Transportation District directly.

PUBLIC TESTIMONY - The LIFT was complimented for rides for which the vehicle arrived on-time and delivered fast trips.

TRI-MET RESPONSE - Thanks

PUBLIC TESTIMONY - The presenter, Laurie Sitton, indicated that the budget projection for the LIFT should be raised to meet the demand and that there needs to be more clarity on the definition of "substantial" with respect to the number of trip denials and trips of "excessive" length. There is a problem with the 3/4 mile limit and it should be made larger. There needs to be a better tracking system for the LIFT service so it can be monitored. The testifier wanted to know how the projection of the number of persons certified for ADA paratransit was developed. She also wanted to encourage Molalla to provide paratransit service.

TRI-MET RESPONSE - Tri-Met acknowledges the concern for the limits of the LIFT budget. The LIFT\Paratransit Subcommittee of CAT will be working with Tri-Met to define more precisely what "substantial" means. Please refer to our earlier response to the 3/4 miles issue. New software has been purchased by the LIFT program which should allow better tracking of ride information. The ADA registered customers for the

LIFT program increased by 1500 people in 1993 and we estimate that it will increase by 2000 additional customers for the next two years as we meet the ADA requirements. We then expect the increase to taper off to 1000 additional customers per year in 1996 and 1997 as the service becomes more stabilized. These estimates are, admittedly, guesswork as we are not sure of the ramifications of reaching "no substantial number of trip denials". Please refer to our earlier response to the Molalla issue.

PUBLIC TESTIMONY - Tri-Met should look at doing additional marketing for the LIFT program.

TRI-MET RESPONSE - Tri-Met will review a LIFT marketing plan as part of our FY 95 budget process.

PUBLIC TESTIMONY - The letters from Susan Johnson and Donna Crawford were read into the record. This is summarized and responded to under Written Public Comment.

ORAL TESTIMONY BY PHONE

One comment was received by phone. The commenter indicated that she and her husband were both 69 years old, are disabled, and need the LIFT to go to the doctor and the Veterans Hospital. They are unable to come to the meeting but wish to thank Tri-Met for the job it is doing.

WRITTEN PUBLIC COMMENT

Four written documents were submitted commenting on the plan and a fifth letter is included since it arrived in the same timeframe and relates to the plan. These letters are contained in Attachment E and are summarized and commented on below.

LETTER FROM SUSAN JOHNSON OF DECEMBER 8, 1993

Ms. Johnson is the Program Manager of Adult Services for the Clackamas County Community Mental Health Center of the Clackamas County Department of Human Services. She indicated that a significant number of adults with psychiatric disabilities live farther than 3/4 mile from a bus line and will be effectively banned from paratransit access by this rule. Since many of these people cannot afford cars, denying them access to paratransit services appears cruel and to violate both the intent and the content of the ADA.

TRI-MET RESPONSE - We recognize the difficulty for people needing transportation outside the 3/4 mile limit but we are constrained by financial capabilities in the same way that the Mental Health Program is constrained. It is incorrect, however, to say that we are denying access to individuals outside the 3/4 mile limit. We do provide a substantial amount of service outside the 3/4 mile line by the LIFT program and through the various

volunteer programs Tri-Met supports. Tri-Met is currently financially incapable of committing to the ADA required level of service outside the 3/4 mile line. The regulations implementing the ADA make it quite clear that complementary paratransit service is not require more than 3/4 of a mile from fixed-route service.

Tri-Met will, however, review our level of commitment to service outside the 3/4 mile line and develop, with the assistance of the CAT, a description of what services are available and how they can be best accessed. We hope that raising the level of information will be of some assistance until Tri-Met meets the required level of ADA service and can then consider the issue of expanding service commitments.

LETTER FROM THOMAS BRADY OF DECEMBER 8, 1993

Mr. Brady is the Director of the Community Programs Division of Metropolitan Family Services and sent a letter to Tri-Met with a copy of testimony regarding our paratransit service he had delivered at a Metro public hearing. Metropolitan Family Services operates a volunteer transportation program which delivers approximately 1,300 rides per month to people who are elderly and/or have disabilities. Mr. Brady indicates that the need is large and growing, that volunteer programs can provide cost effective and safe service, that they can be sophisticated in operation and integrate with transportation, social and health care systems, and asks that resources be allocated for evaluation, planning and expansion of volunteer programs.

TRI-MET RESPONSE

Tri-Met is aware of the high quality and cost effective work that volunteer programs are doing in the tri-county area and supports volunteer programs with a substantial portion of the paratransit budget. Tri-Met's volunteer program has recently undergone a review with the goal being to increase the communication and cost effectiveness of the program. Additionally, Tri-Met just completed a survey which demonstrated that there are a large number of volunteer programs which would like to increase their coordination with Tri-Met and expand their services. Staff intend to make a report on volunteer programs at the next CAT meeting in January, 1994.

WRITTEN TESTIMONY OF DONNA CRAWFORD OF DECEMBER 15, 1993

Ms. Crawford is the Chair of Disability Advocates Coalition of Clackamas County. The Disability Advocates Coalition encourages efforts to obtain more fixed-route bus service in Clackamas County, including weekends and evenings. The Coalition also seriously questions whether the 3/4 mile corridor for paratransit is the best way to deliver service to Clackamas County and advocates for the most equitable use of transportation funds.

TRI-MET RESPONSE

The recently adopted Strategic Plan includes major service expansions and consultations with local jurisdictions, neighborhoods and community groups to determine where that

expansion should take place. The Neighborhood Service component of the Strategic Plan is being successfully demonstrated in Clackamas County and may be a resource for those areas not sufficiently dense in population to warrant fixed-route service. Tri-Met will need an additional revenue source, however, to implement the full Strategic Plan.

Comments on the 3/4 mile corridor were discussed earlier.

WRITTEN TESTIMONY OF LAURIE SITTON AT THE PUBLIC HEARING OF DECEMBER 15, 1993

The written material was summarized and Tri-Met's response conveyed with her oral comments. The written document appears in Attachment E

WRITTEN TESTIMONY OF JOHN MULLEN AT THE PUBLIC HEARING OF DECEMBER 15, 1993

The summary of testimony submitted and Tri-Met response appear above under public testimony. The written document appears in Attachment E.

ACTION BY THE CITIZEN'S COMMITTEE ON ACCESSIBLE TRANSPORTATION (CAT)

Following the Public Hearing on December 15, 1993 the CAT unanimously approved the following motion.

It is moved that CAT accept the 1994 ADA Joint Paratransit Plan Update of the Tri-County Metropolitan Transportation District of Oregon and the Molalla Transportation District with the following provisions:

- * discuss the 3/4 mile corridor concerns.
- * discuss decreases in projected dollars for the LIFT budget.
- * discuss how ADA eligibility is defined and how the numbers are acquired.
- * discuss the Molalla Service District as it relates to paratransit service.
- * define "substantial" and "excessive" with specific numbers so measurement can take place.

TRI-MET RESPONSE

Tri-Met feels that the CAT's motion accurately reflects the comments made during the public hearings and we do intend, over the next few months, to address with CAT each of the areas mentioned. The input can then be used in the development of Tri-Met's Fiscal Year 1995 budget and the 1995 Paratransit Plan Update.

1994 PARATRANSIT PLAN UPDATE

SECTION VI

UNRESOLVED ISSUES

The following letter documents that FTA found no unresolved issues in the 1993 paratransit plan update.



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

APR 30 1993

915 Second Avenue
Federal Building
Suite 3142
Seattle, Washington 98174

Mr. Tom Walsh
General Manager
Tri-Met
4012 S.E. 17th Ave
Portland, OR 97202

Re: 1993 ADA Paratransit Plan
Update

Dear Mr. Walsh:

The Federal Transit Administration (FTA) has completed its review of the paratransit plan update submitted in accordance with the Americans with Disabilities Act of 1990 (ADA) and the Department of Transportation (DOT) implementing regulation, 49 CFR Part 37. We have determined that your plan update is in compliance with the requirements of DOT's regulation.

We look forward to receiving your next annual update on or before January 26, 1994.

Sincerely,

Patricia Lewine

for Terry L. Ebersole
Regional Administrator

cc: Shirley Lyons, Molalla
Transportation District

MEL

1994 PARATRANSIT PLAN UPDATE

SECTION VII

OTHER ISSUES

1. Tri-Met initiated new service on the fixed-route system in September 1993. Although service levels were increased, only one piece of the service was initiated outside the area and time that the 1992 Paratransit Plan committed to provide paratransit service. The ADA paratransit service area was increased to cover the expanded area created by this new Sunnyside Shuttle service.
2. The LIFT service capacity was increased in the last quarter of the year with fifteen additional vehicles in service providing approximately fifty nine additional hours of service daily.
3. The application form for ADA paratransit eligibility was revised in order to clarify the instructions and to more clearly identify those who could use the fixed-route system if they could get to a stop. A copy of the new application form is included as Attachment A. Tri-Met is also working on a major change in application certification procedures for paratransit which will be reviewed by the Committee on Accessible Transportation in the early part of 1994.
4. The visitor use policy for ADA paratransit service is modified to indicate that visitors may ride for up to 30 days from the date of the first request for service.
5. Due to time and/or safety constraints, some ADA rides may be provided on a curb-to-curb basis, rather than a door-to-door basis.
6. Tri-Met has provided the complementary paratransit service in the Molalla Transportation District since January 26, 1992. If the Molalla Transportation District determines that it is not required under the ADA to provide such service, complementary paratransit service in the Molalla District may be limited or discontinued.
7. Tri-Met releases Draft Paratransit Plan Updates, has a public hearing and adopts the plan prior to the end of 1993. The numbers for 1993 are, therefore, estimates on the draft plan. Those "estimates" will be updated to "actual" prior to the submission of the plan to FTA on or before January 26, 1994. Some numbers for 1992 in last year's plan have been changed because the numbers used last year were estimates. Tri-Met suggests that the tables should list the numbers for the year just ended as "estimates" since it is impossible to have a public process with "actual" numbers before the year is up.
8. The LIFT presently provides 45% of the rides to agency clients under contracts with Tri-Met and considers 45% of the costs attributable to those rides. Future years assume the agency rides remain at the present level and would therefore be a smaller percentage. Tri-Met is presently considering additional contracts with the Oregon Office of Medical Assistance Programs (OMAP) and the Clackamas County Consortium but these were not included in the reported numbers as formal commitments have not yet been made.

9. Tri-Met expects to receive approximately \$160,000. per year from State funding sources for capital (vehicles) for the volunteer program. These dollars were not included in the reported numbers because there is not presently a contractual commitment from the State and Tri-Met will not fund these vehicles if the State funds are not available.
10. The fare structure for the LIFT program is presently under review by staff and the citizen's Committee on Accessible Transportation. If changes are recommended, they would likely come before the Tri-Met Board in April and go into effect in September of 1994.

1994 PARATRANSIT PLAN UPDATE

SECTION VIII

ATTACHMENTS

ATTACHMENT A
LIFT APPLICATION FORM



TRI-MET

4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202



Enclosed is your LIFT application. Passengers who can use regular lift-equipped bus or MAX service are encouraged to do so, but under certain circumstances may qualify for door-to-door service. You may qualify for the LIFT program if:

- 1) as the result of your disability, you cannot board, ride, or disembark from a Tri-Met bus or MAX; and/or
- 2) you have a specific impairment-related condition which prevents you from getting to or from a bus stop or MAX station.

Discomfort or difficulty getting to and from bus stops or stations, physical barriers in the environment (lack of curb cuts, hills, distance from a stop), and adverse weather conditions (snow, etc.) do not, by themselves, confer eligibility. Lack of regular public transit service in an area is NOT a qualification for eligibility.

A signed statement from a physician or other health or social service professional familiar with your medical condition is required to complete your application. Please have this person complete the enclosed yellow form, giving a detailed explanation of the disability which prohibits your use of regular bus or MAX service; be sure the completed form is signed by your physician or designated professional staff. Return the completed forms to Tri-Met in the enclosed envelope; be sure to stamp the envelope.

If you have questions, please contact Tri-Met's Senior and Disabled Citizen Information Department at 238-4952 (TDD 238-5811), 7:30am - 5:30pm, weekdays.

Thank you.

Naomia Johnson, Coordinator
Senior & Disabled Services



General Passenger LIFT Registration Application

1. Name

| | | | | | | | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|------------|--|--|--|--|--|--|--|--|--|
| LAST NAME | | | | | | | | | | FIRST NAME | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |

2. Address (include apt. #)
(name of apartment complex)

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4. Zip Code

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5. Nearest Cross-Street

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6. Home Phone

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7. Work Phone

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8. Emergency Phone

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 Contact Person _____

9. Do you use any of the following—to be provided by the passenger
- an escort or attendant
 - oxygen
 - crutches
 - walker
 - cane
 - scooter
 - motorized wheelchair
 - manual wheelchair
 - Does wheelchair fold? Yes No

(Note: If you are unable to get to your destination from the door of the building, you must make arrangements for someone to escort you. The LIFT driver will only escort you between the door of a building and the door of the LIFT vehicle.)

10. Can/will you transfer to a seat? Yes No
11. Can you transfer to a non-lift equipped vehicle? Yes No
12. If you use a scooter or a motorized wheelchair, please provide dimensions:
_____ inches wide; _____ inches long
13. Do you have a medical condition the driver should be aware of (please explain)? _____

13. Would you accept a ride with a volunteer driver? Yes No

Are you 55 or older? Yes No

14. Can applicant be left alone at residence? Yes No

If no, will caregiver always be at home to receive applicant? Yes No

If no is the answer to both questions above, caregiver must make arrangements for an alternate caregiver within one mile of applicant's home who would be available to receive the applicant in an emergency.

_____ (name of alternate caregiver) _____ (phone)

_____ (address)

15. I can use fixed-route transit if the vehicle has a lift, BUT my bus stop is not accessible.

Yes No

(If the answer to this question is yes, please provide location of the inaccessible stop and reason why you are unable to use it.)

16. Are you an active or a retired Tri-Met employee or dependent? Yes No

I certify that the above statements are true.

Signature: _____ Date: _____
(applicant or guardian)

NOTE: The Tri-Met LIFT has a no-show policy. A person who is not available for a scheduled ride, or who decides not to take the ride after the bus arrives, is counted as a no-show. Three no-shows in a 30-day period, other than for circumstances beyond the person's control, will result in a 30-day suspension of service.

**A Health Care or Other Certifying Professional
Must Complete the Accompanying Professional Certification.**

(For office use only.)

Registration Acceptance mailed

E _____ Date: _____

The following information is for reporting purposes only and will not be considered in determining your eligibility for the LIFT program. Please return this form with your application.

1. Social Security No.

2. Male Female

3. Birth Date (month-day-year)

4. Do you speak English? Yes No If no, what language? _____

5. Ethnic origin (please check ONE)

- Black (not of Hispanic origin)
- White (not of Hispanic origin)
- Asian or Pacific Islander
- Hispanic
- American Indian or Alaskan Native
- Tribal Association

Thank you.



Professional Certification for Paratransit (LIFT) Eligibility

(Name of Applicant) _____ is applying to the Tri-Met LIFT program for door-to-door transportation services. To qualify for the LIFT, a person must be unable to use regular public transit (buses or MAX) because of loss of function due to a physical or mental disability. The purpose of this form is not to verify the applicant's medical condition, but to verify the effect of the medical condition on his/her ability to get around on his/her own. Please answer only applicable sections.

1. If the applicant has a disability affecting mobility, answer the following:

a. Assuming the length of a city block is 500 feet, how many blocks can applicant walk without assistance?

- 0 blocks 1-5 blocks 6-10 blocks

b. Does applicant use any mobility aids? Yes No

If yes, please list: _____

c. If applicant uses a mobility aid(s), how many blocks can he/she walk/travel?

- 0 blocks 1-5 blocks 6-10 blocks

d. How many 7-inch steps (average step height) can applicant climb without assistance?

- 0 steps 1-5 steps 5-10 steps

e. How many 10-inch steps can applicant climb without assistance?

- 0 steps 1-5 steps 5-10 steps

f. How long can applicant wait for a bus at a bus stop?

- 0 minutes 10-15 minutes 15-30 minutes longer

g. Does applicant require a Personal Care Attendant when traveling on public transit?

- Yes No

2. If the applicant has a visual impairment, answer the following:

a. Can applicant read informational signs? Yes No

b. Can applicant navigate independently? Yes No

If no, please explain: _____

3. If the applicant has a cognitive or emotional disability, answer the following. Is the applicant able to:

a. Give his/her address and telephone number upon request? Yes No

b. Recognize landmarks? Yes No

c. Deal with unexpected situations or unexpected changes in routine? Yes No

d. Ask for, understand and follow directions? Yes No

e. Safely and effectively travel through crowded and/or complex facilities? Yes No

f. Navigate independently? Yes No

g. Other: _____

4. Do changes in weather (extreme heat, cold, wind, rain, snow or ice) prevent the applicant from getting around on his/her own? Yes No

If yes, please explain: _____

5. Please type a **detailed description** of the applicant's physical/mental functional limitations which prevent him/her from using regular buses/MAX. If applicant's ability to get around on his/her own varies in degree at different times, explain the **worst case scenario**. Please be specific (e.g., "arthritis" is not an adequate description; you must include the percentage of limitation in the affected joint and why that makes the person unable use public transit).

6. Condition described above is (check one):

- Permanent (life-long)
 Temporary Estimated duration: _____
 Episodic Please describe: _____

7. I certify the above information is true and correct for this applicant.

Name of Certifying Professional (print) _____

Signature _____

Title _____ License ID # _____

Address _____

Telephone _____ Date _____

Thank you for your cooperation.



ATTACHMENT B
PUBLIC HEARING NOTICES

**PUBLIC NOTICE
TRI-COUNTY METROPOLITAN TRANSPORTATION
DISTRICT OF OREGON (TRI-MET)**

Notice is hereby given that Tri-Met will hold two public hearings before its Committee on Accessible Transportation (CAT) to solicit testimony on the Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan Update for 1994 of the Tri-County Metropolitan Transportation District of Oregon (Tri-Met) and the Molalla Transportation District which affects the LIFT door-to-door service.

First Public Hearing:

DATE: Monday, December 13, 1993

TIME: 7:00pm to 8:00pm

PLACE: Portland Building
1120 SW 5th Avenue
Room C, 2nd Floor

Second Public Hearing:

DATE: Wednesday, December 15, 1993

TIME: 9:40am to 10:40am

PLACE: Portland Building
1120 SW 5th Avenue
Room C, 2nd Floor

Testimony at the public hearings will be limited depending on time availability. The meeting room is accessible and a sign language interpreter will be provided at each hearing.

Tri-Met is required (by federal regulations issued September 6, 1991) to update the Complementary Paratransit Plan yearly and must submit the updated plan to the Federal Transit Administration (FTA) in order to be in compliance with the provisions of the Americans with Disabilities Act (ADA).

The Committee on Accessible Transportation (CAT) is an on-going citizens' advisory committee to the Tri-Met Board, and, as such, reviews and evaluates all current and future transportation service for people who are disabled. The

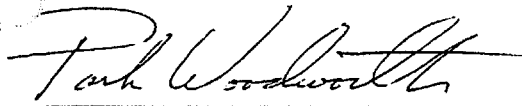
majority of CAT members have disabilities or represent persons with disabilities.

A draft of the Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan Update for 1994 of the Tri-County Metropolitan Transportation District of Oregon (Tri-Met) and the Molalla Transportation District is available for public review and comment. To receive a copy (also available in large print or on tape upon request) please call 239-3058 (TDD 238-5811) and provide your name, address and request.

Written comment may be submitted to: CAT Public Comment, c/o Michelle Yung, 4012 SE 17th Avenue, Portland, Oregon 97202 on or before December 13, 1993.

To make comment by phone, please call 239-3058 (TDD 238-5811) and provide your name, address and message on or before December 13, 1993.

Tri-County Metropolitan
Transportation District
of Oregon



Park Woodworth
Director, Accessible Program Development

AFFIDAVIT OF PUBLICATION

I, J.M.McINTEER BEING FIRST DULY SWORN DEPOSE AND SAY THAT I AM THE PRINCIPAL CLERK OF THE PUBLISHER OF THE OREGONIAN, A NEWSPAPER OF GENERAL CIRCULATION, AS DEFINED BY ORS 193.010 AND 193.020, PUBLISHED IN THE CITY OF PORTLAND, IN MULTNOMAH COUNTY, OREGON: THAT THE ADVERTISEMENT, THE PRINTED TEXT OF WHICH IS SHOWN BELOW, WAS PUBLISHED IN THE ENTIRE AND REGULAR ISSUES OF THE OREGONIAN FOR 1 DAYS STARTING 11/24/93, ENDING 11/24/93

J.M. McInteer
.....
PRINCIPAL CLERK OF THE PUBLISHER

SUSCRIBED AND SWORN TO BEFORE ME THIS 7th DAY OF DEC 1993

Shirley Kalhar
OFFICIAL SEAL
SHIRLEY KALHAR
NOTARY PUBLIC-OREGON
COMMISSION NO. 000534
MY COMMISSION EXPIRES JULY 29, 1994

MY COMMISSION EXPIRES:

AD TEXT:

969173

PUBLIC NOTICE
TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT
OF OREGON (TRI-MET)
NOTICE IS HEREBY GIVEN THAT TRI-MET WILL HOLD TWO PUBLIC HEARINGS BEFORE ITS COMMITTEE ON ACCESSIBLE TRANSPORTATION (CAT) TO SOLICIT TESTIMONY ON THE AMERICANS WITH DISABILITIES ACT (ADA) JOINT COMPLEMENTARY PARATRANSIT PLAN UPDATE FOR 1994 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRI-MET) AND THE MOLALLA TRANSPORTATION DISTRICT WHICH AFFECTS THE LIFT DOOR-TO-DOOR SERVICE.
FIRST PUBLIC HEARING:
DATE: MONDAY, DECEMBER 13, 1993
TIME: 7:00PM TO 8:00PM
PLACE: PORTLAND BUILDING
120 SW 5TH AVENUE
ROOM C, 2ND FLOOR
SECOND PUBLIC HEARING:
DATE: WEDNESDAY, DECEMBER 15, 1993

TIME 9:40AM TO 10:40AM
PLACE: PORTLAND BUILDING
1120 SW 5TH AVENUE
ROOM C, 2ND FLOOR

TESTIMONY AT THE PUBLIC HEARINGS
WILL BE LIMITED DEPENDING ON TIME
AVAILABILITY. THE MEETING ROOM
IS ACCESSIBLE AND A SIGN LANGUAGE
INTERPRETER WILL BE PROVIDED
AT EACH HEARING.

TRI-MET IS REQUIRED (BY FEDERAL
REGULATIONS ISSUED SEPTEMBER 6,
1991) TO UPDATE THE COMPLEMENTARY
PARATRANSIT PLAN YEARLY AND
MUST SUBMIT THE UPDATED PLAN TO
THE FEDERAL TRANSIT ADMINISTRATION
(FTA) IN ORDER TO BE IN COMPLIANCE
WITH THE PROVISIONS OF THE
AMERICANS WITH DISABILITIES ACT
(ADA).

THE COMMITTEE ON ACCESSIBLE
TRANSPORTATION (CAT) IS AN ON-
GOING CITIZENS' ADVISORY COMMITTEE
TO THE TRI-MET BOARD, AND, AS
SUCH, REVIEWS AND EVALUATES ALL
CURRENT AND FUTURE TRANSPORTATION
SERVICE FOR PEOPLE WHO ARE DIS-
ABLED. THE MAJORITY OF CAT MEM-
BERS HAVE DISABILITIES OR REPRESENT
PERSONS WITH DISABILITIES.
A DRAFT OF THE AMERICANS WITH DIS-
ABILITIES ACT (ADA) JOINT COM-
PLEMENTARY PARATRANSIT PLAN UP-
DATE FOR 1994 OF THE TRI-COUNTY
METROPOLITAN TRANSPORTATION DIS-
TRICT OF OREGON (TRI-MET) AND THE
MOLALLA TRANSPORTATION DISTRICT IS
AVAILABLE FOR PUBLIC REVIEW AND
COMMENT. TO RECEIVE A COPY
(ALSO AVAILABLE IN LARGE PRINT OR
ON TAPE UPON REQUEST) PLEASE CALL
239-3058 (TDD 238-5811) AND
PROVIDE YOUR NAME, ADDRESS AND
REQUEST.

WRITTEN COMMENT MAY BE SUBMIT-
TED TO: CAT PUBLIC COMMENT, C/O
MICHELLE YUNG, 4012 SE 17TH
AVENUE, PORTLAND, OREGON 97202
ON OR BEFORE DECEMBER 13, 1993.
TO MAKE COMMENT BY PHONE,
PLEASE CALL 239-3058 (TDD
238-5811) AND PROVIDE YOUR
NAME, ADDRESS AND MESSAGE ON
OR BEFORE DECEMBER 13, 1993.
TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT
OF OREGON
PARK WOODWORTH
DIRECTOR,
ACCESSIBLE PROGRAM DEVELOPMENT

Affidavit of Publication

STATE OF OREGON
County of Multnomah

ss Tri Met

I, JoAnn Toler, being first duly sworn, depose and say that I am the Bookkeeper of the Gresham Outlook, a bi-weekly newspaper of general circulation and published at Gresham, in the aforesaid county and state, as defined by ORS 193.010 and 193.020 that OL 1193-15 Public Notice Com Paratransit Plan printed copy of which is hereto attached was published in regular issues of said newspaper for 1 successive and consecutive weeks in the following issues: 11/24/93

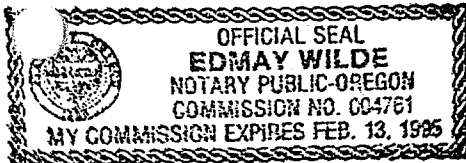
JoAnn Toler

Subscribed and sworn to before me this 24th day of November, 19 93

Edmay Wilde

Notary Public for Oregon

My commission expires 2/13/95



PUBLIC NOTICE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRI-MET)

Notice is hereby given that Tri-Met will hold two public hearings before its Committee on Accessible Transportation (CAT) to solicit testimony on the Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan Update for 1994 of the Tri-County Metropolitan Transportation District of Oregon (Tri-Met) and the Molalla Transportation District which affects the LIFT door-to-door service.

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Room C, 2nd Floor

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Tri-Met is required (by federal regulations issued September 6, 1991) to update the Complementary Paratransit Plan yearly and must submit the updated plan to the Federal Transit Administration (FTA) in order to be in compliance with the provisions of the Americans with Disabilities Act (ADA).

The Committee on Accessible Transportation (CAT) is an on-going citizen's advisory committee to the Tri-Met Board, as such, reviews and evaluates all current and future transportation service for people who are disabled. The majority of CAT members have disabilities or represent persons with disabilities.

A draft of the Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan Update for 1994 of the Tri-County Metropolitan Transportation District of Oregon (Tri-Met) and the Molalla Transportation District is available for public review and comment. To receive a copy (also available in large print or on tape upon request) please call 239-3058 (TDD 238-5811) and provide your name, address and request.

Written comment may be submitted to: CAT Public Comment, c/o Michelle Yung, 4012 SE 17th Avenue, Portland, Oregon 97202 on or before December 13, 1993.

To make comment by phone, please call 239-3058 (TDD 238-5811) and provide your name, address and message on or before December 13, 1993.

Tri-County Metropolitan
Transportation District
of Oregon

Park Woodworth
Director, Accessible Program Development

OL 1193.15
11-24-93

Affidavit of Publication

STATE OF OREGON
County of Clackamas

ss Tri-Met

I, JoAnn Toler, being first duly sworn, depose and say that I am the Bookkeeper of the Sandy Post, a weekly newspaper of general circulation, published at Sandy, in the aforesaid county and state, as defined in ORS 193.010 and 193.020 that SP1193-09 Public Notice Complementary Paratransit Plan, a printed copy of which is hereto attached, was published in regular issues of said newspaper for 1 successive and consecutive weeks in the following issues: 11-24-93

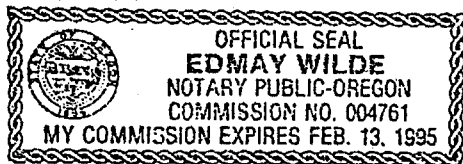
JoAnn Toler

Subscribed and sworn to before me this 24th day of November, 19 93

Edmay Wilde

Notary Public for Oregon

My commission expires 2/13/95



PUBLIC NOTICE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRI-MET)

Notice is hereby given that Tri-Met will hold two public hearings before its Committee on Accessible Transportation (CAT) to solicit testimony on the Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan Update for 1994 of the Tri-County Metropolitan Transportation District of Oregon (Tri-Met) and the Molalla Transportation District which affects the LIFT door-to-door service.

First Public Hearing:

DATE: Monday, December 13, 1993

TIME: 7:00 PM TO 8:00 PM

PLACE: Portland Building
1120 SW 5th Avenue
Room C, 2nd Floor

Second Public Hearing:

DATE: Wednesday, December 15, 1993

TIME: 9:40 am to 10:40 am

PLACE: Portland Building
1120 SW 5th Avenue
Room C, 2nd Floor

Testimony at the public hearings will be limited depending on time availability. The meeting room is accessible and a sign language interpreter will be provided at each hearing.

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Tri-County Metropolitan
Transportation District
of Oregon

Park Woodworth
Director, Accessible Program Development

SP 1193.09
11-24-93

Legal Notice Advertising

- Tri-Met
4012 SE 17th Ave.
• Portland, Oregon 97202

- Tearsheet Notice
- Duplicate Affidavit

AFFIDAVIT OF PUBLICATION

STATE OF OREGON,)
COUNTY OF WASHINGTON,)ss.

I, Kathy Snyder
being first duly sworn, depose and say that I am the Advertising Director, or his principal clerk, of the News Times a newspaper of general circulation as defined in ORS 193.010 and 193.020; published at Forest Grove in the aforesaid county and state; that the Public Notice

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for ONE successive and consecutive in the following issues:

December 1, 1993

Kathy Snyder

Subscribed and sworn to before me this 1th day of December

Robin A. Burgess

Notary Public for Oregon

My Commission Expires:

AFFIDAVIT

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Written comment may be submitted to: CAT Public Comment c/o Michelle Yung, 4012 S.E. 17th Avenue, Portland, Oregon 97202 on or before December 13, 1993.

To make comment by phone please call 239-3058 (TDD 238-5811) and provide your name, address and message on or before December 13, 1993.

Tri-County Metropolitan Transportation District of Oregon
Park Woodworth, Director
Accessible Program Development
NT 5418 - Publish December 1993

PUBLIC NOTICE

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRI-MET)

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First Public Hearing:
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The Committee on Accessible Transportation (CAT) is an ongoing citizens' advisory committee to the Tri-Met Board, and, as such, reviews and evaluates all current and future transportation service for people who are disabled. The majority of CAT members have disabilities or represent persons with disabilities.

A draft of the Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan Update for 1994 of the Tri-County Metropolitan Transportation District of Oregon is available for public review and comment.

**PUBLIC NOTICE
MOLALLA
TRANSPORTATION
DISTRICT**

Notice is hereby given that the Molalla Transportation District will hold a public hearing to solicit testimony on the Americans with Disabilities act (ADA) Joint Complementary Paratransit Plan Update for 1994 which affects the Complementary Paratransit service in the Molalla Transportation District service area.

The public hearing will be held Tuesday, December 14, 1993, 7 p.m. at the Molalla Senior Center, 305 Kennel Ave., Molalla, OR.

Molalla Transportation District is required (by federal regulations issued Sept. 6, 1991) to update the Complementary Paratransit Plan yearly and must submit the updated plan to the Federal Transit Administration (FTA) in order to be in compliance with the provisions of the Americans with Disabilities Act (ADA).

A draft of the Americans with Disabilities Act (ADA) Joint Complimentary Paratransit Update for 1994 of the Molalla Transportation District is available for public review and comment. To receive a copy (also available in large print or on tape upon request) please call 239-3058 (TDD 238-5811) and provide your name, address and request.

Written comment may be submitted to Molalla Transportation District, P.O. Box 517, Molalla, OR on or before December 13, 1993.

To make comment by phone, please call 239-3058 (TDD 238-5811) and provide your name, address and message on or before December 13, 1993.

Molalla Transportation District
Shirley Lyons, Clerk

(Published Dec. 8, 1993)

ATTACHMENT C

LIFT NEWS

LIFT News

A quarterly newsletter for LIFT General Passengers and friends February, 1993

RIDER'S GUIDE

If you're having trouble remembering all the LIFT rules and policies, or you'd like LIFT telephone numbers all in one handy place, call 238-4952 and request the LIFT Rider's Guide. We'll be happy to mail you a copy.

BARRIER-FREE EXPO, the first show of its kind in the Northwest, is held at the Oregon Convention Center March 30 & 31. State-of-the-art technology in mobility equipment, telecommunication and signaling devices, adaptive technology, home-health care, recreational services and home adaptive products will be displayed. Special highlights will include demonstrations by assistance animals from the Delta Society, and a rock climbing wall and portable ski ramp presented by SOAR. Admission to the Expo is \$5.

Professional workshops and seminars are provided during show hours, 10 a.m. to 8:30 p.m. each day, with Continuing Education Units (CEUs) available. The fee for the two-day professional series is \$95.

The show is produced by Employers Rehabilitation Services, Inc. Please call them at 292-1088 for further information.

OPERATORS MUST CONCENTRATE ON DRIVING

A LIFT operator's prime responsibility is to drive the bus and provide you a safe and comfortable ride. Please don't ask your operator questions about schedules, rules and policies while s/he is driving. It's distracting and can be dangerous.

If you have a comment or complaint, ask your driver for a Customer Comment Card to fill out. You can mail it directly to Tri-Met or hand it back to the driver. If you have a change of address, need to cancel or change a scheduled ride, or wish to discuss a comment or complaint, please call 233-LIFT. Then your driver can do what s/he's been trained to do--drive the bus and deliver you to your destination in a safe and timely manner.

Thanks for your cooperation!

SUSPENSION PERIOD CHANGED TO 30 DAYS

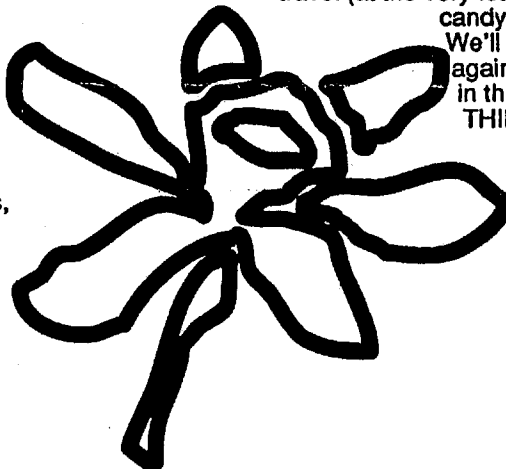
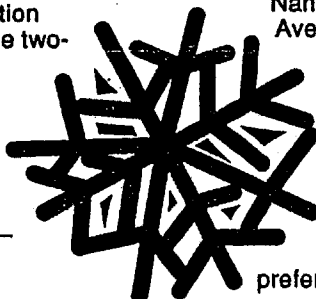
We're pleased to tell you that the Committee on Accessible Transportation (CAT) has reduced the suspension period resulting from three no-shows to 30 days instead of the original 90 days. They were especially concerned about people not having rides to work or for medical appointments for 90 days.

CAT MEETINGS

There is time set aside at each Committee on Accessible Transportation monthly meeting for concerns from the public, and your comments are welcome. CAT meetings are the third Wednesday of every month, 9:30 a.m., 2nd floor conference room of the Portland Building, 1120 SW 5th. If you can't attend a meeting, you're encouraged to write the committee c/o Nancy Meyer, Tri-Met, 4012 SE 17th Avenue OPS2, Portland, OR 97202.

WINTER WEATHER

We all hope winter weather is over for the year, but we want to remind you to prepare for emergencies. If you're traveling in cold weather, dress warmly, preferably in layers; if you're dependent on an oxygen tank, consider the possibility of long delays before traveling; and if you have an incontinence problem, you'll want to be prepared in case of long delays. If you have diabetes, regardless of the weather, you should carry some kind of snack when you travel (at the very least some hard candy or Life Savers). We'll remind you again next winter, so in the meantime **THINK SPRING!**



5-MINUTE POLICY

This is a reminder that drivers can wait only five minutes past the scheduled pickup time. Drivers are instructed to call dispatch after five minutes, report the ride as a no-show, and hang a no-show hanger on the door. Customers should be ready an hour before the scheduled pickup time just in case the bus is running early. We can tell customers their scheduled pickup time if they call after 1 p.m. the day preceding the ride.

QUESTIONNAIRE

We promised in the last newsletter to report the results of the questionnaire which many of you answered. We learned that many can't get to regular bus routes, some buses and stops aren't accessible, and some mobility devices don't work on regular buses. Some were unfamiliar with routes and available service on regular buses, which tells us that training on regular buses could be helpful for customers. We also learned that some customers could use regular buses if they were transported to the stop. There will be further analysis, and the information we gathered will be very helpful in our planning process. We appreciate the time you took to give us your answers.

VOLUNTEER NEWS -- COMMUNITY TEAMWORK REALLY WORKS!

Here's more good news from Volunteer Transportation, Inc:

- Funds for a 14-passenger vehicle to serve Northeast Portland residents who are elderly or have disabilities were made possible by a grant from the State of Oregon, the Hollywood Boosters, Metro's Composter Community Enhancement Fund, and individual donors. Two School Bus Services LIFT drivers who live in the community were the first to respond as volunteer drivers.

- In January Volunteer Transportation, Inc. received a \$500 grant from School Bus Services' Community Support Program for a shared vehicle between Tualatin Valley Mental Health Center and two other agencies in western Washington County.

- Volunteer Week is April 19-26, but don't wait to extend your thanks to your volunteer drivers. We all appreciate the outstanding commitment they've made.

TODAY'S CHUCKLE

Claire E. Howes, one of our LIFT customers, wrote a delightful article in 1978 for the *Senior Profile*. She gave us permission to share her stories about bus riding adventures, and the following is one we can all relate to after this winter.

"When Portland was having a 'silverthaw' and freezing rain coated everything with a treacherous film, our driver saw that cars were stalled on Broadway as far ahead as he could see. 'I'm not going to try that street,' he said. 'If I can get up to Sandy Boulevard, we can make it to town from there.' He turned off at N.E. 39th after a fifteen-minute struggle to go one block. The slight hill made the wheels spin and slide, but after much stopping and starting, the bus finally was within a few feet of the top. The passengers were leaning forward, mentally struggling to push the bus ahead. 'OK,' the driver called out, 'Everybody grunt.' This broke the tension, and amid laughter the bus reached the sanded boulevard and clear going. After the warmth and cheer on this bus, the passengers faced the day with smiles."

We hope your days are warmed with smiles.

The Tri-Met LIFT is a door-to-door transportation service for people with physical or mental disabilities which prevent them from using regular fixed route buses or MAX. If you have comments or ideas for news articles, please call 233-5719 (TDD 233-5411).

Tri-Met LIFT
1630 SE 8th Avenue
Portland OR 97214

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LIFT News

A quarterly newsletter for LIFT general passengers and friends

Summer 1993

SAVING TRANSPORTATION DOLLARS

A no-show policy was initiated late last summer for the purpose of making our customers aware of the need to cancel the rides they don't need. Figuring in the cost of fuel, vehicle maintenance and depreciation, driver salary and administrative costs, it costs Tri-Met \$11.87 to provide the average LIFT ride (long rides cost more, short rides cost less).

In July of 1992 the LIFT program had 1,012 no-shows. That means that it cost the program \$12,000 for rides that were never taken; or looked at another way, we could have provided 1,012 additional rides in one month for the same amount of money. (There will always be a certain percentage of no-shows, for reasons beyond a person's control.) We're happy to tell you that by February 1993, no-shows were reduced to 449. That represents a significant savings to the program, fewer turn-downs and enhances our ability to provide more rides.

Working on this together helps everybody.
THANK YOU VERY MUCH FOR YOUR CONTINUED COOPERATION.

AMERICANS WITH DISABILITIES ACT (ADA) -- HOW IT MAY AFFECT YOU

Under ADA rules, Tri-Met LIFT is required to provide transportation to ADA-eligible persons (those who cannot ride regular buses or MAX because of a disability) if the requested trip **BEGINS** and **ENDS** at a location no more than three-quarters of a mile from a regular bus or MAX route.

The Tri-Met Board determined that the implementation of ADA rules should not take away service from customers already using the LIFT. If you live outside the three-quarter mile corridor (you live further than three-quarters of a mile from a Tri-Met bus stop or MAX station)--but you were receiving LIFT service **ON A STANDING ORDER** as of Jan. 26, 1992, and you are still receiving that ride--your service will not be affected, **unless you request a change** in time, origin or destination of your rides. If you move to a new address, your ride request will be considered a new request even if it's for the same time and destination. People who live outside the three-quarter mile corridor who are affected by the ruling will be notified by letter prior to Oct. 1, 1993.

Tri-Met must concentrate resources on providing all requested, ADA-eligible rides inside the

three-quarter mile corridor. Therefore, we are now turning down requests which begin or end outside the corridor. If you're affected by this change, there are two options available:

1. You can travel independently to or from a point **INSIDE** the service area, and request a LIFT bus at that point.

2. You can request a ride to or from a point **OUTSIDE** the area, and we **MAY** provide it **IF** (a) it occurs at a time when an eligible trip is being provided along the same path of travel, (b) it doesn't inconvenience other passengers, (c) it doesn't prevent us from providing a required ADA-eligible ride.

If you have questions about the service area or ADA rules, please call 233-5438 TDD 233-5411.

IT'S ZIPPIER TO KNOW YOUR ZIP

You can shorten the time you spend on the phone if you tell the call taker the zip code of your destination. If you don't know it, the call taker has to look it up because the computer has to know the zip code to accept the ride request. Please give the zip code whenever you know it.

TIP YOUR HAT TO . . .

Ken Walburn, Clackamas County driver. When Ken arrived at his passenger's home and she didn't respond, he decided to check. He discovered her lying on the floor. Ken informed dispatch and called 911. His quick thinking and positive actions may have been responsible for saving her life. We're very proud of our drivers and the concern they show for their passengers.

DAY AND DATE

We're very anxious to eliminate errors, and one way you can help is to give both the day and the date when you request a ride. If the call taker doesn't ask for both, please say "I want a ride on Tuesday, July 27." Another way you can help is to have a calendar handy when you call to confirm your ride, so you can jot down the time you expect the bus and have it to refer to later. And remember, the bus may arrive early so you need to be ready an hour before the expected time. (We try not to be late, but sometimes there are unexpected delays such as traffic, weather conditions, or mechanical failures.)

RECOGNITION

On April 15, the Challenge Center held its 10th annual Recognition Night. Central Dispatch, Tri-Met, and two driver providers were recognized with certificates "for support of services to People with Disabilities." The comment was made that without transportation, participation would not be possible for many people. Wesley Mitchell, a LIFT customer, was honored with an award for Employee of the Year. Congratulations, Wesley.

LIFT held the Second Annual LIFT Rodeo on April 18. Buses are driven around a course with many opportunities for drivers to demonstrate their driving skills. First Place winner was Roxie Kippes, Second Place went to Chuck Anderson, Third Place to Stan Kreutzer and Fourth Place to Ed Hortsch. Because Roxie is a part-time driver, Chuck represented LIFT at the national Rodeo held in San Antonio where he placed "in the middle of the pack."

Honored at the June meeting of the Committee on Accessible Transportation as Drivers of the Year were Eldon Flaig (Washington County), Orville "Bud" Leach (Clackamas County) and Ed Hortsch (Multnomah County). Each was presented with a certificate of recognition as well as a gift certificate. Please let these outstanding people know that you appreciate them.

SCHEDULING APPOINTMENTS

As you're aware, sometimes you're dropped off 10-20 minutes early at your destination. If the appointment is a "first of the day," the building may not yet be open. If you schedule an early appointment, you may want to ask if the building will be open up to one-half hour earlier than the appointment; if not, you might want to schedule your appointment a little later. The same could be true for later appointments. Will the building still be open when it's time for you to leave, or does the office close at lunch time? If it does, is there someplace for you to wait? If you can determine these things beforehand, it could save you inconvenience and discomfort the day of your appointment.

COMPLAINTS

We don't mind receiving complaints--they help us to do a better job. However, to correct problems we need specifics. When you call or write us please have specific dates, times, locations and names, if possible. We try to research each complaint to arrive at a solution for giving you better service.

LONG WAIT VS. NO RIDE

This writer used the LIFT for two months recently following knee surgery, so I know firsthand how frustrating and tiring it can be to wait for a return ride. I thought it might be helpful for you to know why this sometimes happens. We never like to turn down a ride request. Because we know there will always be a certain number of cancellations, rather than turn down a request we may try to work a ride into the existing schedule. When you're told that you'll be picked up or dropped off "as close as possible" to the time you request, it's often because we're working your ride into an existing schedule to avoid turning you down. Unfortunately, we still have to turn down some rides, but be assured we'll do all we can to give you the ride. Sometimes, though, that means riding or waiting longer than you like.

**WE HOPE THE SUN IS SHINING
ON YOU TODAY!**

ATTENTION! ATTENTION!

Effective September 5, 1993 Tri-Met has a **NEW Disabled Citizen "A" card** for people who, because of permanent disabilities that substantially limit their ability to use buses and MAX, may need an attendant in order to ride Tri-Met.

An attendant, in the company of a fare paying customer who shows a valid Disabled Citizen "A" card, rides **FREE**.

For more information about Tri-Met's new Disabled Citizen "A" card application process contact Tri-Met's Senior and Disabled Citizen Information department: 238-4952/ TDD 238-5811/FAX 239-3092 7:30am to 5:30pm weekdays.

Tri-Met LIFT
1630 SE 9th Avenue
Portland OR 97214

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LIFT News



A quarterly newsletter for LIFT general passengers and friends

Fall 1993

WE BELIEVE IN BIG FOOT!

Imagine our surprise and delight late last summer when a "Big Foot" pizza arrived for central dispatch staff to enjoy. One of our special customers sent this tasty treat, and we thank her!

DO YOU NEED ASSISTANCE ON THE BUS?

If you need an attendant to assist you out of your residence or into a building, that person is designated as a personal care attendant (PCA)—previously referred to as an escort. The Americans with Disabilities Act (ADA) defines a PCA as a mobility aid—necessary to a customer's mobility.

You must tell us when you request your ride that you will be accompanied by a PCA. Otherwise, we don't know to leave a space for that person. Your PCA rides free, but is expected to assist you.

If you request a ride for a companion—a person who doesn't assist you to be mobile but accompanies you on your trip—the companion pays the regular LIFT fare. You must tell us when you request your ride that you will have a companion.

COLD WEATHER AHEAD

We all know that winter weather in Oregon is unpredictable, and a storm can develop very quickly. Some suggestions for traveling during the winter months:

- ◆ Dress warmly and in layers,
- ◆ If you have diabetes carry a sandwich, piece of fruit, or roll of hard candy with you,
- ◆ If you have an incontinence problem—travel prepared,

- ◆ If you're on oxygen you may not want to schedule long trips.
- ◆ Have a one to two weeks supply of food and medications at home in case shopping trips are canceled.

When a sudden storm occurs, traffic can be held up for long periods of time, and vehicles break down more frequently in cold weather. It's always wise to be prepared beforehand. Please be aware that decisions regarding service are made with your safety and well-being in mind.

Local radio and TV stations will carry Tri-Met information. LIFT will operate rides on three levels during ice and snow conditions: 1) **Normal** - full service. 2) **Limited** - service limited to workshops, nutrition, and all medical. 3) **Life-sustaining** - service limited to life-sustaining medical only.

Some of our customers have expressed concern about waiting outside for the bus. It isn't possible for us to identify waiting areas at every site, but in our ongoing commitment to improved service, we will attempt to identify safe, dry waiting areas at our most frequently served locations, such as college campuses, shopping malls, and medical sites. Currently, we have three designated sites at the Lloyd Center. At Fred Meyer stores, pickups/dropoffs are at the door serving the grocery section. When you call to verify your pickup time, please ask for your return pickup time as well to help you determine when you need to be at the return pickup location.

The Tri-Met LIFT is a door-to-door transportation service for people with physical or mental disabilities which prevent them from using regular fixed route buses or MAX. If you have comments or ideas for news articles, please call 233-5719 (TDD 233-5411).

CHANGE IN PROCEDURES

Our Customer Service Representatives are now entering your ride information directly into the computer while you are on the phone.

They ask you for trip information as it appears on the computer screen, so please have your information available in this order:

- ◆ Date of ride
- ◆ Appointment time
- ◆ Return time
- ◆ Appointment address with town and zip code
- ◆ Appointment phone number
- ◆ Mobility aid
- ◆ Ride purpose
- ◆ Doctor's name and suite number
- ◆ Any special directions for pickup or drop-off
- ◆ PCA

If you're requesting a ride to a complex of buildings (such as a college campus or shopping center), or if a building has multiple doors, please be specific about the drop-off and pickup locations. Some of our customers have had to wait for long periods because the drivers couldn't locate them.

RECYCLING MOBILITY DEVICES

One of our wonderful drivers suggested that we run an "ad" in each newsletter telling of mobility devices for sale. We think this is a great idea, so if you have a device that you no longer need and would like to sell (or donate), call 233-5719 and we'll run that information, along with your phone number, in the next newsletter.

If you have a hearing aid that is no longer being used, the speech and hearing clinic at Portland State University would appreciate having it donated to them. The mailing address is 724 SW Harrison, Portland, OR 97201.

BARRIER-FREE EXPO

Last year's Barrier-Free Expo introduced attendees to a vast array of equipment and services for persons with disabilities. The organizers announce that the 1994 Expo, at the Oregon Convention Center on March 30 and 31, will double in size and feature a wheelchair basketball tournament, inspirational speeches, fashion show, accessible housing, as well as equipment, services, and entertainment for children with disabilities. Be sure to mark these dates on your 1994 calendar.

PUBLIC HEARING

Two public hearings will be held before the Committee on Accessible Transportation to review the draft 1994 Update of Tri-Met's Complementary Paratransit Plan.

- ◆ Date: Monday, December 13, 1993
Time: 7 p.m. to 8 p.m.
Place: Portland Building, Room C, 2nd floor
1120 SW 5th Avenue
- ◆ Date: Wednesday, December 15, 1993
Time: 9:40 a.m. to 10:40 a.m.
Place: Portland Building, Room C, 2nd floor
1120 SW 5th Avenue

You may receive a draft copy of the 1994 Update (also available in large print or on tape) by calling 239-3058 (TDD 238-5811). You may submit written comments to CAT Public Comments, c/o Michelle Yung, 4012 SE 17th Avenue, Portland, OR 97202 on or before December 13, 1993. You may comment by phone by calling 239-3058 (TDD 238-5811) on or before December 13, 1993.

Tri-Met LIFT
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Portland OR 97214

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ATTACHMENT D
HONORED CITIZEN UPDATE

Honored Citizen Update



September 5, 1993

ATTENTION! ATTENTION!

Tri-Met has a NEW Disabled Citizen "A" card for people who, because of permanent disabilities that substantially limit their ability to use Tri-Met buses and MAX, may need an attendant in order to ride Tri-Met. The "A" on the card means the **cardholder** may be riding with an attendant.

Effective September 5, 1993, an attendant, in the company of a fare paying customer who shows a valid Disabled Citizen "A" card, rides **free**.

Bus: A customer with a valid Disabled Citizen "A" card must, as he/she boards, show the driver his/her "A" card, pay a fare (cash or ticket) or show a monthly pass **AND** indicate his/her attendant.

MAX: A customer with a valid Disabled Citizen

"A" card must be prepared to show Tri-Met fare inspectors or other personnel his/her "A" card and monthly pass or fare receipt **AND** indicate his/her attendant.

A Disabled Citizen "A" card application is available **only** through Tri-Met's Senior and Disabled Citizen Information Department: 238-4952/TDD 238-5811/FAX 239-3092, 7:30am to 5:30pm, weekdays.

Please Note: Previous Tri-Met policy allowed an attendant to a person using a wheelchair or scooter to ride free. This policy **ENDS** September 5, 1993.

HOWEVER, Tri-Met is providing customers using wheelchairs/scooters a moratorium until January 1, 1994 to allow adequate time to apply for a Disabled Citizen "A" card.

Honored Citizen Fares

- Honored Citizen fares are good **all hours, all zones**
- Honored Citizen fares are the same for MAX and the buses
 - Cash fare: 45¢
 - Discount tickets: \$3.50 for 10 unvalidated tickets
 - Honored Citizen Monthly Pass: \$9.00. Good for unlimited rides during the month of issue.
- **Fare receipt:** a transfer or validated MAX ticket; keep your fare receipt until you complete your trip.

Bus: Your driver will give you a transfer when you pay cash or with a ticket; this transfer will be good for boarding any buses or MAX until the time torn at the top.

MAX: A MAX validated ticket is your fare receipt and will have the expiration time stamped on it.
- Be sure to board the bus or MAX **before** the expiration time. Your fare receipt is valid even if it expires **during your ride**.

Valid identification for Tri-Met's Honored Citizens:

- A valid Medicare card
- Any valid identification that proves a Senior Citizen is 65 or older
- A Tri-Met Senior Citizen Card for people 65 and older
- A Tri-Met Disabled Citizen Card for people under 65 and disabled
- A Tri-Met Disabled Citizen STAR card (available to mentally retarded citizens and certain chronically mentally ill citizens **only** through Clackamas, Multnomah or Washington County Associations for Retarded Citizens and Mental Health Associations)
- A Tri-Met Disabled Citizen "A" card (available only through Tri-Met's Senior and Disabled Citizen Information Department)

How to Pay

MAX:

- You must pay your fare before boarding MAX; there are no fareboxes on MAX, and drivers don't take or check fares.
- Purchase a validated ticket from the ticket machine at any MAX station.

OR

- Validate a ticket from a 10-ticket discount book or strip in the validator by the ticket machine before boarding.
- Board MAX at any door.

Bus:

- Always board the bus at the front door. Show the driver your Senior or Disabled Citizen, STAR, "A" or Medicare card *and* your Monthly Pass.

OR

- Show your card **and**
- pay 45¢ cash
- **or** place a ticket in the farebox

MAX & Bus:

- Keep your fare receipt until you complete your trip.
- Be prepared to show Tri-Met fare inspectors or other personnel your card and your Monthly Pass *or* fare receipt.

Riding Tips

- Near the front of each bus are signs for priority seating for Senior and Disabled Citizens.
- If you are transferring, show the bus driver your card **and** your Monthly Pass or fare receipt.
- Failure to pay proper fare may result in a citation to appear in District Court and/or a fine.
- When you want to get off the bus pull the bell cord next to the window about two blocks before your stop.
- On MAX, sit near a door if possible. Before your station, pull the bell cord above the window. When the train stops, go quickly to the nearest doors; to open the doors, push the lighted button on the vertical pole next to the doors.
- If you are sight-impaired or blind, tell your bus driver where you want to get off.

- After exiting the bus or MAX, wait until it pulls away before crossing the street. Never cross in front of the bus or MAX.
- Ride FREE in Fareless Square; a 300-block area of downtown Portland bounded by Hoyt Street on the north, I-405 (Stadium Freeway) on the west and south, and the Willamette River on the east.
- For a recorded 24-hour message regarding current zones and fares, call 231-3198/TDD 231-3298.
- You can buy an Honored Citizen Monthly Pass or 10-ticket discount book at the Tri-Met Office in Pioneer Courthouse Square; most Safeway and Albertsons stores; other neighborhood locations; and by mail.

Other Tri-Met Services for Senior and Disabled Citizens

- Accessible Service provides lifts for riders unable to climb the steps of the bus or MAX.

MAX: All MAX service is accessible. Two wheelchair spaces are available on each train.

Bus: Each lift-equipped bus has two wheelchair securement spaces. Look for the ♿ symbol on buses, schedules and bus stop signs. All Tri-Met service is accessible on weekends.

- **Tri-Met's Tri-County LIFT and Volunteer Transportation Programs** provide door-to-door rides within Tri-Met's ADA (Americans with Disabilities Act) Service Area to ADA eligible people who are unable to use Tri-Met's regular service because of physical or mental disabilities. The LIFT uses lift-equipped small buses and vans. Through the Volunteer Transportation Program, many neighborhood volunteers drive their own vehicles to provide rides.

Although over 500,000 door-to-door rides were provided last year, demand for service exceeds the funds available; not all rides requested can be provided.

Need More Information?

For a brochure on Accessible Bus Service, an application for a Tri-Met Disabled Citizen "A" card, a LIFT application or answers to other questions, call Tri-Met's Senior and Disabled Citizen Information, 238-4952/TDD 238-5811/FAX 239-3092, 7:30am to 5:30pm, weekdays.

ATTACHMENT E
CAT AGENDAS

AGENDA
WEDNESDAY, JANUARY 20, 1993
COMMITTEE ON ACCESSIBLE TRANSPORTATION (CAT)
9:30AM TO 11:45 AM - PORTLAND BUILDING, ROOM C
1120 SW 5TH, PORTLAND, OREGON

| <u>Time Allotted</u> | |
|--------------------------|---|
| 9:30-9:40 | I. Approval of December Minutes |
| | II. Written Communication to Committee Members and Staff |
| | III. Approval of the Agenda |
| | Tentative Agenda Items |
| 9:40-9:50 | Public Comment ¹ on Non-agenda Items. |
| 9:50-10:00 | Format for the Fiscal and Operating Reports from staff requested by CAT -- Jan Campbell, Chair and Kathe Coleman, Vice Chair (information/action). |
| 10:00-10:15 | Finance/Americans with Disabilities Act Compliance (F/ADA) Subcommittee Report -- Roger Buchanan, Chair (information). |
| 10:15-10:30 | LIFT/Paratransit (L/P) Subcommittee Report -- Kathe Coleman, Chair (information). |
| 10:30-10:45 | Fixed Route Accessibility Subcommittee (FRAS) Report -- Sam Learn, Chair (information/action). |
| 10:45-10:55 | Break |
| 10:55-11:05 | LIFT Manager's Overview -- Gary Boley, Manager LIFT Program. |
| 11:05-11:45 | Staff Reports: Tri-County LIFT Program -- Rita McNeil Fixed Route Accessibility -- Patricia Nielsen Senior and Disabled Citizen Information (SDCI) and Honored Citizen Program Reports -- Nancy Meyer Volunteer Transportation Program -- Sheila Driscoll |

¹ Public comment will be limited depending on time availability. Public comment on agenda item will be taken during discussion of that item.

STAFF NOTES:

Persons requiring a sign language interpreter at a CAT meeting should contact Tri-Met's Senior and Disabled Citizen Information department at 238-4952 or TDD 238-5811 (7:30am to 5:30pm, weekdays) at least two workdays prior to the meeting so arrangements can be made.

In addition, there is a loop system in room C of the Portland Building for people who are hearing impaired. The person who is hearing impaired turns his/her hearing aid to the "T" position which allows speech signals to be enhanced and background noise to be eliminated.

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To reach someone attending a CAT meeting in an emergency situation, call The Portland Building, 823-5239/TDD 823-6868.

² Meeting tapes prior to January, 1991 are reused; however, minutes are available.

AGENDA
WEDNESDAY, FEBRUARY 17, 1993
COMMITTEE ON ACCESSIBLE TRANSPORTATION (CAT)
9:30AM TO 11:45AM - PORTLAND BUILDING, ROOM C
1120 SW 5TH, PORTLAND, OREGON

| <u>Time Allotted</u> | |
|-------------------------------|---|
| 9:30-9:40 | I. Approval of January Minutes |
| | II. Written Communication to Committee Members and Staff |
| | III. Approval of the Agenda |
| Tentative Agenda Items | |
| 9:40-9:50 | Public Comment ¹ on Non-agenda Items. |
| 9:50-10:00 | Update of the Citizens Advisory Committee's Willamette River Bridges Accessibility Project -- Patric Harkins (information). |
| 10:00-10:15 | Finance/Americans with Disabilities Act Compliance (F/ADA) Subcommittee Report -- Jan Campbell (information). |
| 10:15-10:30 | LIFT/Paratransit (L/P) Subcommittee Report -- Kathe Coleman, Chair (information). |
| 10:30-10:45 | Fixed Route Accessibility Subcommittee (FRAS) Report -- Sam Learn, Chair (information/action). |
| 10:45-10:55 | Break |
| 10:55-11:05 | LIFT Manager's Overview and CAT's Fiscal/Operating Monthly Report -- Gary Boley, Manager LIFT Program |
| 11:05-11:45 | Staff Reports: Tri-County LIFT Program -- Rita McNeil Fixed Route Accessibility -- Patricia Nielsen Senior and Disabled Citizen Information (SDCI) Department Report -- Nancy Meyer Volunteer Transportation Program -- Sheila Driscoll |

¹ Public comment will be limited depending on time availability. Public comment on agenda item will be taken during discussion of that item.

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AGENDA
WEDNESDAY, MARCH 17, 1993
COMMITTEE ON ACCESSIBLE TRANSPORTATION (CAT)
9:30AM TO 11:45AM - PORTLAND BUILDING, ROOM C
1120 SW 5TH, PORTLAND, OREGON

| Time Allotted | |
|------------------|--|
| 9:30-9:40 | I. Approval of February Minutes |
| | II. Written Communication to Committee Members and Staff |
| | III. Approval of the Agenda |

Tentative Agenda Items

| | |
|-------------|--|
| 9:40-9:50 | Public Comment ¹ on Non-agenda Items. |
| 9:50-11:00 | Convene Special Transportation Fund Advisory Committee (STFAC) -- Roger Buchanan, Chair |
| | 9:50-10:00 Overview of the draft Community Transportation Program (CTP) Grant Application recommendations which include discretionary Special Transportation Funds -- Tina Frost, Grant Specialist (information) |
| | 10:00-10:50 Public Comment ¹ on the draft CTP Grant Application recommendations. |
| | 10:50-11:00 Review, prioritize and vote on CTP Grant Applications -- STFAC (action). |
| | Please Note: The meeting room is accessible and a sign language interpreter will be provided. |
| 11:00-11:05 | Break |
| 11:05-11:45 | Westside Light Rail Update -- Jan Schaeffer, Director, Community Affairs and Bob Pike, Environmental Access Consultant |
| | Please Note: Subcommittee reports and staff reports will be provided if time allows. |

¹ Public comment will be limited depending on time availability. Public comment on agenda item will be taken during discussion of that item.

STAFF NOTES:

Persons requiring a sign language interpreter at a CAT meeting should contact Tri-Met's Senior and Disabled Citizen Information department at 238-4952 or TDD 238-5811 (7:30am to 5:30pm, weekdays) at least two workdays prior to the meeting so arrangements can be made.

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² Meeting tapes prior to July, 1990 are reused; however, minutes are available.

AGENDA
WEDNESDAY, APRIL 21, 1993
COMMITTEE ON ACCESSIBLE TRANSPORTATION (CAT)
9:30AM TO 11:45AM - PORTLAND BUILDING, ROOM C
1120 SW 5TH, PORTLAND, OREGON

| Time Allotted | |
|------------------|---|
| 9:30-9:40 | I. Approval of March Minutes |
| | II. Written Communication to Committee Members and Staff (including the CAT-Requeste Fiscal/Operating Monthly Report for Special Needs Transportation (SNT) |
| | III. Approval of the Agenda |

Tentative Agenda Items

9:40-9:50 Public Comment¹ on Non-agenda Items.

| | |
|-------------|--|
| 9:50-11:00 | Proposal changes to Tri-Met's Fare Ordinance relating to the Attendant policy |
| 9:50-10:00 | Overview of the proposed changes to the Tri-Met Fare Ordinance and Attendant policy -- Nancy Meyer, Coordinator, Honored Citizen Program (information) |
| 10:00-10:50 | Public Hearing ¹ on the proposed Attendant policy |
| 10:50-11:00 | CAT discussion and vote on the proposed Attendant policy (action) |
| | Please Note: The meeting room is accessible and a sign language interpreter will be provided. |

| | |
|-------------|---|
| 11:00-11:05 | Break |
| 11:05-11:20 | Finance/Americans with Disabilities Act Compliance (F/ADA) Subcommittee Report -- Roger Buchanan, Chair (information) |
| 11:20-11:30 | LIFT/Paratransit (L/P) Subcommittee Report -- Kathe Coleman, Chair (information) |
| 11:30-11:45 | Fixed Route Accessibility Subcommittee (FRAS) Report -- Sam Learn, Chair (information) |
| | Please Note: Staff reports will be provided if time allows. |

¹ Public comment/hearing will be limited depending on time availability. Public comment on an agenda item will be taken during discussion of that item.

STAFF NOTES:

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REVISED AGENDA
WEDNESDAY, APRIL 21, 1993
COMMITTEE ON ACCESSIBLE TRANSPORTATION (CAT)
9:30AM TO 11:45AM - PORTLAND BUILDING, ROOM C
1120 SW 5TH, PORTLAND, OREGON

Time
Allotted

- 9:30-9:40 I. Approval of March Minutes
II. Written Communication to Committee Members and Staff (including the CAT-Requested Fiscal/Operating Monthly Report for Special Needs Transportation (SNT))
III. Approval of the Agenda

Tentative Agenda Items

9:40-9:50 Public Comment¹ on Non-agenda Items.

| | |
|---|--|
| 9:50-11:00 | Proposal changes to Tri-Met's Fare Ordinance relating to the Attendant policy |
| 9:50-10:00 | Overview of the proposed changes to the Tri-Met Fare Ordinance and Attendant policy -- Nancy Meyer, Coordinator, Honored Citizen Program (information) |
| 10:00-10:50 | Public Hearing ¹ on the proposed Attendant policy |
| 10:50-11:00 | CAT discussion and vote on the proposed Attendant policy (action) |
| Please Note: The meeting room is accessible and a sign language interpreter will be provided. | |

11:00-11:05 Break

11:05-11:20 Low-Floor Light Rail Car Update -- Nita Brueggeman, Tri-Met Board, and Denny Porter, Director, Systems Engineering (information)

11:20-11:45 Subcommittee Reports:

Finance/Americans with Disabilities Act Compliance (F/ADA) Subcommittee Report -- Roger Buchanan, Chair (information)

LIFT/Paratransit (L/P) Subcommittee Report -- Kathe Coleman, Chair (information)

Fixed Route Accessibility Subcommittee (FRAS) Report -- Sam Learn, Chair (information)

Please Note: Staff reports will be provided if time allows.

¹ Public comment/hearing will be limited depending on time availability. Public comment on an agenda item will be taken during discussion of that item.

STAFF NOTES:

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AGENDA
WEDNESDAY, MAY 19, 1993
COMMITTEE ON ACCESSIBLE TRANSPORTATION (CAT)
9:30AM TO 11:45AM - PORTLAND BUILDING, ROOM C
1120 SW 5TH, PORTLAND, OREGON

Time
Allotted

- 9:30-9:40 I. Approval of April Minutes
II. Written Communication to Committee Members and Staff (including the CAT-Requested Fiscal/Operating Monthly Report for Special Needs Transportation (SNT)
III. Approval of the Agenda

Tentative Agenda Items

9:40-9:50 Public Comment¹ on Non-agenda Items.

| | |
|-------------|--|
| 9:50-10:15 | Convene Special Transportation Fund Advisory Committee (STFAC) -- Roger Buchanan, Chair |
| 9:50-10:00 | Overview of the draft application for the Special Transportation Fund (STF) formula allocation grant for Fiscal Year 1993-1994 (FY 94) -- Tina Frost, Grant Specialist (information) |
| 10:00-10:50 | STFAC discussion and vote |

10:15-10:30 Nominating Task Force Report -- Patric Harkins (information/action)

10:30-10:45 Break

10:50-11:00 Report on LIFT Program fares -- Park Woodworth, Director, Accessible Program Development and Kathryn Coffel, Manager Market Analysis

11:00-11:30 Subcommittee Reports:

Finance/Americans with Disabilities Act Compliance (F/ADA) Subcommittee Report -- Roger Buchanan, Chair (information)

LIFT/Paratransit (L/P) Subcommittee Report -- Kathe Coleman, Chair (information)

Fixed Route Accessibility Subcommittee (FRAS) Report -- Sam Learn, Chair (information)

¹ Public comment will be limited depending on time availability. Public comment on an agenda item will be taken during discussion of that item.

11:30-11:45 Staff Reports:

Fixed Route Accessibility -- Patricia Nielsen
Senior and Disabled Citizen Information (SDCI)
Department Report -- Nancy Meyer
Volunteer Transportation Program -- Sheila Driscoll

STAFF NOTES:

Persons requiring a sign language interpreter at a CAT meeting should contact Tri-Met's Senior and Disabled Citizen Information department at 238-4952 or TDD 238-5811 (7:30am to 5:30pm, weekdays) at least two workdays prior to the meeting so arrangements can be made.

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REVISED AGENDA
WEDNESDAY, MAY 19, 1993
COMMITTEE ON ACCESSIBLE TRANSPORTATION (CAT)
9:30AM TO 11:45AM - PORTLAND BUILDING, ROOM C
1120 SW 5TH, PORTLAND, OREGON

Time
Allotted

- 9:30-9:40 I. Approval of April Minutes
 II. Written Communication to Committee Members
 and Staff (including the CAT-Requested
 Fiscal/Operating Monthly Report for Special
 Needs Transportation (SNT)
 III. Approval of the Agenda

Tentative Agenda Items

9:40-9:50 Public Comment¹ on Non-agenda Items.

| | |
|-------------|--|
| 9:50-10:15 | Convene Special Transportation Fund Advisory Committee (STFAC) -- Roger Buchanan, Chair |
| 9:50-10:00 | Overview of the draft application for the Special Transportation Fund (STF) formula allocation grant for Fiscal Year 1993-1994 (FY 94) -- Tina Frost, Grant Specialist (information) |
| 10:00-10:15 | STFAC discussion and vote |

10:15-10:30 Nominating Task Force Report -- Patric Harkins
(information/action)

10:30-10:45 Revised changes to Tri-Met's Fare Ordinance relating to the Attendant policy -- Nancy Meyer, Coordinator, Honored Citizen Program
(information/action)

10:45-10:50 Break

10:50-11:00 Report on LIFT Program fares -- Park Woodworth, Director, Accessible Program Development and Kathryn Coffel, Manager Market Analysis

11:00-11:30 Subcommittee Reports:

Finance/Americans with Disabilities Act Compliance (F/ADA) Subcommittee Report -- Roger Buchanan, Chair (information)

¹ Public comment will be limited depending on time availability. Public comment on an agenda item will be taken during discussion of that item.

(OVER)

LIFT/Paratransit (L/P) Subcommittee Report --
Kathe Coleman, Chair (information)

Fixed Route Accessibility Subcommittee (FRAS)
Report -- Sam Learn, Chair (information)

11:30-11:45 Staff Reports:

Fixed Route Accessibility -- Patricia Nielsen
Senior and Disabled Citizen Information (SDCI)
Department Report -- Nancy Meyer
Volunteer Transportation Program -- Sheila
Driscoll

STAFF NOTES:

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AGENDA
WEDNESDAY, JUNE 16, 1993
COMMITTEE ON ACCESSIBLE TRANSPORTATION (CAT)
9:30AM TO 11:45AM - PORTLAND BUILDING, ROOM C
1120 SW 5TH, PORTLAND, OREGON

Time
Allotted

| | |
|-----------|---|
| 9:30-9:50 | Presentation of Awards to the LIFT Drivers of the Year by the LIFT Service Providers -- (information) |
|-----------|---|

- 9:50-10:00
- I. Approval of May Minutes
 - II. Written Communication to Committee Members and Staff (including the CAT-Requested Fiscal/Operating Monthly Report for Special Needs Transportation (SNT)
 - III. Approval of the Agenda

Tentative Agenda Items

- 10:00-10:10 Public Comment¹ on the Non-Agenda Items
- 10:10-10:25 CAT Action on Detectable Warning Strip Issue Relating to Tri-Met's Key Station Plan -- Park Woodworth, Director, Accessible Program Development (information/action)
- 10:25-10:30 Break
- 10:30-10:45 Report on LIFT Program Fare Review -- Kathryn Coffel, Manager Market Analysis (information)
- 10:45-11:45 Westside Light Rail Update -- Jan Schaeffer, Director, Community Affairs and Bob Pike, Environmental Access Consultant (information)

Subcommittee and staff reports will be provided if time allows.

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STAFF NOTES:

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AGENDA
WEDNESDAY, JULY 21, 1993
COMMITTEE ON ACCESSIBLE TRANSPORTATION (CAT)
9:30AM TO 11:45AM - PORTLAND BUILDING, ROOM C
1120 SW 5TH, PORTLAND, OREGON

Time
Allotted

- 9:30-9:50 I. Approval of June Minutes
 II. Written Communication to Committee Members
 and Staff (including the CAT-Requested
 Fiscal/Operating Monthly Report for Special
 Needs Transportation (SNT)
 III. Approval of the Agenda

Tentative Agenda Items

- 9:50-10:00 Public Comment¹ on the Non-Agenda Items
- 10:00-10:20 Key Station Plan:
 • Motion of Support -- Park Woodworth,
 Director, Accessible Program Development
 (information/action)
 • Signage Update -- Lana Nelson, Director
 Consumer Programs (information)
- 10:20-10:40 Amendment to Bikes on Transit Program -- Patricia
 Nielsen, Accessible Programs Coordinator
 (information/action)
- 10:40-10:55 Nominating Task Force (part 2) Report -- Judah
 Bierman (information/action)
- 10:55-11:00 Break
- 11:00-11:15 Appreciation of CAT Members and Welcome to New CAT
 Member -- Bill Allen, Executive Director,
 Operations (information)
- 11:15-11:30 Revised CAT "Charge" -- Park Woodworth
 (information/action)
- 11:30-11:45 Video Presentations featuring CAT members and
 Subcommittee members -- Patricia Nielsen
 (information)

Subcommittee and staff reports will be provided if time allows.

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Tri-Met wishes to reimburse CAT members for transportation expenses associated with CAT meetings. Please give paid parking receipts (your name included) to Nancy Meyer, and you will be reimbursed every three to four months. Tri-Met provides complimentary monthly passes to CAT members during their terms.

Each meeting is tape recorded; if you wish to listen to the tapes of any CAT meeting from January, 1991² to the present, contact Nancy Meyer to make arrangements. Nancy's phone number is 238-4948.

To reach someone attending a CAT meeting in an emergency situation, call The Portland Building, 823-5239/TDD 823-6868.

² Meeting tapes prior to January, 1991 were reused; however, minutes are available.

11:35-11:45 Subcommittee Reports as time allows

STAFF NOTES:

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AGENDA
WEDNESDAY, NOVEMBER 17, 1993
COMMITTEE ON ACCESSIBLE TRANSPORTATION (CAT)
9:30AM TO 11:45AM - PORTLAND BUILDING, ROOM C
1120 SW 5TH, PORTLAND, OREGON

Time
Allotted

- 9:30-9:40
- I. Approval of October Minutes
 - II. Written Communication to Committee Members and Staff (including the CAT-Requested Fiscal/Operating Monthly Report for Special Needs Transportation (SNT))
 - III. Approval of the Agenda

Tentative Agenda Items

9:40-10:00 Westside Light Rail Review and Update -- Jan Schaeffer, Director, Community Affairs and Bob Pike, Environment Access Consultant (information)

| | |
|-------------|--|
| 10:00-10:10 | Convene Special Transportation Fund Advisory Committee (STFAC): Election of STFAC Chair and Alternative Chair |
|-------------|--|

10:10-10:20 Public Comment¹ on the Non-Agenda Items

10:20-10:30 Discussion of Request for Proposals (RFP's) for LIFT Service Contracts -- Gary Boley, Manager, Demand/Response Programs (information)

10:30-10:40 Break

10:40-11:00 Presentation of the proposed Americans with Disabilities Act (ADA) Complementary Paratransit Plan (CPP) Update for 1994 -- Park Woodworth, Director, Accessible Program Development (information)

¹ Public comment will be limited depending on time availability. Public comment on an agenda item will be taken during discussion of that item.

(OVER)

CAT Agenda
Page 2

- 11:00-11:15 Report on the Oregon Transit Association (OTA) Fall Conference -
- CAT members: Kathe Coleman, Jan Campbell, Judy McGuire,
Georgianne Obinger, and staff: Park Woodworth, Gary Boley and
Patricia Nielsen (information)
- 11:15-11:45 Subcommittee Reports and Staff Reports as time allows.

STAFF NOTES:

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SPECIAL AGENDA
WEDNESDAY, DECEMBER 15, 1993
COMMITTEE ON ACCESSIBLE TRANSPORTATION (CAT)
9:30AM TO 11:45AM - PORTLAND BUILDING, ROOM C¹
1120 SW 5TH, PORTLAND, OREGON

Time
Allotted

- 9:30-9:40
- I. Approval of November Minutes
 - II. Written Communication to Committee Members and Staff (including the CAT-Requested Fiscal/Operating Monthly Report for Special Needs Transportation (SNT))
 - III. Approval of the Agenda

Tentative Agenda Items

| | |
|-------------|---|
| 9:40-10:40 | Second Tri-Met Public Hearing ² on the proposed American with Disabilities Act (ADA) Joint Complementary Paratransit Plan Update for 1994 of Tri-Met and the Molalla Transportation District (Attachment 1) (information/publc comment) |
| 10:40-10:50 | CAT Discussion/Action on the Complementary Paratransit Plan Update |
| 10:50:11:00 | Break |
| 11:00-11:15 | Convene Special Transportation Fund Advisory Committee (STFAC) -- Jan Campbell, Chair Public Transit Division/Oregon Department of Transportation (ODOT) update on the Community Transportation Program (CTP) which includes the <u>discretionary portion</u> of the State Special Transportation Fund -- one fourth of the two cent cigarette tax dedicated to transportation for people who are elderly and/or have disabilities, statewide -- Joni Reid, ODOT (information) |

¹ The meeting room is accessible and a sign language interpreter will be provided for the public hearing portion of the agenda.

² Public comment will be limited depending on time availability. Public comment on an agenda item will be taken during discussion of that item.

(OVER)

- 11:15-11:25 Public Comment² on Non-Agenda Items
- 11:25-11:35 Update on Proposed Banfield (Eastside) MAX Platform Modification for Low Floor Light Rail Vehicles -- Stephen Crouch, Senior Engineer and Bob Pike, Environmental Access Consultant.
- 11:35-11:45 Overview of proposed LIFT/ADA Eligibility Process -- Rita McNeil, Coordinator, LIFT Administration (information)

Please Note: Subcommittee Reports and Staff Reports as time allow.

STAFF NOTES:

Persons requiring a sign language interpreter at CAT meeting should contact Tri-Met's Senior and Disabled Citizen Information department at 238-4952 or TDD 238-5811 (7:30am to 5:30pm, weekdays) at least two workdays prior to the meeting so arrangements can be made.

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ATTACHMENT F
WRITTEN COMMENTS



CLACKAMAS COUNTY

Department of Human Services
Community Mental Health Center

December 8, 1993

10 1993

ROBERT J. KING, Ph.D.
DIRECTOR

RONALD J. LAJOY, Ph.D.
ASST. DIRECTOR
CLINICAL SERVICES

IRENE FISCHER-DAVIDSON
ASST. DIRECTOR
ADMINISTRATIVE SERVICES

Tom Walsh, Director
Tri-Met
Committee for Accessible Transportation
4012 SE 17th Avenue
Portland, OR 97202

Re: 1994 ADA Paratransit Plan Update

Dear Sir:

A significant number of adults with psychiatric disabilities living in Clackamas County will be effectively banned from paratransit access by the 3/4-mile rule.

As we understand it, Tri-Met will not commit to LIFT services for persons living more than 3/4 mile from a fixed route bus service. This policy will not only discriminate against disabled persons living in rural areas, in many cases it will preclude them receiving the psychiatric services they need to remain safe and stable in their communities.

Most persons with chronic, severe mental illness live below the poverty level and cannot afford cars. To deny them access to public paratransit services simply because of where they live, appears cruel. It also appears to violate both the intent and the content of the ADA.

Thank you, in advance, for considering a change in this policy.

Sincerely,

CLACKAMAS COUNTY MENTAL HEALTH CENTER

A handwritten signature in cursive script that reads "Susan V. Johnson".

Susan V. Johnson
Program Manager
Adult Services

SVJ/amc-3299T

cc: Bob King, Director, Clackamas County Mental Health Division
John Mullin, Director, Clackamas County Social Services Division
Leslea Smith, Oregon Legal Services, Clackamas County Branch



December 8, 1993

**Metropolitan
Family
Service**

Tom Walsh
General Manager
Tri-Met
4012 SE 17th Ave.
Portland, OR 97202-3993

10/83

Community Programs

2200 NE 24th Avenue
Portland, Oregon 97212
(503) 249-8215
FAX (503) 249-1480

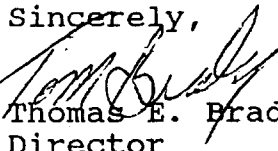
Dear Mr. Walsh:

Our agency currently provides special needs transportation through a contract with Volunteer Transportation, Inc. I spoke at the JPACT public hearing on December 7, but not until after you left. Therefore, I am sending you a copy of my comments, as it is you as much as anyone whom I would like to dialogue with.

I have an interest in working closely and in a coordinated way with Tri-Met. I believe that we are doing a good job and I want to expand our service, but in a way that makes sense for both us and Tri-Met.

In addition to the vehicles we have obtained through VTI, we have purchased a used mini-van and a (very) used lift van with agency funds and revenues obtained through services provided. These purchases reflect our commitment to building a transportation system to serve a growing population.

I hope that my comments prove to be of interest to you, and I look forward to meeting you at another time.

Sincerely,

Thomas E. Brady
Director
Community Programs Division

Community Connections

- Transportation
- Relief Services
- School Based
- Outpatient Services
- Case Management
- Juvenile Services
- Home Based
- Foster Grandparent Program
- Income Supplement
- Special Needs Children
- Annual Health Exam
- Health at Home
- Medication Management
- Personal Care
- Homemaking
- Respite Care
- Nursing Care and Management
- Project Linkage
- Home Help
- Friendly Visiting
- Summer Yard Project
- Transportation
- Youth Action
- Art/ Music Therapy
- Child and Family Therapy
- Play Therapy
- Case Management
- Assessment and Evaluation



**Metropolitan
Family
Service**

To: George Van Bergen, Chair
JPACT

From: Tom Brady
Director
Community Programs Division

RE: Regional Transportation Funding

Date: 12/7/93

Community Programs

2200 NE 24th Avenue
Portland, Oregon 97212
(503) 249-8215
FAX (503) 249-1480

Metropolitan Family Service contracts with Volunteer Transportation Inc. to provide special needs transportation services by two of our programs. Project Linkage is in NE Portland, and Community Connections is in Hillsboro. The combined programs provide 1,200-1,400 rides per month to elderly and disabled people unable to utilize other means of transportation.

There should be no time lost in investing in volunteer transportation programs. An allocation of transportation dollars to the orderly development of this model is encouraged, as the need for special transportation will skyrocket, reflecting changing population statistics.

The population age 85 and up is the fastest growing in the State, having increased 14% in the last decade. A substantial proportion of these individuals will require special transportation services.

At the same time, the release of many mentally, emotionally and physically disabled individuals from institutions back to their community is also a trend brought about by financing and social values issues. Many of these individuals too, qualify for special transportation. We need to begin now to concentrate on the development of low cost supplemental transportation systems.

As we study these demographic trends, it is clear that the number of people relying on public and private transit will increase dramatically.

I suggest that:

* Volunteer programs can and do provide cost effective and safe services with a very high customer satisfaction level. That in itself, makes it a service fully compatible with regional transportation goals.

* Volunteer programs have the ability to be sophisticated in operation, stressing quality and integration into not only regional transportation goals, but social and health care system goals as well. Our Programs

Community Connections

- Transportation
- Counseling Services
 - Home Based
 - Outpatient Services
 - Case Management
 - Juvenile Services
 - Home Based
- Foster Grandparent Program
- Income Supplement
- Special Needs Children
- Annual Health Exam
- Health at Home
 - Medication Management
 - Personal Care
 - Homemaking
 - Respite Care
- Nursing Care and Management
- Project Linkage
 - Home Help
 - Friendly Visiting
 - Summer Yard Project
- Transportation
- Youth Action
 - Group Therapy
 - Individual and Family Therapy
 - Play Therapy
 - Case Management
 - Assessment and Evaluation

are a part of our communities, and as such, we bring many other resources to bear and maximize your transit dollars. Additionally, the majority of our services benefit local businesses and service providers, as our clients are their customers.

* I ask that you allocate resources to involve volunteer programs in transportation planning, and allow us to share technology which may help us be even more effective and efficient. We in turn, will provide service at a cost per ride far below any other type of provider for this population.

* I recommend funding for the evaluation of our programs, so that we may build on what works best.

* I recommend that you provide funding opportunities for programs exhibiting efficiency, safety and innovation. We currently are establishing a volunteer program transit center in Hillsboro where our rural and urban drivers link up to transfer clients and provide socialization for this largely isolated client group. This idea has been extremely well received by clients and drivers alike. Models like this should be developed if it is shown that they effectively tie into the transportation goals and needs of the future.

Cost effective services, such as volunteer transportation, which promote direct community involvement in societal problems and their solutions should be evaluated equally with traditionally funded projects.

The concept of getting from here to there in this Country is changing. Although roads, or the lack of them, present barriers to getting about, it will increasingly be social issues and changing demographics which determine barriers and opportunities in transportation. Public and volunteer transportation should blossom as society changes its expectations, and as more of us find ourselves depending upon others for transportation.

An allocation of funds to develop and fund professionally managed volunteer programs is both permissible and foresighted. Assist us in providing community based and valued transportation, and we will help you meet the growing needs of the future.



DISABILITY ADVOCATES COALITION

P. O. Box 68369, Oak Grove, Oregon 97268

(503) 655-8640

(503) 650-8941 fax

December 15, 1993

Dear C.A.T. members:

The Disability Advocates Coalition of Clackamas County are a citizens advisory group who advocate for the rights and needs of people with disabilities and would like to comment regarding the Tri-Met ADA Plan.

People with disabilities are more likely to need public transportation because of lower income or inability to drive. The Disability Advocates Coalition encourages all efforts to obtain more fixed-route bus service, evenings and weekends included, in Clackamas County.

Many persons with disabilities who are frail or elderly require the use of para-transit. Tri-Met's response to regulations of the Americans with Disabilities Act has set parameters for para-transit service to those who only travel within 3/4's mile of a "fixed-route" bus line. Clackamas County is a large geographical area and is served by very few fixed route lines. Because of this, people with disabilities who live outside of the 3/4 mile limit, especially in rural areas, are highly restricted, or barred, from using para-transit or fixed-route .

The Disability Advocates Coalition seriously questions whether the 3/4's mile corridor for para-transit is the best way to deliver service for Clackamas County residents and would like to advocate for the most equitable use of transportation funds.

We would also encourage a more aggressive approach to limiting riding time for passengers on the LIFT to a reasonable time.

Thank you for your attention to this matter.

Sincerely,

Donna J. Crawford ^{12/16/93}

Donna J. Crawford, Chair
Disability Advocates Coalition of Clackamas County

December 15, 1993

Kathe Coleman, Chair
Tri-Met Committee on Accessible Transportation (C.A.T.)
4012 SE 17th Avenue
Portland, OR 97202

Laurie Sitton
3924 SE 91st Avenue
Portland, OR 97266-2816

Re: **Draft Joint Complementary Paratransit Plan 1994 Update** dated November 22,
1993

Dear Ms. Coleman and C.A.T.:

After an extensive review of the Draft Joint Complementary Paratransit Plan 1994 Update and an informal discussion with a few CAT members and Tri-Met staff, as a consumer and client of paratransit I would like to share some of my personal concerns.

As a follow-up to the verbal testimony presented at the 12/15 meeting during the public hearing time slot, and referring directly to the document:

- It was indicated that in table 1, page 5 -- the "**...Timetable Progress Report**" the budget was *decreased* as necessary to meet demand." I would argue that perhaps the numbers and methodology used to arrive at such a conclusion are not an accurate reflection of the true demand and need in the community. Many people simply avoid or stop making ride requests after repeated turn-downs or denials. I would also encourage aggressive measures in developing tracking methods of rider requests, turn-downs, pick-up, delivery and waiting times, etc.

- **Table 2, page 6 -- "Revised ... Timetable"** items c, d and e contain two very ambiguous terms, "*substantial number*" and "*excessive trip lengths*", which need to be more clearly defined in terms of percentages, ratios, minutes, or miles for example.

- **Table 3 on page 7 -- "Six Service Criteria: Service Area"** number 4 mentions *defined area* which is currently the Federal Transit Administration minimum requirement of *a .75 mile corridor paralleling each side of a fixed route*. I am not alone in my strong sense that this minimum 3/4 mile requirement clearly places persons at a tremendous disadvantage who, for whatever reason, do not live within these boundaries and/or in areas well served by fixed route bus lines. Quite frankly, I was surprised to find it was not listed as an

December 15 C.A.T. Meeting Testimony
Draft Joint Complementary Paratransit Plan 1994 Update

unresolved issue in the 1993 Plan.

● **Table 4 on page 10 -- "...Demand Estimate", ADA Eligibility 1., *number of persons certified for ADA Paratransit, projected figures*** begs the question of where these figures came from and how they were derived. For example, we in the disabled community feel that because only 1 in 10 of the 1990 Census questionnaires asked information regarding disabilities, we missed yet another opportunity to have good numbers regarding the disabled population. In addition, a footnote explaining the percentage breakdown in the underlying assumptions regarding the Total Paratransit Trips Provided per Year would be helpful to the reader.

● **And lastly, page 21, number 6 -- I am concerned over Molalla Transit District "... checking with the FTA to determine..."** whether or not they are required to provide a complementary paratransit service. Surely they *must* provide such a service, required or not. I would encourage CAT to carefully pursue this issue in order to address the needs of those unable to access fixed route services.

Thank you for your time and consideration of these issues.

Sincerely,



Laurie P. Sitton

CC: Tri-Met Board of Directors
Tom Walsh, Tri-Met General Manager
Access Oregon Board of Directors
City/County Advisory Committee on the Disabled



CLACKAMAS COUNTY

Department of Human Services

Social Services Division

Community Action Agency
Area Agency on Aging

TRI-MET COMMITTEE ON ACCESSIBLE TRANSPORTATION
TESTIMONY OF JOHN MULLIN
PUBLIC HEARING, DECEMBER 15, 1993

JOHN MULLIN
DIRECTOR

Members of the CAT Committee, my name is John Mullin, and I am the Director of Clackamas County Social Services (CCSS). I have also been designated as Special Needs Transportation Facilitator for Clackamas County. Thank you for the opportunity to testify today.

Clackamas County's 1992 Comprehensive Plan states under its transit goals, the following policy:

Emphasize service to people who cannot use or do not have adequate transportation: Coordinate and cooperate with Tri-Met and other agencies to provide transportation to the elderly and handicapped in an efficient manner; transportation systems for the elderly and handicapped shall provide access to help people lead full lives.

The County has followed up in these and other areas through a document of transit service requests, adopted by the Clackamas Transportation Coordinating Committee, a group representing the interests of the County and cities in Clackamas County. Basically, this document notes the needs in unserved and underserved areas, and adds specific priorities for "specialized transportation services."

It should be noted that the current ADA option chosen by Tri-Met, i.e., the 3/4 mile corridor, is a major concern since the fixed route system is seen as inadequate in many areas. It is also our understanding that the 3/4 mile corridor does not apply to shuttle services. Thus Clackamas County's ADA corridors have the potential of excluding large numbers of disabled residents. These concerns are echoed in the attached correspondence. Serious consideration should be given to other options for meeting ADA requirements.

With respect to the milestones in the November 22 draft Complementary Paratransit Plan, I am pleased to see the proposed progress on additional vehicles, the eligibility process, and service criteria.

Regarding the inclusion of the Molalla Transportation District in this plan, I would only note that it may be productive to have a meeting in Molalla to discuss ADA needs and services.

Finally, I would like to take this opportunity to acknowledge Tri- Met's support of the CCSS volunteer transportation program (Transportation Reaching People - TRP) and the Clackamas Senior Transportation Consortium. We will continue to work collaboratively in our efforts to meet the special needs transportation concerns of Clackamas County.



DISABILITY ADVOCATES COALITION

P. O. Box 68369, Oak Grove, Oregon 97268

(503) 655-8640

(503) 650-8941 fax

December 3, 1993

Dear John Mullin:

The Disability Advocates Coalition of Clackamas County would like to comment regarding the County Plan.

People with disabilities are more likely to need public transportation because of lower income or inability to drive. The Disability Advocates Coalition encourages all efforts of Clackamas County to obtain more fixed-route bus service, evenings and weekends included. Also, we recommend that resources be allocated to advertise and encourage general passengers to ride in order to have the numbers to justify continuing the service.

In conjunction with fixed-route buses, consideration should be given to providing accessible walkways and safe shelters to wait. Even in major transit corridors such as Macadam and McLoughlin, there are few accessible routes to bus stops.

Many persons with disabilities who are frail or elderly require the use of para-transit. Tri-Met's response to regulations of the Americans with Disabilities Act has set parameters for para-transit service to those who only travel within 3/4's mile of a "fixed-route" bus line. This means that people with disabilities who live outside of the 3/4 mile limit, especially in rural areas, are highly restricted, or barred, from using para-transit.

The Disability Advocates Coalition seriously questions whether this is the best way to deliver service for Clackamas County residents and would like to advocate for the most equitable use of transportation funds.

We would also encourage a more aggressive approach to sensitivity training of fixed-route and shuttle drivers when serving people with disabilities and those who are elderly with safety and dignity.

Thank you for your attention to this matter.

Sincerely,

Donna J. Crawford

Donna J. Crawford, Chair
Disability Advocates Coalition of Clackamas County

12/14/93

John Mullin
Director
Clackamas County Social
Services Division
P.O.Box 68369
Oak Grove, Oregon 97268

Dear John:

The Clackamas Senior Transportation Consortium would like to comment regarding the County's Transportation Plan and the needs of the area's seniors. As you know, Clackamas County has the fourth highest population of seniors in Oregon with a total of 31,989 persons age 65 or older. A large majority of the County's elders reside in towns with less than 10,000 total population.

1990 Census data indicated that 17% older Oregonians have no access to an automobile in their household. In rural and suburban areas, such as Clackamas County, the taxi is simply not available as an alternative. While there are three public transit districts in the County, fixed route bus service is uneven and oriented primarily towards younger commuters. Large areas of the County, particularly unincorporated areas, simply are not served by any public transit service, including paratransit.

For example, in Molalla, the local transit district provides frequent shuttle service to the local community college in Oregon City where riders can transfer to a Tri-Met fixed route bus. The shuttle passes through Carus, Mulino, and Liberal on its way to Oregon City. The total ride from Molalla to Portland is almost an hour and a half one-way. In Sandy, there is one bus available along a local highway that runs through town. It runs several times in the morning and afternoon at peak commuter hours. In the area known as Hoodland, there is no bus service at all. The same is true for south county unincorporated areas including the towns of Colton, Marquam, and Wilhoit. Tri-Met's special needs paratransit service known as LIFT is available only along a 3/4 mile corridor to either side of fixed routes traveled by Tri-Met buses. People with disabilities and frail seniors who live outside of the corridor are greatly transportation-disadvantaged.

The Senior Transportation Consortium is concerned, additionally, with meeting the transportation needs of elderly persons who do not fit into the American's with Disabilities Act defined eligibility criteria and are often refused paratransit services. These may be persons who are afraid to drive after dark, unwilling to use a fixed route bus in bad weather, or unable to drive or maintain a car. As noted by Edgar Rivas in a recent publication, "transportation is more than simply an important community service for many elderly...it is the lifeline for continued independence to enable ...access to essential community-based services. Many elders fear losing their mobility and independence because there are so few transportation alternatives available to them. Many poor or isolated ...elders live their lives with the constant threat of premature institutionalization because they lack independent mobility."

In view of these concerns, the Consortium would like to offer the following recommendations:

Priority 1 Expanded accessible transportation alternatives
Emphasize providing service to unserved/underserved elderly and disabled populations, while

maintaining service levels for current riders, by contracting with Senior Transportation Consortium and other local providers.

Explore options to promote public transportation in the Mt. Hood Corridor through partnerships with Greyhound, the VA, and other providers.

Marketing, Public Information and Customer Services

Perform route analysis for group living settings in Clackamas County

Place highly visible information on vehicles indicating route/destination, type of service, # of route.

Priority 2 Improved fixed route bus service on existing lines serving Clackamas County

Add additional fixed route service to Sandy, and Estacada, specifically, Sunday service as well as mid morning and afternoon runs.

Add loops off fixed routes to senior centers and nutrition sites throughout the County. Develop bus waiting areas at senior centers and nutrition sites.

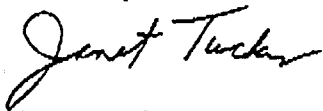
When adding a new line from Hwy 224 to Clackamas Town Center, loop off Hwy 224 into North Clackamas Park to the Senior Center and Deerfield Village

Expand the Milwaukie Shuttle route to stop directly at congregate and group living settings in the area.

In addition to these comments, we offer the work plan we have developed as a Consortium for implementation of the developmental grant the Consortium will be receiving during fiscal years 1993-1997.

Thank you for the opportunity to participate in this important planning process.

Sincerely,



Janet Tucker
Consultant, staff to the Senior Transportation Consortium

DEC 13 1993

Oregon

DEPARTMENT OF
HUMAN
RESOURCES

VOCATIONAL
REHABILITATION
DIVISION

Clackamas Branch Office

December 9, 1993

Mr. John Mullin, Director
Clackamas County Social Services
P.O. Box 68369
Oak Grove, OR 97268

Dear John,

This letter is written to provide you with information on transportation needs in our County, particularly as it relates to Lift Service for the disabled and underprivileged. I was asked to undertake this assignment on behalf of the Clackamas Inter-Agency Coordinating Council for disabled Oregonians. We have had several committees at the County and State level look into transportation needs and all have unanimously indicated a high need for special transportation services at the County level.

It is my understanding that the County Commissioners plan to meet with Tri Met officials to discuss ADA issues/compliance in our transit services to the public. This should provide for a unique opportunity to express our knowledge of need to both the Commissioners and Tri Met officials.

The ICC clearly feels that the current Lift services do not extend far enough beyond the metropolitan area and strongly recommend the service area be extended to include outlying areas such as Colton, Beavercreek, Estacada, Molalla, Sandy, and parts of Oregon City.

As you know, your agency, ours, and several other agencies have contributed piece-meal contribution to resolve this need, but is yet inadequate. Any additional effort from Tri Met will be a welcome relief to our citizens and our strained budgets.

Thank you for your assistance and that of the County Commissioners to address this need for our citizens.

Sincerely,

Clarence B. Persad

Clarence Persad, Branch Manager
Vocational Rehabilitation
Clackamas Branch



14911 SE 82nd Drive
Clackamas, OR 97015
(503) 657-2003
TDD (503) 657-2164



CLACKAMAS COUNTY

DEC 13 1993

Department of Human Services
Community Mental Health Center

December 8, 1993

ROBERT J. KING, Ph.D.
DIRECTOR

RONALD J. LAJOY, Ph.D.
ASST DIRECTOR
CLINICAL SERVICES

IRENE FISCHER-DAVIDSON
ASST DIRECTOR
ADMINISTRATIVE SERVICES

Tom Walsh, Director
Tri-Met
Committee for Accessible Transportation
4012 SE 17th Avenue
Portland, OR 97202

Re: 1994 ADA Paratransit Plan Update

Dear Sir:

A significant number of adults with psychiatric disabilities living in Clackamas County will be effectively banned from paratransit access by the 3/4-mile rule.

As we understand it, Tri-Met will not commit to LIFT services for persons living more than 3/4 mile from a fixed route bus service. This policy will not only discriminate against disabled persons living in rural areas, in many cases it will preclude them receiving the psychiatric services they need to remain safe and stable in their communities.

Most persons with chronic, severe mental illness live below the poverty level and cannot afford cars. To deny them access to public paratransit services simply because of where they live, appears cruel. It also appears to violate both the intent and the content of the ADA.

Thank you, in advance, for considering a change in this policy.

Sincerely,

CLACKAMAS COUNTY MENTAL HEALTH CENTER

Susan V. Johnson
Program Manager
Adult Services

SVJ/amc-3299T

cc: Bob King, Director, Clackamas County Mental Health Division
John Mullin, Director, Clackamas County Social Services Division
Leslea Smith, Oregon Legal Services, Clackamas County Branch

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 94-1890 FOR THE PURPOSE OF RECOMMENDING TO THE OREGON TRANSPORTATION COMMISSION A PACKAGE OF PROGRAM REDUCTIONS AND ADDITIONS FOR INCORPORATION IN THE 1995 THROUGH 1998 STATE TRANSPORTATION IMPROVEMENT PROGRAM

Date: December 28, 1993

Presented by: Andrew Cotugno

PROPOSED ACTION

Adoption of this resolution would send a recommendation to the Oregon Transportation Commission (OTC) proposing deferral of approximately \$173 million of projects from the final four years of the current 1993 through 1998 state Six-Year Transportation Improvement Program (STIP) Construction element. It would also suggest deletion of some projects from and restructuring of the Development element of the state TIP. Finally, it would recommend amendment of the Construction element to add approximately \$36.2 million of new alternative mode projects and amendment of the Development element to program funding in support of several alternative mode program initiatives. If approved by the OTC, these recommendations would be considered at a later date as an amendment of the 1995 through 1998 state Transportation Improvement Program scheduled for public hearings in March 1994. A subsequent amendment of the Metro TIP will also be considered.

FACTUAL BACKGROUND AND ANALYSIS

Background

Every two years, the Oregon Transportation Commission adopts a state Transportation Improvement Program (STIP), historically a six-year program of transportation projects for receipt of both state-controlled gas tax funds and federal transportation funds. STIP projects in the Portland metropolitan area must be scheduled in consultation with Metro and the STIP must include all projects included in the Portland metropolitan area TIP.

In August of this year, ODOT Region 1 staff informed Metro of the need to cut \$126 million of projects in the metropolitan area from the remaining 1995 through 1998 Construction element of the current STIP. Cost overruns and inflation adjustment have increased this figure to \$136.5 million (see Attachment 1). ODOT Region 1 staff were directed by the OTC to develop a recommendation for a 1995-1998 STIP which reflects projected revenues by cutting a number of previously funded projects. ODOT staff responded with a preliminary list of candidate cut projects comprised almost exclusively of highway modernization projects. ODOT staff recommended retention of virtually all currently programmed safety and preservation-oriented projects, as well as

Administrative Criteria. In response to public testimony and written letters, supplementary "administrative" criteria were developed to consider critical project information not easily accounted for by the technical criteria. Five criteria were developed in consultation with ODOT and members of the TIP Subcommittee and are discussed below.

1. Has significant public and/or private match money been committed to project phases in anticipation of ODOT participation in the project?
2. Is there a high probability that the project will proceed as currently scheduled, or might it be delayed beyond the four-year time period for which the current Six-Year Program is overcommitted? Considerations include: Is the NEPA process complete? Is the planned alignment stable? Is the project the subject of significant, unresolved controversy (e.g., does it involve substantial right-of-way or entail elimination of private access to a state facility)? Are local commitments still forthcoming?
3. Has the project proceeded to right-of-way acquisition? In other words, has the state already committed significant resources to the project that would be abandoned if the project were cut from the program?
4. Does the project specifically target enhancement of the region's ability to transport commodities or goods?
5. Lastly, is the project strongly linked to safe and efficient operation of the Sunset Highway/Highway 217 Corridor? Sunset Highway projects critical to construction of the Westside LRT are not at issue under this factor; they are already part of ODOT's baseline of projects assured funding. This factor acknowledges that improvement of the Sunset/217 Corridor to achieve balanced system operation is critical to the safety of commuter and through travel and to the regional movement of goods and services within and through the region. This need was initially determined to be pertinent to the westbound climbing lanes out of Portland on U.S. 26, and widening of the section to six lanes from Finley's overpass to Highway 217.

Attachment 3 shows evaluation of the projects relative to these administrative criteria. However, through the public process and through discussion at TPAC, it has been determined that consideration No. 5 relative to the safe and efficient operation of the Sunset Highway should be modified. The critical problem is a safety issue regarding the westbound Sylvan interchange to Canyon Drive merge and weave. TPAC has recommended that this portion of the project proceed to construction. While the efficient operation of the Sunset is still determined as important, it is

recommended that capacity improvements in this area be deferred until 1999 and considered for inclusion in the next STIP. This allows uninterrupted use of the Sunset during Westside LRT construction and, conversely, allows for full operation of Westside MAX during subsequent highway construction. A more detailed discussion of Sunset Highway projects is found in Attachment 4.

Public Involvement. A four-month Metro public involvement process was developed with information distributed to the media and Metro's interested persons and organization list. The schedule included two public meetings with notification in the Oregonian, the opportunity for written response, and informational presentations to TPAC, JPACT, the Metro Planning Committee and the Metro Council. The Metro process will conclude with adoption actions before JPACT and the Metro Council in January.

The first of the two public meetings was held October 21 and was attended by approximately 80 persons. The meeting was hosted by Metro and chaired by Councilor Richard Devlin. The meeting served to introduce to the public the funding shortfall and to describe alternative approaches for addressing the problem. The public was also asked to review and discuss the technical ranking criteria used to prioritize projects within modal categories; to suggest other factors to consider when determining which projects to fund; to identify viable alternative mode projects; to comment on any of the projects in the Construction program; and to comment on the OTC priority to first fund maintenance, preservation and safety needs.

The meeting generated substantial comment, both through testimony and follow-up letters. Eighteen persons testified at the meeting and Metro/ODOT staff received 99 letters as follow-up. Staff reviewed the written and oral testimony and provided summary briefings to members of TPAC, JPACT, the Metro Planning Committee and the Metro Council. During this time and, based on public, TPAC, JPACT and Council comment, staff modified the preliminary project technical rankings; developed the five administrative criteria discussed above; further evaluated candidate projects; and developed a draft staff recommendation package. One significant result of the testimony and discussion was a recognition by staff that a development and prioritization process for regional bicycle and pedestrian projects should be implemented before awarding regional funds to specific projects. This reflects a lack of regional consensus on the nature of such programs and projects and such an effort is reflected in the current recommendation.

The second meeting, held December 7 at the Convention Center, was attended by approximately 140 persons. The meeting was hosted by JPACT members who took testimony from 53 speakers. Metro staff have received 20 additional letters since the second meeting.

Evaluation of the testimony received at this second meeting led to additional modification of both technical and administrative rankings, particularly concerning the status of Sunset Highway projects (see Attachment 4) and refinement of alternative mode funding recommendations (see Exhibit 2). Attachment 5 provides a summary of all public testimony received (written and oral) as part of this process and includes a staff response describing how the testimony affected the recommendations.

RECOMMENDATION

Metro staff's final recommendation regarding reduction of both the ODOT Construction and Development elements of the current STIP are summarized in Exhibit 1. Implementation of these recommendations would cut approximately \$173 million from the current ODOT 1995 through 1998 Construction Program. This level of cuts would create a balanced construction program and a \$36.19 million fund for investment in new alternative mode projects. Metro staff have also recommended reduction and restructuring of the Development element and have suggested that ODOT program several new alternative mode development projects.

Program Objectives

Program objectives were developed in order to provide an overall policy-level context for the recommendations. They reflect federal, state and regional directives and policy and also public comment. The objectives are:

- . Maintain and preserve the existing highway and transit infrastructure;
- . Fund critical safety projects;
- . Develop and fund alternative mode projects and programs which will reduce reliance on SOVs and improve air quality consistent with federal and state directives as contained in ISTEA, the OTP and Rule 12.
- . No new (not included in current TIP construction element) highway projects will be considered for funding.
- . Fund for construction those regionally significant highway projects which are of critical need to the multi-modal transportation system, maximize prior commitments, are likely to proceed on schedule, are linked to construction and enhanced operation of Westside LRT, enhance the flow of commodities or goods, and have a high technical justification; and
- . Defer to the Development section those projects previously identified for construction but which are now unfunded.

Projects and programs must be consistent with the program objectives to be included in the STIP Construction recommendations.

Recommended Alternative Mode Investment Strategy

Based on availability of \$36.19 million for alternative mode investment, TPAC has recommended allocation of funds to the priorities identified in Exhibit 2. The emphasis of the allocation recommendations is preservation of the existing core transit program (\$29 million) and one-half percent service expansion. The balance, \$7.19 million, would be held in a reserve and would be used to implement alternative mode activities. It should be emphasized that, under the recommendations, the various activities funded by the reserve would be developed through right-of-way acquisition from Development element funding recommendations which are identified in Exhibit 1. The \$7.19 million reserve would therefore be augmented by:

- . Development funding for these activities;
- . \$2.57 million allocated to bicycle projects recommended for retention in the current program; and
- . \$13 million of TSM/TDM investments recommended for retention in the current program.

Recommended Modification to the Development Element

As discussed above, TPAC has recommended both restructuring of and additions to the Development element of the STIP. First, the current ROW program is composed of one class of projects which enjoys ODOT's full development commitment through purchase of all needed right-of-way and a second class of projects which enjoys a far more limited "hardship" commitment. This second class of projects is composed mostly, at this time, of two Access Oregon Highway projects (Sunrise Corridor and Mt. Hood Parkway). Staff recommends that ODOT transfer these projects out of the ROW subcategory of the Development element and into a new Development subcategory titled Hardship ROW. This new classification would retain an ODOT commitment to completion of the EIS process for the AOH projects (and others included in the category). However, it would eliminate approximately \$229 million of anticipated construction costs from the total of Development element commitments. This makes explicit that future funding is not available to commit to construction. Also, it clarifies that ODOT's true current commitment to purchase right-of-way for these projects is limited to very special circumstances where planning related to selection of project alignments causes a hardship for private property owners whose title is uncertain given ODOT's project design decisions.

Second, this reduction of the Development element (combined with other savings shown in Exhibit 1) would free approximately \$149 million of Development element allocation to new development initiatives. Therefore, staff originally recommended that ODOT commit funding for development through right-of-way acquisition for several alternative mode programs, including:

- . Regionally significant bicycle program;
- . Regionally significant pedestrian program;
- . Two "10-minute" transit corridors;
- . Projects recommended from both the Congestion and Intermodal Management systems now under development;
- . Regional Transit-Oriented Development (TOD) program; and
- . South/North FEIS/Final Design.

As previously noted, this development support would leverage the alternative mode Construction element recommendations. Early commitment to these development activities will help assure smooth implementation of the recommended alternative mode construction program by the end of fiscal year 1998. It should also be noted that TPAC amended this recommendation to exclude funding of projects recommended from the Intermodal Management System Plan (see TPAC amendments below).

Contingent Issues

Several variables are not fully resolved at this time and may lead to modification of the current recommendation. These are discussed below.

- . The outcome of the Sylvan interchange and associated Sunset Highway projects is a critical variable to the "keep/cut" recommendation. The extent to which ODOT will be able to stage elements of these projects remains uncertain, although the strategic objectives of a staging strategy are far better defined now than previously. The outcome of these projects could vary sums available for reprogramming to alternative mode projects. These points are further discussed in Attachment 4. Should less money than allocated in the recommendation be needed to meet the critical objectives of these interrelated Sunset Highway projects, TPAC recommends that any excess funds be used to increase the level of alternative mode reserve account outlined in Exhibit 2.
- . The Portland City Council recently voted to reject implementation of the \$19 million I-5 Water Ramps project. However, TPAC recommends cutting only \$17.2 million at this time. This would retain \$1.8 million of funds for the Eastbank Esplanade project, which represents mitigation for all phases of recent, current and scheduled Eastbank freeway construction.

In addition, a request was made by the Oregon Trucking Association and the Central Eastside Industrial Council to retain funding for the Water Avenue ramps in the STIP. Although the funding commitment is not included in this recommendation, it is recommended that the project be retained in the Development element. Also, the project will be retained in the RTP until a replacement southbound I-5 access is recommended by the City of Portland.

- . Staff previously recommended deferral of \$8.4 million for the T/V Highway: 110th to 160th project. Based on public testimony and reappraisal of needs addressed by the project, TPAC now recommends retention of a \$2.7 million phase for completion of that portion of the project which improves the operational and safety problems occurring between Highway 217 and 117th. ODOT recently repaved this road segment. Therefore, the TPAC recommendation defers only the largely reconstructive elements of the project west of 117th, (i.e., curbs, sidewalks and drainage, etc.) until after 1998.
- . Also reflecting testimony, TPAC now recommends retention of the T/V Highway: Shute Park to 21st project (\$4.65 million) in order to honor local overmatch commitments and the U.S. 30B: Columbia Blvd - I 205 turn-lane project (\$440,000) which implements policy directives of ISTEA and the Oregon Transportation Plan to fund projects which enhance intermodal and freight and goods movement capacity.
- . The I-5/Highway 217/Kruse Way interchange project has been reduced from a \$43 million construction project (and an additional \$37 million "phase 2" development proposal) to a \$13.4 million phase 1 project. ODOT is confirming the scope of this downsizing and some amendment of project costs may result. However, an alternative \$21 million project design has been recommended for elimination from further consideration of feasibility at this time.

TPAC Amendments

TPAC reviewed the staff recommendation in its regular session held on Wednesday, December 22. Eight amendments to the main motion to adopt staff's recommendation were considered.

1. A motion was adopted unanimously to stipulate in the staff report and resolution that those elements of the Sunset Highway projects recommended for deferral should be initiated in 1999 and that allocation of funding for the deferred elements should be addressed in the next TIP update.
2. A motion was adopted unanimously to stipulate in the staff report and resolution that the Water Avenue Ramp project be retained in both the EIS category of the STIP Development element and in the Regional Transportation Plan and that

allocation of funds be addressed at such time as the City of Portland approves a southbound access alternative to the ramps.

3. A motion was defeated (3 in favor, 15 opposed) to stipulate that ODOT allocate no more than \$35 million to an initial phase of the Sunset Highway projects and that resulting funds for alternative mode programming from this project be increased from the approximately \$7 million recommended by staff to approximately \$22 million.
4. A variant of the previous motion was defeated (three in favor, 15 opposed) to stipulate that the region strongly desires to provide funding for alternative mode projects at a level of \$50 million and that ODOT is urged to undertake further evaluation of the Sunset Highway projects to confirm whether adequate safety improvements could be attained for no greater than \$35 million.
5. A motion was defeated (9 in favor, 10 opposed) to remove Congestion Management Plan implementation projects from the list of activities eligible for receipt of funding from staff's recommended alternative mode (non-transit) reserve account of \$7.19 million. Projects in this category would include transportation demand management, transportation system management, and advanced transportation system monitoring for both traffic and transit.
6. A motion was approved (12 in favor, 6 opposed) to remove Intermodal Management Plan implementation projects from the list of activities eligible for receipt of funding from staff's recommended alternative mode (non-transit) reserve account, unless the reserve account is increased from the staff recommended level of \$7.19 million to at least \$20 million.
7. A motion was adopted unanimously to clarify in the staff report and resolution the recommendation for correction of the Sylvan Interchange/Canyon Road westbound weave safety problem. The recommendation defers the capacity expansion elements for consideration in a future STIP and limits funding for the safety piece to \$50 million. If less than \$50 million is needed, any excess funds would be dedicated to the alternative mode reserve account. A friendly amendment was also approved urging ODOT to pursue the most cost-efficient, feasible design solution.
8. A final motion was unanimously adopted to amend the staff recommendation to include completion of the management systems mandated by ISTEA within the Development element of the STIP.

The main motion to approve staff's recommendation, as amended, was adopted unanimously.

JPACT is scheduled to take action on the resolution on Thursday, January 13, 1994.

The Metro Planning Committee is scheduled to review the resolution on Tuesday, January 18, 1994.

The Metro Council is scheduled to take action on the resolution on Thursday, January 28, 1994.

An adopted set of recommendations will then provide the basis for the region's comments on the 1995-1998 STIP before the OTC at public hearings in March 1994.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 94-1890.

ATTACHMENT 1

REVISED CUT TARGET INFORMATION

The region was provided an initial cut target of \$126 million by ODOT Region 1 staff. Revised cost estimates for the I-84: 223rd to Troutdale project increased the cut target by \$6 million. Cost overruns associated with several Sunset Highway projects increased the cut target by \$11.5 million. With respect to the \$11.5 million, staff previously advised TPAC to urge ODOT to assign to this region only 31.5 percent of these overruns, (i.e., the factor used to compute the region's share of the original Six-year program imbalance of \$400 million.) After additional consultation, staff now agree with ODOT that it is more appropriate to accept 100 percent of this region's overruns than 31.5 percent of all similar statewide overruns.

A new cost has arisen from the need to apply a five percent inflation factor to the entire balance of the Six-Year Program cost estimates that are currently expressed in 1993 dollars. This adjustment increases the region's cut target by \$7 million. This information is summarized in Table 1, below.

On the positive side, ODOT has informed Metro that one of the projects on the candidate cut list, the Sunset Highway westbound climbing lane, is actually a demonstration project earmarked in the ISTEAs for receipt of \$14 million. The region was not previously credited with receipt of these funds in ODOT's revenue calculations. Therefore, the Metro staff position, as shown in Table 1, is that the final cut target amount should be revised to a total of \$136.5 million.

TABLE 1

| <u>Metro Area Cut Target:</u> | <u>Amount (millions)</u> |
|--|--------------------------|
| Initial Target | \$ 126.00 |
| FY 93 Sunset Hwy Cost Overruns | 11.50 |
| I-84: 223rd to Troutdale Cost Increase | 6.00 |
| 5 Percent Inflation | <u>7.00</u> |
| SUBTOTAL: | \$ 150.50 |
| Uncounted Revenue: Sunset climbing lane as demo in ISTEAs | \$ <u>14.00</u> |
| FINAL TARGET: | \$ 136.50 |

TECHNICAL RANKING OF ODOT CANDIDATE CUT LIST OF PROJECTS

| PROJECT | TOTAL SCORE | RUNNING TOTAL | VOLUME TO CAPACITY RATIO FACTORS | | | | ACCIDENT FACTOR | | | ECONOMIC DEVELOPMENT FACTORS | | | | | | | |
|---|-------------|---------------|----------------------------------|------------|------------|----------|-----------------|-------------------|---------------|------------------------------|----------|----------|--------------|---------------|---------------|------------|--|
| | | | 1990 V/C | SCALE 1990 | SCALE 2000 | 2000 V/C | ACCIDENT RATE | SCALE > 124% = 25 | 100-200% = 10 | '88-'95 JOBS | | | SCALE 87-95 | SCALE 95-2010 | '95-2010 JOBS | | |
| | | | | >1.0 = 15 | >1.0 = 10 | | | | | '88 JOBS | '95 JOBS | NET | TOP 1/3 = 10 | TOP 1/3 = 10 | NET | '2010 JOBS | |
| | | | | 0.9-1 = 10 | 0.9-1 = 5 | | | | | | | | MID 1/3 = 5 | MID 1/3 = 5 | | | |
| | | | <0.9 = 0 | <0.9 = 0 | | | | | | | | | | | | | |
| | | | POINTS | POINTS | | POINTS | | | POINTS | | PTS 95 | PTS 2010 | | POINTS | | | |
| T/V Hwy: 160th Avenue - 110th Avenue | 95 | 13.4 | 1.06 | 15 | 10 | 1.20 | >124 | 25 | 10614 | 12015 | 1401 | 10 | 10 | 3009 | 15024 | 20 | |
| I-5: @ 217/Kruseway | 85 | 50 | 1.41 | 15 | 10 | 1.50 | 140 | 25 | 6352 | 9201 | 2849 | 10 | 10 | 3209 | 12410 | 20 | |
| US 26: Murray Road - 217 | 83 | 58.4 | 1.07 | 15 | 10 | 1.11 | 138 | 25 | 7100 | 8322 | 1222 | 10 | 10 | 2238 | 10560 | 20 | |
| US 26: Beaverton/Tigard Hwy - Camelot | 80 | 108.4 | 1.01 | 15 | 10 | 1.05 | 171 | 25 | 7444 | 8131 | 687 | 5 | 5 | 1193 | 9324 | 10 | |
| I-5: E. Marquam Grand Avenue/MLK Jr. Ramps | 78 | 116.8 | 1.13 | 15 | 10 | 1.20 | 229 | 25 | 7203 | 8140 | 937 | 10 | 5 | 1599 | 9739 | 15 | |
| I-5: Stafford Interchange | 75 | 123.93 | 1.16 | 15 | 10 | 1.20 | 160 | 25 | 2055 | 2789 | 734 | 5 | 5 | 1800 | 4589 | 10 | |
| Farmington: 167th - Murray Blvd. | 75 | 131.17 | 1.02 | 15 | 10 | 1.02 | >124 | 25 | 367 | 370 | 3 | 0 | 0 | 147 | 517 | 0 | |
| I-5: Water Avenue Ramps | 70 | 138.41 | 0.95 | 10 | 10 | 1.04 | 207 | 25 | 102368 | 112671 | 10303 | 10 | 10 | 25770 | 138441 | 20 | |
| US 26: Camelot Int - Sylvan Int | 60 | 204.61 | 1.01 | 15 | 10 | 1.05 | 171 | 25 | 2276 | 2358 | 82 | 0 | 0 | 145 | 2503 | 0 | |
| 99W: @ 124th | 60 | 209.79 | 1.20 | 15 | 10 | 1.30 | NA | 0 | 251 | 1117 | 866 | 5 | 10 | 2316 | 3433 | 15 | |
| I-205: @ Sunnybrook Interchange | 58 | 216.92 | 1.20 | 15 | 10 | 1.30 | <100 | 0 | 8307 | 11461 | 3154 | 10 | 10 | 4250 | 15711 | 20 | |
| I-205: @ Gilsan N&S Bound | 50 | 217.29 | 1.00 | 10 | 10 | 1.10 | NA | 10 | 967 | 942 | -25 | 0 | 0 | -712 | 230 | 0 | |
| US 26: Sylvan Int - Highlands Int | 45 | 226.69 | 0.97 | 10 | 10 | 1.01 | 89 | 0 | 1294 | 1304 | 10 | 0 | 0 | 7 | 1311 | 0 | |
| OR-47: Council Creek - Quince (Hwy 47 Bypass) | 37 | 233.82 | 0.65 | 0 | 0 | 0.75 | >124 | 25 | 832 | 982 | 150 | 0 | 0 | 422 | 1404 | 0 | |
| I-84: 223rd - Troutdale | 35 | 234.26 | 1.11 | 15 | 10 | 1.24 | 36 | 0 | 865 | 1058 | 193 | 0 | 5 | 568 | 1626 | 5 | |
| T/V Hwy: Shute Park - 21st | 35 | 241.39 | 0.86 | 0 | 0 | 0.89 | 100-124 | 10 | 3060 | 3540 | 480 | 10 | 5 | 1607 | 5147 | 15 | |
| US 30B: Columbia Blvd. - I-205 (Turn Lanes) | 28 | 241.83 | 0.90 | 10 | 5 | 0.98 | 64 | 0 | 951 | 1049 | 98 | 0 | 0 | 290 | 1339 | 0 | |
| 217: NB Off-Ramp @ Scholls Hwy | 10 | 242.1 | 0.84 | 0 | 0 | 0.86 | NA | 0 | 5087 | 5794 | 707 | 5 | 5 | 571 | 6365 | 10 | |

| PROJECT | COST/BENEFIT FACTOR | | | | | | MULTI-MODAL FACTOR | | | |
|---|---------------------|----------|-------------|--------------|-------------|--------------|--------------------|------------|---------|-------|
| | VHD 2000 BLD | VHD 1990 | DELAY DELTA | PROJECT COST | \$/VHD | SCALE | BIKE/PED | INTERMODAL | TRANSIT | TOTAL |
| | | | | | | TOP 1/3 = 15 | REG SYS=5 | YES = 5 | YES = 5 | |
| | | | | | | MID 1/3 = 8 | LOC SYS=2 | NO = 0 | NO = 0 | |
| | | | | | BOT 1/3 = 0 | NO CHNG=0 | | | | |
| | | | POINTS | POINTS | POINTS | POINTS | POINTS | POINTS | POINTS | |
| T/V Hwy: 160th Avenue - 110th Avenue | 69.95 | 129.53 | 59.88 | 8.40 | 0.140 | 15 | 5 | 0 | 5 | 10 |
| I-5: @ 217/Kruseway | 24.92 | 70.19 | 24.33 | 13.40 | 0.551 | 15 | 0 | 0 | 0 | 0 |
| US 26: Murray Road - 217 | 67.99 | 82.02 | 14.03 | 20.30 | 1.447 | 8 | 5 | 0 | 0 | 5 |
| US 26: Beaverton/Tigard Hwy - Camelot | 10.53 | 103.45 | 92.92 | 7.24 | 0.078 | 15 | 5 | 0 | 0 | 5 |
| I-5: E. Marquam Grand Avenue/MLK Jr. Ramps | 13.62 | 23.78 | 10.16 | 50.00 | 4.921 | 8 | 0 | 5 | 0 | 5 |
| I-5: Stafford Interchange | 0 | 1.61 | 1.61 | 7.90 | 4.907 | 8 | 2 | 5 | 0 | 7 |
| Farmington: 167th - Murray Blvd. | 0.31 | 34.91 | 34.6 | 5.18 | 0.150 | 15 | 5 | 0 | 5 | 10 |
| I-5: Water Avenue Ramps | 0.18 | 0.22 | 0.04 | 19.00 | 475.000 | 0 | 0 | 5 | 0 | 5 |
| US 26: Camelot Int - Sylvan Int | 49.01 | 26.556 | -22.46 | 66.20 | -2.947 | 0 | 5 | 5 | 0 | 10 |
| 99W: @ 124th | 0 | 13.2 | 13.2 | 1.00 | 0.076 | 15 | 0 | 0 | 5 | 5 |
| I-205: @ Sunnybrook Interchange | 10.69 | 19.28 | 8.59 | 18.20 | 2.119 | 8 | 5 | 0 | 0 | 5 |
| I-205: @ Gilsan N&S Bound | 0 | 4.82 | 4.82 | 0.37 | 0.077 | 15 | 0 | 0 | 5 | 5 |
| US 26: Sylvan Int - Highlands Int | 0 | 29.85 | 29.85 | 9.40 | 0.315 | 15 | 5 | 5 | 0 | 10 |
| OR-47: Council Creek - Quince (Hwy 47 Bypass) | 0 | 0 | 0 | 7.13 | NA | 0 | 2 | 5 | 5 | 12 |
| I-84: 223rd - Troutdale | 0 | 2.12 | 2.12 | 22.00 | 10.377 | 0 | 5 | 0 | 0 | 5 |
| T/V Hwy: Shute Park - 21st | 0 | 0 | 0 | 4.65 | NA | 0 | 5 | 0 | 5 | 10 |
| US 30B: Columbia Blvd. - I-205 (Turn Lanes) | 1.17 | 1.4 | 0.23 | 0.44 | 1.913 | 8 | 0 | 5 | 0 | 5 |
| 217: NB Off-Ramp @ Scholls Hwy | 0 | 0 | 0 | 0.27 | NA | 0 | 0 | 0 | 0 | 0 |

Total Cost Of All Projects 261.1

ATTACHMENT 3

ADMINISTRATIVE CRITERIA WHICH SUPPLEMENT PROJECT TECHNICAL RANKINGS

| | PROJECT | SIGNIFICANT PUB/PRIVATE PARTICIPATION? | HI PROBABILITY OF PROCEEDING ON SCHEDULE | HAS PROJECT PROCESSED TO ROW | IS COMMODITY OR GOODS MOV'MT SPECIFICALLY ENHANCED? | STRONG LINK TO WS LRT? |
|----|--|---|--|---|--|---------------------------------------|
| 1 | I-5: @ 217/Kruseway | N | N - full design infeasible; lengthy redesign; new EIS | Y - partial | N | N |
| 2 | T/V Hwy: 160th - 110th Avenue | N | Y | N | N | N |
| 3 | US 26: Beaverton/Tigard Hwy - Camelot | N | Y | Y | N | Y |
| 4 | I-5: E. Marquam Grand Ave/ MLK Jr. Ramps | N | N - local commitment remains pending; new EIS needed | N | Y | N |
| 5 | US 26: Murray Road - 217 | N | N - no EIS | N | N | N |
| 6 | Farmington: 167th - Murray Blvd. | Y - 66% | Y | N - one hardship lot | N | N |
| 7 | I-5: Stafford Interchange | Y - 20% | Y | Y | Y | N |
| 8 | I-5: Water Avenue Ramps | N | N - local commitment uncertain | N - NA | Y | N |
| 9 | I-205: @ Sunnybrook Intrchg | Y - 55% | Y | Y | N | N |
| 10 | US 26: Camelot - Sylvan Intrchg | N | Y | Y | Y | Y |
| 11 | 99W: @ 124th | N - local commit- ment pending | Y | N | N | N |
| 12 | I-205: @ Glisan N&S Bound | N | Y | N - NA | N | N |
| 13 | US 26: Sylvan - Highlands Int | N | Y | Y | Y | Y |
| 14 | I-84: 223rd - Troutdale | N | Y | Y | N | N |
| 15 | OR-47: Council Creek-Quince (Hwy 47 Bypass) | Y - 40% | Y - though alignment remains pending w/ ODOT | Y | Y | N |
| 16 | T/V Hwy: Shute Park - 21st | Y - 63% | Y | Y | N | N |
| 17 | US 30B: Columbia Blvd. - I-205 (Turn Lanes) | N | Y | N - NA | Y | N |
| 18 | 217: NB Off-Ramp @ Scholls Hwy | N | Y | N - NA | N | N |

ATTACHMENT 4

SUNSET HIGHWAY PROJECTS

There are two critical objectives served by TPAC's recommendations regarding the three Sunset Highway corridor projects on ODOT's list of candidate cut projects. First, corridor activities which would disrupt operation of the mainline freeway segments would be deferred until after 1998. This will allow time for the start of Westside LRT service which can help mitigate the expected severe congestion. Secondly, elements of the proposed projects which correct the severe safety problems associated with the Sylvan/Canyon Road exit weaving conditions would be scheduled for early implementation. This schedule is shown more fully in Table 1 of this Attachment.

Staff previously described a preliminary "Option 2" which relied on a preliminary stage of the Sylvan interchange costing only \$15 million. The final staff recommendation reserves \$50 million for this task and redefines the means of correcting the corridor's most severe problem - resolution of the weaving deficiency at the Canyon Road exit. Previously it was assumed the weaving problem would need to be resolved by providing new mainline capacity with the westbound climbing lane. The climbing lane would, in turn, also require expensive widening of the Sylvan Interchange. ODOT now proposes to resolve the weaving problem by building the collector/distributor road projects that are also elements of the Sylvan Interchange project. This allows deferring the \$9.4 million climbing lane, the Sylvan Interchange structure widening, and the consequent disruption of mainline operation, until after 1998 and the start of Westside LRT service in 1997.

ODOT has expressed hope that construction of the collector/distributor solution to the Canyon Road weaving problem will cost less than the \$50 million allocated for this task. TPAC recommends that any surplus funds be reallocated to new alternative mode programming. TPAC also recommends that widening of the eastbound lanes connecting Highway 217 to the Sunset (\$7.24 million) be delayed.

ATTACHMENT 4 (cont.)

TABLE 1: SUMMARY OF RECOMMENDATIONS REGARDING SUNSET HIGHWAY PROJECTS

OBJECTIVE OF RECOMMENDATION: Projects with the greatest disruption to mainline traffic operations are deferred until after Westside LRT opening. Collector/Distributor road projects, which correct severe safety problem at the Sylvan/Canyon Rd. weave, proceed. The dollar amount deferred from the Sylvan Interchange project (\$16.2 M) could increase based on final ODOT analysis.

| PROJECT | COST (millions) | CURRENT STATUS | RECOMMENDATION | RESULT | |
|---|--------------------|--|---|----------------|------------------------|
| | | | | keep | cut |
| Added Lane Westbound: Tunnel portal to Cedar Hills | n.a. | under contract | complete on schedule | n.a. | n.a. |
| Westbound Zoo On-ramps | n.a. | under contract | complete on schedule | n.a. | n.a. |
| Westbound Climbing Lane | 9.40 | scheduled for construction spring, '94 to late, '95 | delay to '99 | | 9.40 |
| Sylvan to Camelot Interchange | 66.20 | scheduled for constr. spring '96 to late '99 | a. build WB C/D weave, perhaps sooner b. delay balance of mainline project | up to 50.00 | not less than 16.20 |
| Added Lane EB: Hwy 217 to Camelot | 7.24 | scheduled for constr. late '96 to late '97 | delay to '99. | | 7.24 |
| 82.84 | | | | 50.00 | 32.84 |

Attachment 5

ODOT 1995-1998 TIP Metro Public Involvement Process Overview of Public Comments

Metro staff is in the process of developing an attachment summarizing public comment, with a staff response, on testimony received regarding ODOT's 1995-1998 Transportation Improvement Program (TIP). The attachment will JPACT and the Metro Council as they take action on final recommendations on the 1995-1998 State TIP. The summary is intended to respond to the 125 letters Metro and ODOT Region 1 staff received, and to the 77 persons who testified at Metro's two public hearings on the TIP.

Pending completion of an attachment addressing all comments, the following information identifies the key public comments having policy and program implications and provides a staff response to those issues. Not included in as part of this summary are comments in support or opposition to individual projects. Those comments will be included in the complete version.

In part, the following responses provide the basis for the program objectives identified in the Staff Report and are intended to reflect existing policy and planning directives as contained in the Oregon Transportation Plan, the Regional Transportation Plan, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the Clean Air Act Amendments of 1990, and the State Transportation Planning Rule (12). The program objectives were also developed in consideration of Oregon Transportation Commission directives and public comment.

Comments

The following summarizes the key public testimony with a policy or program orientation.

1. Planning Context. Single-occupant vehicle/capacity expansion projects conflict with ISTEA and the Transportation Planning Rule 12. Consequently, all SOV/capacity projects should be cut from the program and the funds used for alternative modes.
2. Highway Needs. The highway/arterial projects represent long-standing needs identified in local and regional plans. Substantial time, effort, and money has been exerted on developing projects. Alternative modes cannot entirely replace the automobile and the public wants motorist taxes and fees to be used only for construction and maintenance of roads and bridges. No funds should be shifted to alternative mode projects.

Response to 1 and 2:

Statements 1 and 2 represent views at the opposite end of the spectrum: one promoting essentially all highways, the other all alternative modes. The actual federal and state policy directive is that ISTEA and Rule 12 promote the development of balanced, multi-modal transportation system plans which reduce reliance on single-occupant vehicles (SOVs). Similarly, Federal funds are flexible in nature in order to develop multi-modal TIPs. However, neither ISTEA nor Rule 12 restrict capacity expansion projects. Both do require that alternatives to significant SOV/capacity projects be developed. ODOT and Metro will be doing this on a project by project basis through Federal Interim and ultimately final requirements for Congestion Management Systems. The highway projects included in the construction element of the TIP are subject to these regulations.

In addition, the projects recommended in the construction element are necessary regardless of the preferred scenario under Region 2040. They have also been found to satisfy the program objectives for funding highway projects having an immediate need. Staff also recommended, and TPAC concurred, to defer \$36.19 million of highway projects not meeting program objectives in order to fund additional alternative mode projects. That money would combine with CMAQ, Transportation Enhancement, and other alternative mode projects to provide the balanced, multi-modal element in this TIP.

3. Sunset Highway Projects/Westside LRT. Highway projects on the Sunset (U.S. 26: Vista Tunnel to Hwy. 217) should be deferred until after completion of the LRT.

Response to 3:

Staff recommended, and TPAC concurred, to add a program objectives which would essentially limit funding of Sunset Highway projects to those which are linked to the construction and enhanced operation of the Westside LRT or which solve critical safety problems. This resulted in a shift of over \$32 million from Sunset Highway projects to alternative modes.

4. Preservation/Maintenance/Safety. Almost all the letters which addressed this subject support a priority for preservation/maintenance/safety projects.

Response to 4:

Program objectives identify safety, preservation, and maintenance projects as top priorities for funding.

5. Bicycle/Pedestrian Projects/Program. There was substantial support for the development and funding of regionally significant bicycle and pedestrian programs. There was also some opposition. Two issues: 1) should programs to define system plans and identify and develop projects be initiated; and 2) should a reserve account be developed specifically for construction of bicycle and pedestrian projects.

Response to 5:

It is recommended that ODOT fund in the development section of the STIP both a regionally significant bicycle program and a regionally significant pedestrian program. The programs would provide the planning and project development work necessary before improvements can actually be constructed. In addition, the alternative mode account includes a reserve of just over \$7 million to fund non-transit alternative modes such as bicycle and pedestrian projects. The funding would be above and beyond the \$14.6 million already included in the STIP over the period 1994 through 1998 (under CMAQ, Transportation Enhancement, and STP funding categories).

6. Transit Oriented Development (TOD). Similar to bicycle and pedestrian programs, their was substantial support and some opposition to TOD programs.

Response to 6:

Similar to bicycle and pedestrian programs, the recommendation includes TOD development funds and the \$7 million non-transit alternative mode reserve.

7. Transit. Most of the comments either supported or opposed additional program cuts to fund transit. Little comment was received on the type of transit which should implemented.

Response to 7:

Consistent with ISTEA and Rule 12 directives, the recommendation includes over \$36 million for alternative modes, with \$29 million allocated for transit. The type of transit will allow for modest service expansion and replacement of existing infrastructure.

8. Marquam Ramps/I-5. Given the Portland City Council decision, what is the JPACT/Metro Council position, considering the possibilities of LUBA appeals, RTP amendments, etc.

Response to 8:

The recommendation is to maintain the project within the development program pending any future decision and/or RTP amendment regarding I-5 southbound access from the central eastside area.

9. Administrative Criteria. General concern was raised over whether the administrative (special factors) criteria were appropriate and whether certain administrative criteria should over-ride others.

Response to 9:

The administrative criteria generally reflect concerns regarding the progress of a project as it moves towards construction. Staff recognizes that particular criteria may be more significant than others, however, time constraints inherent in this four-month process did not allow sufficient time to determine those priorities. Instead, the recommendation reflects policy-based program objectives, the administrative criteria, and specific performance related technical criteria. All criteria will be re-evaluated prior to development of the next TIP.

10. Access Oregon Highway (AOH) Projects. AOH projects in the Portland area include the Western Bypass, the Mt. Hoot Park Way, and the Sunrise Corridor. Their was support based on need and work already done; opposition based on conflict with ISTEA/Rule 12 objectives.

Response to 10:

The recommendation is to finish each project through the Environmental Impact Statement (EIS) phase and to determine how well each corridor "fits" under the Region 2040 growth concepts.

11. Down-scope Projects (as appropriate and possible). Where-ever possible, reduce the scope of projects.

Response to 11:

ODOT and Metro staffs have identified a number of projects which have certain elements which can be deferred or down-scoped, including: Sunset Highway Projects (from Vista Tunnel to Hwy. 217); T-V Hwy. (110th to 160th); I-5 at Hwy. 217/Kruse Way; and I-84 (223rd to Troutdale).

MH

ODOT 1995-1998 TIP Public Hearing Meeting Report

December 7, 1993 - 7:00-11:00 p.m. - Convention Center, Rooms B117-119

The meeting was called to order at 7:05 p.m. by George Van Bergen, Metro Council and JPACT Chair.

Welcome/Opening Remarks

Councilor Van Bergen welcomed the audience to the second ODOT Transportation Improvement Program (TIP) public meeting. He introduced himself as a Metro Councilor and Chair of the Joint Policy Advisory Committee on Transportation (JPACT). Councilor Van Bergen continued with a review of JPACT's and the Metro Council's roles in regard to the proposed ODOT 1995-1998 Transportation Improvement Program recommendations.

It is the responsibility of JPACT and the Metro Council to make recommendations to the Oregon Transportation Commission on metro area transportation priorities for funding in the ODOT 1995-1998 TIP. To date, the State TIP has an approximate \$400 million shortfall statewide. Of that shortfall, the metro area is responsible for recommending \$136.5 million in cuts.

This meeting, along with the meeting held on October 21, 1993, was held to address the shortfalls. At the October 21 meeting, an overview of the TIP and candidate projects to be cut from the TIP were reviewed. Public testimony was heard on which projects were and were not supported, cutting highway construction programs further in order to fund alternative modes of transportation, and draft technical criteria used to rank the projects.

Councilor Van Bergen continued with a review of the purpose of the second public meeting, and the agenda for the meeting.

The purpose of the meeting was to present proposed recommendation options to the public. The options describe proposed project cuts necessary in order to meet the shortfall target, and also identifies what other cuts would be necessary in order to fund alternative modes.

As staff explained later, the region will finalize the staff recommendation to ODOT in January, 1994. The final action is the responsibility of the Oregon Transportation Commission (OTC). OTC will hold separate public hearings in March of 1994, and have a final decision in early summer.

Councilor Van Bergen turned the meeting over to Gina Whitehill-Baziuk, Metro Public Involvement.

Ms. Whitehill-Baziuk briefly explained the public participation section of the meeting. She asked that participants limit their comments to 3 minutes each, and encouraged the audience to

participate. Ms. Whitehill-Baziuk then turned the meeting over to Bruce Warner, ODOT, Region I.

TIP and ODOT Shortfall Background

Mr. Warner briefed the audience on how the process has gotten to the current stage. He explained that the TIP is being updated and will be constrained to reasonably available revenue. The TIP will be downsized to meet available resources. 100 percent of the funds authorized by Congress were not received, rather 80 percent. Also, the anticipated 2 percent gas tax, and the truck weight taxes were not approved as part of the transportation finance package presented to the Legislature. Mr. Warner continued by explaining that the Metro Council will provide guidance with OTC.

The meeting was turned over to Mike Hoglund, Metro Transportation Planning Manager.

Summary of Public Comment Received to Date, and Revised Project Selection Criteria and Consideration

Mr. Hoglund introduced himself to the audience as the Regional Transportation Planning Manager. It is Metro's Regional Transportation Planning section that is responsible for working with ODOT to develop the Transportation Improvement Program (TIP).

Mr. Hoglund initiated his review by describing the comments heard to date and how Metro will respond to those comments. To date, Metro has received over 100 letters on the topic. ODOT has received a similar amount. In addition to the letters, oral testimony and written comments were presented to staff at the October 21 public meeting. A questionnaire regarding technical selection criteria was distributed to participants of the meeting and received 30 responses.

Included in the material distributed at the entrance of the meeting, was a summary of comments and Metro responses. Mr. Hoglund did not review each, but pointed out some major areas of concern by the public. They include: alternative mode criteria, and ideas for pedestrian, transit and bicycle projects. Consequently, instead of developing alternative mode priorities, staff will present options for alternative mode packages in the form of "reserves."

Also, concerns were heard on the various elements of the technical selection criteria for highway/arterials on the scores that were assigned to particular projects. In response, staff incorporated updated information as available and revised scores as appropriate. It was also suggested by the public that highway projects be dropped as they are inconsistent with Intermodal Surface Transportation Efficiency Act (ISTEA) and the State Transportation Planning Rule 12.

Mr. Hoglund responded by stating that the above legislation aims to reduce reliance on single-occupant vehicles, however, does not restrict them. Rather, they are part of an adopted regionwide system plan that reduces reliance. Metro is in the process of developing the plan

through the Region 2040 Study and a subsequent update to the Regional Transportation Plan (RTP). The RTP will meet ISTEA and Rule 12 requirements.

Mr. Hoglund closed by stating that Metro is in the process of grouping and providing formal responses to all the comments received. With that, he turned the meeting over to Andrew Cotugno, Metro Planning Director.

Recommended Options for Highway Program Cuts, and Alternative Mode Project Substitutions

Mr. Cotugno introduced himself to the audience and reviewed the staff recommended options for consideration. He referred the audience to the orange packet which was distributed at the entrance of the meeting. The packet outlines each option and explains what is proposed to be cut and to what extent.

Mr. Cotugno continued with a description of the ranking of projects based on technical information (Table 1 of orange packet). Additional criteria were also described, which staff believe are worth consideration based on available information and public comments (Table 2). Last, Mr. Cotugno reviewed staff's rationale on the layout of potential for keeping and cutting projects in the TIP. There are 5 projects that have a degree of uncertainty as far as cutting or keeping - they require additional evaluation.

Mr. Cotugno closed by stating that following the meeting and review of testimony received, a single staff recommendation will be presented to TPAC on December 15. TPAC will take action on the recommendation on December 22, and will forward their recommendation to JPACT on January 13, 1994. The Metro Council will take action on January 27, prior to the Oregon Transportation Commission process. Prior to OTC's final recommendation, statewide hearings will be held.

Mr. Cotugno turned the meeting back over to Councilor Van Bergen who initiated the public comment process.

Public Comment

Douglas Klotz, 2630 SE 43rd Avenue, Portland. Mr. Klotz stated that he was under the impression that Metro Council members would be present at the hearing, and opportunities would be provided to address specific questions to them.

Mr. Van Bergen introduced the Councilors present and made the necessary accommodations to sit them at the panel table. Unfortunately, the area could not accommodate all attending Councilors.

Steve Schell, 707 SW Washington, Portland. Mr. Schell spoke on behalf of Portland Future Focus/Growth Management, which was created by the City of Portland to examine where the area would be in the 15-25 years. Mr. Schell spoke in support of transferring funds to Transit

Oriented Development (TOD). He submitted a proposal, which supported his recommendation, for the record.

Chris Beck, 1211 SW 6th, Portland. Mr. Beck spoke on the Transit Oriented Development revolving fund. He believed that government needs to become more involved in promoting transit oriented developments. He passed out an article to the panel and staff which described public agencies acquiring and selling properties to promote transit oriented developments. Mr. Beck closed with stating that there needs to be development in the suburbs, as well as the need to control land used along the transit lines and bus corridors.

Don Weege, 9921 SW Quail Post Road, Portland. Mr. Weege spoke on behalf of the silent majority of people that drive cars. He spoke in support of retaining the I-5 Stafford Interchange project. In regards to funds, Mr. Weege was in support of using funds for existing transportation systems, including improving roads. He spoke adamantly on not using funds for bike paths and pedestrian walkways. Mr. Weege stated that he did not believe that bikes were comparable to automobiles as a means for transportation. He closed by encouraging the panel to take the road-only option.

Bernie Brown, 475 NE Hillwood Drive, Hillsboro. Mr. Brown spoke on behalf of the Hillsboro Chamber of Commerce. He recommended that TV Hwy. project, as well as the Hwy. 47 realignment through downtown Forest Grove, be retained.

Chris VanDyke, 12000 SE 82nd Avenue, Portland. Mr. VanDyke manages Clackamas Town Center and spoke on their behalf. His recommendation was to retain the I-205 @ Sunnybrook Interchange. He briefly explained the Center's interest in the project and the impact the cut would make.

Rex Burkholder, P.O. Box 9072, Portland. Mr. Burkholder spoke on behalf of himself and the Bicycle Transportation Alliance. Mr. Burkholder spoke in support of bike and pedestrian facilities. Their support also lies with the delay or deletion of projects that promote motor vehicles.

Jeff Grant, 8880 SW Wilsonville Road, Wilsonville. Mr. Grant spoke on behalf of the Wilsonville Chamber of Commerce. Their support is for the retention of the I-5 Stafford Interchange. Mr. Grant felt that there should be improved alternate modes of transit, such as bike and pedestrian paths. He expressed his concern for safety and economic issues. Others supporting Mr. Grant's recommendation were: Ben Altman, Urban Solutions; Patricia Davis, RFD Publications; and Mike Cook, Mentor Graphics.

Jim Foster, Payless Drugs. Mr. Foster submitted a letter(s) for the record (did not speak).

Marianne Fitzgerald, 5912 SW Dickinson, Portland. Ms. Fitzgerald, representing the SWNI Transportation Committee, spoke in support for funds to be used for bike and pedestrian paths and transit. She spoke in support of cuts along the Sunset Hwy., which would give LRT an

opportunity to succeed, and the Barbur Blvd. (Hamilton to Miles) project, utilizing the Terwilliger Bridge for a bike path.

Richard Stein, 901 SW Westwood Drive, Portland. Mr. Stein spoke representing the Hillsdale Vision Group. Mr. Stein supported cuts along Hwy. 26, while using funds to enhance bicycle and pedestrian transit.

Douglas Klotz, 2630 SE 43rd Avenue, Portland (also spoke earlier). Mr. Klotz, representing the Willamette Pedestrian Coalition, spoke in support of delaying the US 26, Camelot to Sylvan, project until the completion of the Westside LRT construction. He also recommended more funds be allotted to pedestrian facilities.

Wesley Risher, 1627 SW Troy Street, Portland. Mr. Risher stated that he did not feel it would be necessary to defer the widening of interchanges along US 26.

Tom Van Raalte, 2224 SE Brooklyn Street, Portland. Mr. Van Raalte spoke in support of Option B, Balanced Construction Program with Alternative Mode Additions.

Duncan Brown, 2934 NE 29th Avenue, Portland. Mr. Brown also spoke in support of Option B. He believes that using the existing system rather than rebuilding would be financially smarter.

Marc San Soucie, 4230 NW 147th Avenue, Portland. Mr. San Soucie spoke on behalf of himself as a bike commuter. He spoke in favor of delaying the widening of interchanges along US 26 until the completion of the Westside LRT construction.

Marge Hamlin, 5228 NE Couch, Portland. Ms. Hamlin spoke in support of Option B and improved bike facilities.

Paul Bonneau, 12600 SW Tremont, Portland. Mr. Bonneau spoke in support of Option B. He also spoke on US 26 projects - supports delaying or deleting projects that are in direct competition with the Westside LRT.

Don Robertson, 109 Ash Avenue, Wood Village. Mr. Robertson spoke on the I-84, 223rd Avenue to Troutdale, project. He spoke in favor of completion/construction. His primary concerns were safety and losing funds that were included in the ODOT Six-Year Plan.

Kari Stanley, 24800 SE Stark, Gresham. Ms. Stanley, representing the Gresham Area Chamber of Commerce, spoke in support of continuing the I-84 and Mt. Hood Parkway projects.

Don Lloyd, 1540 SE 25th, Troutdale. Mr. Lloyd, representing the Troutdale City Council, spoke in support of the staff's recommendation on the I-84, 223rd Avenue project.

Len Edwards, 635 Lincoln Street, Fairview. Mr. Edwards, representing the Fairview City Council, spoke in support of retaining the I-84 (to Troutdale) improvement project.

Vicki Thompson, 647 SW Birdsedale Drive, Gresham. Ms. Thompson, representing the Gresham Transportation Committee, spoke in support of Mt. Hood Parkway, Woodvillage exchange.

Thomasina Gabriele, 3334 NW Vaughn, Portland. Ms. Gabriele, representing the Gabriele Development Services, recommended that funds be used for transit oriented developments (TOD).

George Crandall, 708 SW 3rd, Portland. Mr. Crandall, representing the AIA Urban Design Committee, spoke in support of projects that increase transit ridership. He also spoke in support of the recommended alternative mode investment option.

Sam Learn, 15148 SE 122nd, Clackamas. Mr. Learn spoke in support of projects that increase transit ridership.

Keith Bartholomew, 534 SW 3rd, Portland. Mr. Bartholomew, representing 1000 Friends of Oregon, spoke in support of the Transit Oriented Development (TOD) proposal. He also favored both the Option A, "Roads Only" Construction Program without Alternative Mode Additions, and Option B, Balanced Construction Program with Alternative Mode Additions. Mr. Bartholomew also urged JPACT to cut funding for the EIS on the Mt. Hood Parkway.

Tom Tucker, 8812 NW Springville Court, Portland. Mr. Tucker, representing Sensible Transit Options for People (STOP), spoke in support of TOD alternative mode options and projects that enhance transit ridership. He spoke in opposition to additional funding of the Western Bypass Study.

Karl Mawson, P.O. Box 326, Forest Grove. Mr. Mawson, representing the City of Forest Grove and the Downtown Task Force, spoke in support of the Forest Grove Bypass, OR 47.

A short break was taken at 8:45 p.m. The meeting was called back to order at 8:55 p.m.

Dan Mueller, 4110 Pacific Avenue, Forest Grove. Mr. Mueller, representing the Forest Grove Chamber of Commerce, also spoke in support of the Forest Grove Bypass, OR 47.

Meg O'Hara, 2043 College Way, Forest Grove. Ms. O'Hara, representing Pacific University, again spoke in support of the OR 47, Forest Grove Bypass. Her concern was that of the safety of the students and community of Pacific University.

Doug Longhurst, 1808 17th Avenue, Forest Grove. Mr. Longhurst spoke in favor of staff's recommendation on Hwy. 47.

Bob Alexander, 2417 Pacific Avenue, Forest Grove. Mr. Alexander, representing Forest Grove/Comelius Economic Development Council, spoke in favor the Forest Grove Bypass, OR 47.

Richard Kidd, 8022 Watercrest Road, Forest Grove. Mayor Kidd, City of Forest Grove, spoke in support for the Forest Grove Bypass, OR 47.

Councilor Judy Fessler, City of Tigard. Ms. Fessler, representing the Tigard City Council, spoke on behalf of Mayor Edwards. They are in support of staff's recommendation to retain the I-5 @ 217/Kruseway, and are also in support of retaining the TV/Tualatin Hwy: 99W - SW McDonald Street (Bikeway project), Option B.

Linda Adlard, City of Beaverton. Ms. Adlard, speaking on behalf of Mayor Rob Drake, expressed concern with the proposed cut of the TV Hwy.: 110th to 160th. Ms. Adlard expressed concerns that the City of Beaverton has concerning a previous commitment made by ODOT assuring the City that the project's design process would continue after completion a City of Beaverton Task Force survey. Ms. Adlard stated that she believed the cut to be a mistake, and added that the cut would have a critical impact on safety and capacity improvements, as well as transit oriented development in Beaverton.

Bruce Warner, ODOT, questioned Ms. Adlard on the existing appeal filed by the Fred Meyer Corp. Ms. Adlard stated that, per the City of Beaverton Transportation Director, the major issues of the appeal have been resolved. However, the appeal has not yet been formally dropped.

Steve Clark, 6975 SW Sandburg Road, Tigard. Mr. Clark, representing Beaverton Chamber of Commerce and the City of Tigard Highway 99W Task Force, spoke in support of retaining the Hall Blvd./99W Interchange, along with the Canyon Road project. He expressed concern in safety issues related to the I-5 Interchange. He also encouraged staff to not limit the options to only 2, A and B - other options should also be developed.

Cathy Stanton, 8595 SW Rebecca Lane, Beaverton. Ms. Stanton, representing the City of Beaverton Traffic Commission, spoke in support of retaining the TV Hwy.: 110th to 160th. She continued by stating that the TV Hwy. is essential to traffic movement, with Canyon Road being a major component to livability.

Eric Johansen, 8675 SW Cortez Court, Beaverton. Mr. Johansen, representing the Beaverton Committee for Citizen Involvement, spoke in support of retaining the TV Hwy.: 110th to 160th.

John Kvistad, Metro Council, submitted a letter from Roy Rogers, Washington County, for the record (attached).

Daryl Steffan, City of Beaverton. Mr. Steffan, City of Beaverton Transportation Program Manager, commented on the technical criteria used to develop the staff recommendations. Mr. Steffan submitted to memorandums for the record.

Joe Blowers, 2050 SW 78th, Portland. Mr. Blowers, speaking on behalf of himself as a biker, spoke in support of Option B, Balanced Construction Program with Alternative Mode Additions.

He also expressed concerns with safety on Hwy 26/Sunset Freeway. His concern is that cuts on Hwy 26 will cut or defer bike paths.

Phil Adamsak, 2075 SW 78th Avenue, Portland. Mr. Adamsak spoke in response to Hwy 26 cuts. Mr. Adamsak lives next to the Hwy. and has been appealing for a sound wall next to his property. He stated that under FTA regulations for "Neighbors of a Highway" the wall should be constructed.

Tom Brady, 2200 NE 24th, Portland. Mr. Brady, representing the Metropolitan Family Service Community Division, spoke in support of allocating resources to volunteer programs for special transit services.

Elaine Wells, 5540 NE Sandy Blvd., Portland. Ms. Wells, representing Volunteer Transportation of Washington and Multnomah counties, spoke urging staff to consider a balanced transportation system (i.e., transit for special services, a diversity of modes and cost effective alternatives). She stated that she recognizes the limit in funds, but urges staff to consider the citizens of the community and provide a variety of transit modes for special needs.

Terry Parker, 1527 NE 65th Avenue, Portland. Mr. Parker spoke in favor of transit oriented development (TOD) projects, specifically an Eastside Connector. He also spoke in favor of a modified Option A, "Roads Only" Construction Program without Alternative Mode Additions. He was opposed to Option B, Balanced Construction Program with Alternative Mode Additions, due to the bike option. He added that a ramp or controlled access to I-84, eastbound off Grand Avenue, be considered. Mr. Parker closed by stating that project that lead to congestion pricing be deleted.

Ellen Vanderslice, 2951 NW Raleigh, Portland. Ms. Vanderslice, representing herself and the Portland Pedestrian Program Citizen Advisory Committee, spoke in support of Option B and developing a revenue fund for bike and pedestrian projects.

James Beard, 027 SW Arthur, Portland. Mr. Beard, representing the Oregon Environmental Council, thanked staff for the opportunity to speak, with special thanks to Jenny Kirk, Mike Hogle, Gina Whitehill and Terry Whisler, Metro. Mr. Beard continued by expressing his understanding that building road projects for congestion relief does not work. He continued by stating that he would be in support of market-based transportation forms receiving some TIP funds. He also recommended that a complete database for all the projects be provided. His recommendation was to cut \$182 million from construction projects.

Molly O'Reilly, Sensible Transportation Options for People (STOP). Ms. O'Reilly spoke in support of the Hwy 26 cuts, however, is in support constructing a sound wall. She encouraged staff to make additional cuts and adopt Option B. She also spoke in favor of TOD projects. She was opposed to auto oriented projects and the Western Bypass project.

Jim Howell, Citizens for Better Transit. Mr. Howell, speaking on behalf of Ray Polani (CBT), spoke in support of cutting additional funds allocated to the Western Bypass and diverting Water Avenue Ramp funds to multimodal projects.

Peter Fry, 733 SW 2nd, Portland. Mr. Fry, spoke in support of staff's recommendation on the Marquam Bridge construction and the Central Eastside development.

Moshe Lenske, 4314 SE Crystal Springs Blvd., Portland. Ms. Lenske spoke in opposition to the Water Avenue Ramp.

Ernie Bonner, Portland Citizen. Mr. Bonner urged staff to develop alternatives for the Water Avenue Ramp.

Doug Allen, 2247 SE 51st Avenue, Portland. Mr. Allen also spoke in opposition to the Water Avenue Ramp, however, urged staff to retain the funds for a future south-bound access project.

Roy Gibson, City of Hillsboro. Mr. Gibson spoke in support of retaining the TV Hwy - Shute Park to 21st Avenue project.

Pamela Reamer Williams, 5940 N. Basin. Ms. Williams spoke representing the Oregon Trucking Association and the Intermodal Transportation Council. Ms. Williams spoke in general on ISTEAs and freight mobility, and federal and state regulations. One specific recommendation that she made was the retention of the Water Avenue Ramp.

Mary Tobias, 10200 SW Nimbus, Tigard. Ms. Tobias, representing the Tualatin Valley Economics Development Commission, spoke in general on ODOT funding issues. Her concern was that the determination of what projects should be built should not weigh so heavily on the budget cuts, but rather on building adequate transit systems for the region. Specifically, she was in support of retaining the I-5/217/Kruse Way Interchange, Stafford Road Interchange, Hwy 47 Bypass and the TV Hwy./Shute Road project, Canyon Road project and the Western Bypass EIS.

Jack Reardon, PO Box 23635, Tigard. Mr. Reardon, representing himself and Washington Square, spoke in support of adequate funds being allocated to the I-5 Kruse Way/217 Interchange.

Douglas Terrill, 6436 SW Capitol Hwy., Portland. Mr. Terrill submitted a testimony card, but was not present when his name was called.

Jay Mower, 777 SW Chestnut Street, Portland. Mr. Mower submitted a testimony card, but was not present to speak when his name was called.

Allen Sheldrake, 1718 SW Parkview Court, Portland. Mr. Sheldrake submitted a testimony card, but was not present to speak when his name was called.

Susan Wade, 5515 SW Canyon Court, Portland. Ms. Wade spoke representing Big Red's restaurant. Ms. Wade was in opposition to the Sylvan Interchange project.

Richard Wade, 5515 SW Canyon Court, Portland. Mr. Wade also spoke representing Big Red's. Mr. Wade also spoke in support of delaying or deleting the Sylvan Interchange project.

Michael Smith, P.O. Box 23132, Portland. Mr. Smith submitted a testimony card, but was not present to speak when his name was called.

Richard Waker, Sunset Corridor Association. Mr. Waker spoke in general on the proposed cuts, specifically in the downtown Portland area. He submitted testimony for the record.

Other

Mr. Cotugno, Metro, reiterated that the Metro Staff Recommendation Options for the ODOT 1995-1998 Transportation Improvement Program (TIP) will be presented to JPACT on Thursday, December 9, for review only. TPAC will take action on the recommended options on December 22.

The meeting was adjourned at 11:05 p.m.

bc



WASHINGTON
COUNTY,
OREGON

December 6, 1993.

Judy Wyers, Presiding Officer
Metro Council
Metro Regional Center
600 NE Grand Ave.
Portland, Oregon 97232-2736

Subject: Six Year Transportation Improvement Program Reductions

Dear Ms. Wyers,

The Policy Group of the Washington County Transportation Coordinating Committee appreciates the opportunity to provide comments concerning the need to reduce the Region 1 construction budget by \$131.5 million. The Policy Group is composed of elected officials from Washington County and its cities.

The Policy Group has previously communicated with Metro and the Oregon Transportation Commission on the need to recognize local commitments to projects in the project ranking criteria and about its preference to cut no more than is required to balance the program. We are pleased to see that both Metro and the Oregon Department of Transportation have incorporated the first request into their evaluations, and we appreciate the difficulty of dealing with the second point.

At its December 6, 1993 meeting, the Policy Group continued discussion of the matter and reached consensus on the following points:

- o Cuts should be limited to the \$131.5 million necessary to balance the program.
- o If the Metro Council determines that additional cuts are justified in order to support alternative modes, then the Water Avenue Ramps project offers a ready source for \$19 million of additional funding.
- o Funding should be provided to ensure that both the Tualatin Valley Highway, from 10th to 21st, and the Highway 47 Bypass projects remain in the Construction Section of the STIP before any funds are redirected to alternative modes. (These two projects are on different sides of the threshold in Metro's and ODOT's proposed rankings; both have significant local funding commitments approved by Washington County voters.)

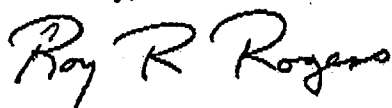
- o Funding T.V. Highway and the Highway 47 Bypass will leave \$15 million that may be tentatively programmed for alternative mode support, but should not be expended until the last two years of the program, when the Region will have a better sense of the costs and the need for additional funds for the Westside Light Rail Project, the Region's highest priority transportation project.

Common to these recommendations is the Policy Group's strong support for maintaining existing transportation commitments to the Region's voters, taxpayers and user groups before considering alternative proposals. These commitments include a pledge to build Westside Light Rail from Portland to Downtown Hillsboro and a state commitment to match Washington County property taxpayer dollars with state funds in order to make specific highway and arterial improvements, all of which include bike and pedestrian components.

While the new transportation alternatives included as part of the Metro proposal clearly have merit, they must be required to compete in a public process against other new initiatives. The projects highlighted in this letter have repeatedly met this test, and as a result, commitments have been made to every taxpayer and transportation system user in the Metro Region. Pushing any of the proposed transportation alternatives ahead of these projects is, quite simply, a recipe for further public distrust and cynicism about government -- an outcome we simply cannot afford.

Thank you for your attention. I look forward to continuing discussion of these issues with you and the Council in other forums.

Sincerely,



Roy Rogers, Chair, Washington County

cc. Rob Drake, City of Beaverton
Patrick Reilly, City of Tigard
Hank Drexel, City of North Plains
Kathy Forrest, City of Tualatin
Al Judah, City of Hillsboro
Ron Cain, City of Forest Grove
Barbara Stilson, King City

Bill Bash, City of Cornelius
Mark Cottle, City of Sherwood
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Howard Steinbach, City of Banks
Eva Cullers, City of Gaston



Oregon Highway Users Conference

affiliated with ... HIGHWAY USERS FEDERATION FOR SAFETY AND MOBILITY

P.O. Box 69051

Portland, OR 97201

December 15, 1993

RECEIVED

Mr. Andy Cotugno
METRO Planning Director
600 S. E. Grand Avenue
Portland, Oregon 97232-2736

Re: METRO Recommendations for ODOT Six-Year Program Cuts

Dear Mr. Cotugno:

The Oregon Highway Users Conference, a statewide organization of businesses and associations dedicated to the efficient movement of people and products, views the transportation cuts proposed by METRO staff with alarm.

On December 10 we met in Portland and adopted the enclosed resolution to limit highway project cuts to the \$131.5 million necessary to balance the program with anticipated revenues. We oppose additional highway project cuts proposed to fund alternative transportation modes.

In addition to the adopted resolution, I would like to make the following comments:

- * Our coalition of highway users supported a 4-cent increase in the gas tax last legislative session. This was opposed by those advocating alternative modes of transportation. We should not now be punished for a lack of revenue.
- * METRO's Option 2 calls for diverting \$50 million to alternative modes of transportation. This cannot be done, to my knowledge, without violating the State Constitution. We call for a full and complete accounting of your use of state highway funds.
- * ISTEA requires "economically efficient" transportation development. We believe that cost-effectiveness is an integral part of economic efficiency. Making transit a higher priority than needed expansion of highway capacity is not cost-effective nor economically efficient.

I hope you will take our strongly held views into account in the difficult job you have of recommending cuts in transportation programs.

Sincerely,

Dell Isham

Dell Isham
President

cc: OHUC Members
Roger Graybeal, AAA Oregon
Michal Wert, ODOT
Lloyd Henion, ODOT

Mike Meredith, OTA
Pamela Reamer-Williams, OTA
Bruce Warner, ODOT



Oregon Highway Users Conference

affiliated with ... HIGHWAY USERS FEDERATION FOR SAFETY AND MOBILITY

P.O. Box 69051

Portland, OR 97201

RESOLUTION 93-3

WHEREAS, the Oregon Highway Users Conference policy promotes highway users charges dedicated strictly for highway purposes, and

WHEREAS, the 1993 Legislative session failed to increase highway funding, and

WHEREAS, the 1995-1998 Construction element of the current ODOT Six-Year Transportation Improvement Program is overprogrammed due to lower than anticipated collection of the State Highway Trust Fund revenues and reduced federal funding appropriation thus resulting in a \$400 million statewide deficit in the Construction element, and

WHEREAS, the Oregon Transportation Commission directed ODOT Region staff to develop a recommendation for Construction Program cuts, and

WHEREAS, ODOT Region 1 staff informed the Portland Metro Area Service District (Metro) that \$131.5 million in projects needed to be cut in the Portland Metro area from the 1995-98 Construction element of the current ODOT Six-Year Transportation Improvement Program, and

WHEREAS, Metro staff has not only recommended a proposal for cutting highway projects totaling \$131.5 million, but also recommended cutting an additional \$50 million in highway projects to fund alternative transportation modes, and

WHEREAS, Oregon voters have consistently rejected attempts to divert Highway Fund monies,

THEREFORE, the Oregon Highway Users Conference, representing highway mobility and safety interests, recommends cuts be limited to the \$131.5 million necessary to balance the program and opposes any additional highway project cuts proposed by Metro staff to fund alternative transportation modes in the Portland Metro areas.

Dell Isham

Dell Isham
President



OREGON
ENVIRONMENTAL
COUNCIL

MEMORANDUM

DATE: December 15, 1993
ATTN: Metro Council
Members of JPACT
FROM: James E. Beard, Director
Transportation Program
SUBJ: Some thoughts on public meetings

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Executive Director
John Charles

I wanted to share some quick thoughts with you about the December 7 TIP meeting.

First of all, as I testified, I think that all of you, and Metro staff, are to be commended, both for having public meetings on the TIP at an early stage in the decision-making process, and for running what was largely a very good meeting.

Meetings such as the one you held on December 7, in my opinion, strengthen the social fabric and make government work better. At the same time, they are a heck of a lot of work. Let's face it, hanging out at the Convention center until 11:00 on a week night is not most people's idea of a good time.

The thoughts below are made in the spirit of helping you make these public meetings easier on the public, Metro staff, and yourselves.

- 1) It is completely unnecessary to give people an unlimited amount of time to speak. Some time limit (e.g., 3 minutes, perhaps 5) should be set, and observed for every witness.

This creates a situation where perhaps more of you can be there for the full meeting, and everybody doesn't have to stay up so late. It is good for people to have to think about fitting their comments into a certain amount of time. If there is more they want to say, they can organize a few friends to come down and help them out.

- 2) Take testimony from witnesses in the order they sign up.

While Metro staff probably thought it made sense to group witnesses into categories by road project, this created a certain amount of anxiety among some people in the audience. Some people wanted to testify on general issues, some people wanted to speak to more than one project, some people didn't want to wait until their category was called up. There was unnecessary confusion introduced into the process, and some people were intimidated as well.

Going by order of sign-up, and sticking to a time limit as discussed above, gives the public a great deal more certainty about when they will testify. This reduces anxiety.

You may even want to consider allowing people to sign up in advance, either by mail or by phone. I have seen this process work very well with big (e.g., multiple site, multiple day) Environmental Impact Statement processes.



RECEIVED

DEC 15 1993

OREGON
ENVIRONMENTAL
COUNCIL

MEMORANDUM

DATE: December 15, 1993
ATTN: Mike Heglund, METRO
FROM: Jim Beard
SUBJ: TIP comments, memo for distribution

Enclosed you will find my written testimony for the record of the December 7 TIP hearing. Could you please insert it into the record for me? Thanks.

Also enclosed you will find a memo from me to JPACT and Metro Council (and staff) which discusses some thoughts I had about the meeting itself. Susan McLain asked me to write these up, and it would be a big help if Metro could handle the distribution. I hope that's not too much of an inconvenience. Thanks again.

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O R E G O N
E N V I R O N M E N T A L
C O U N C I L

Testimony of

James E. Beard
Transportation Project Director
OREGON ENVIRONMENTAL COUNCIL

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John Charles

Regarding the

Metro Staff Recommendation
on the

ODOT 1995-1998 TRANSPORTATION IMPROVEMENT PROGRAM

December 7, 1993

7:00 pm

Oregon Convention Center

Room B117-B119



First of all, I would like to thank the Metro Council and staff, the Joint Policy Advisory Committee on Transportation, and the Oregon Department of Transportation for the opportunity to testify this evening. I firmly believe that public participation early in the process, as exemplified by this meeting tonight and the process Metro is following on this Transportation Improvement Program (TIP), will lead to better transportation planning in the region, and will give the region a better chance of meeting its land use, transportation, air quality, and economic development goals.

I have four brief comments to make tonight. Two deal with concerns about how this decision is being made, and two deal with specific recommendations for the TIP.

1) Congestion relief is a sham. The technical criteria for this TIP allocate up to 25 points for "congestion relief." We all know that latent demand for highway and arterial lane space--best described by the line from the movie Field of Dreams, "if you build it, they will come"--will fill up any capacity additions we create in the region. Evidence verifying this phenomenon is widely available, both in this region and from around the United States.

Continuing to assert that road projects will provide anything but very short-lived congestion relief is misleading at best, and dishonest at worst.

Recommendation: Recognize that latent demand for lane space exists, and begin to include it in your modeling and decision-making regarding road projects. Throw out the antiquated idea that we can build our way out of our transportation difficulties. Formally recognize the need to transform the way we price, and provide for, transportation services. Reprogram some TIP money to development of market-based transportation reforms, including mileage-based transportation fees and parking pricing reform.

2) Where is the information on projects in the TIP? It apparently is not possible to get a complete, concise description of each road project in the TIP, including for example the number of lanes, lane miles of additional capacity, projected peak period use, daily use, etc. Some of this information appears for some projects some of the time, but there does not appear to be complete, accurate information for all of the projects. Even the information available to Metro staff appears to be incomplete.

If you can't provide this information to us, how do we know you have it? If we don't know that you have it, how can you assure us that you are making good decisions? I would assert that the answer is that you cannot.

It is extremely important that this kind of information be available to the public. The public must be given the information necessary to make judgements about how road projects will affect them and the region, including the effects on such issues as

regional efforts to comply with the State Transportation Planning Rule, the Clean Air Act, and other regulations.

Recommendation: Develop and distribute complete descriptions of each project in this TIP, including such information as updated project costs, original justification for the project, the problem the project is intended to address, the number of lane-miles of additional capacity created by the project, and estimates for daily and peak-period traffic volumes.

3) Metro and JPACT should recommend cuts of at least \$182 million (i.e., \$132 million plus \$50 million) from the TIP construction budget. Without the information described above, it is difficult for me to see how you can make a decision to fund any of the road projects in the TIP, as you have little or no idea what the region is getting for its money, or what problems might be created by individual road projects.

There are real needs for transit, bike, and pedestrian funds, which we know will help solve transportation, land use, and air quality problems, rather than aggravate them. If there are bike, pedestrian, and transit projects ready to go into construction or acquisition phase, and costs total more than the \$50 million in staff's Option 2, then further cuts should be made in the construction budget.

Additionally, some of the \$19 million earmarked for the I-5/Water Ave. ramp (southbound access to I-5) should be re-programmed to support the Eastbank Transportation Study identified as a priority recommendation by the City of Portland's Eastbank Advisory Committee.

4) In addition to cuts from the construction budget, all Access Oregon Highway projects in the Metro area (i.e., Western Bypass, Mt. Hood Parkway, and Sunrise Corridor) should be cut from the development budget. These projects close off 2040 options, create sprawl and air pollution, and increase Vehicle Miles Traveled (VMT). We will probably never have the money to build them, at least not as un-tolled projects. It makes no sense to continue spending scarce dollars on developing these projects.

MICKI ROSEN
Past President
Sylvan-Highlands Neighborhood Association
4475 SW Fairview Circus
Portland, OR 97221

December 14, 1993

JPACT and The Metro Council
c/o Metro Planning
600 NE Grand Ave
Portland, OR 97232

Gentlemen:

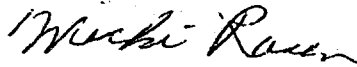
A recent article in the Oregonian indicated that there is a possibility of delaying any further improvements on Highway 26 at the Sylvan Interchange because the funding for the Oregon Department of Transportation has been reduced.

During my term of office, there was strong support among the citizens of this area, that no changes to made at Sylvan until after light rail was completed and operation for a minimum of a year.

I am pleased to see that this will now be a possibility.

I am giving my full support to delaying re-construction of the Sylvan interchange and the other proposed highway 'improvements' in the Sylvan area until after 1998.

Sincerely



MICKI ROSEN

cc: Earl Blumenaur

Gerald & Jeanette Parady
1934 SW Highland Road
Portland, OR 97221

December 14, 1993

JPACT and The Metro Council
c/o Metro Planning
600 NE Grand Ave
Portland, OR 97232

Gentlemen:

We strongly support Commissioner Earl Blumenaur's suggestion that the re-construction of the Sylvan overpass and interchange be delayed until after the West Side Light Rail is operational.

Sincerely,


GERALD R. PARADY


JEANETTE PARADY

✓ cc: Earl Blumenaur

STOP



Sensible Transportation Options for People

December 13, 1993

JPACT and Metro Council
600 NE Grand Ave.
Portland, OR 97232-2736

Subject: TIP Cuts and Alternate Mode Additions

STOP strongly urges JPACT and Metro Council to make deep cuts to the current TIP highway program to provide funding to alternate modes. Regions that have put their congestion relief efforts into highway construction today experience the worst congestion: Los Angeles and Seattle are two good examples.

When faced with congestion, it is difficult not to throw more construction dollars into major highways; however, it is a doomed strategy.

STOP endorses Option 2B, that pursues a multimodal course. We feel it can only succeed at a funding level of \$50 million or more.

Where we effectively put money, the modal split will follow. We need to complete the pedestrian, bicycle and transit transportation systems so they are usable comfortably, enjoyably and safely.

This approach will maximize our chances of meeting clean air requirements without draconian strictures on industry and satisfying the transportation planning rule.

STOP strongly urges deferring highway construction projects on Highway 26 until affected motorists can ride light rail.

As Commissioner Blumenauer points out, the construction congestion on Highway 26 will be unendurable, and neighborhoods north and south of the corridor will be virtually unlivable for many years as motorists seek new routes. The solution is simple -- finish light rail before tearing up the highway!

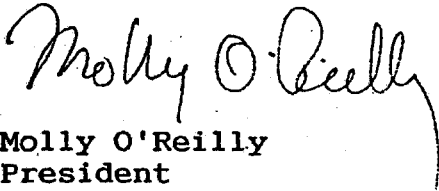
STOP encourages building the planned sound walls and the bike path immediately. They will not affect traffic while under construction, and will help mitigate construction when it occurs.

STOP strongly urges dropping the Western Bypass Study right now.

- 1) Results to date show that the Western Bypass offers insignificant congestion relief on Highway 217 and most other arterials. It is a project that does not meet stated goals.
- 2) The study itself is expensive; the construction costs would be overwhelming.
- 3) If the study proceeds through EIS, some may feel that ODOT has "committed" to projects it cannot afford and which offer little real potential for Washington County.
- 4) Continuing the study is a hardship for some; it fuels land speculation -- much of it on prime farmland.
- 5) Projects are being built today speculating that the freeway will ultimately serve them.
- 6) Access is best provided by giving travel options to motorists through well-designed mixed-land uses and completing alternative mode systems. LUTRAQ results to date show that clearly.

In short, STOP urges you to move forward boldly into a better future!

Sincerely,



Molly O'Reilly
President

CENTRAL EASTSIDE INDUSTRIAL COUNCIL

P.O. Box 14251
Portland, Oregon 97214
(503) 232-1012

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December 13, 1993

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Andy Cotugno
METRO Planning Director
600 SE Grand Ave.
Portland, OR 97232-2736

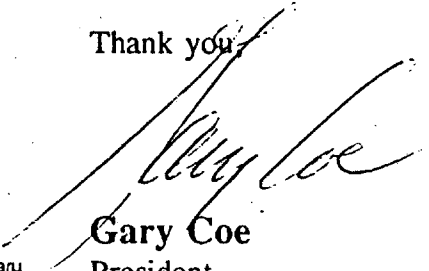
Greetings Andy,

Please consider this letter the Central Eastside Industrial Council's formal request to refrain from eliminating the funding for the Water Avenue south bound access ramp to Interstate 5.

Our business district and many other groups are working hard to neutralize the elimination of the Water Avenue ramp project. These efforts include; however, by no means are limited to: appeal to the Land Use Board of Appeals, as this is a land use issue; analyzing the feasibility of seeking an injunction against the elimination of the project; and the possibility of an initiative petition where the citizens give government specific priorities regarding the Water Avenue ramp.

On behalf of the Central Eastside Industrial District and the many other future users of the ramp, including the many westside residents visiting OMSI, we respectfully request that the Water Avenue project remain in your six year budgeting plan while we use the proper legal methods to defuse the City Council's vote.

Thank you


Gary Coe
President

GC/wjs





Friends of Forest Park

RECEIVED

DEC 14 1993

P. O. Box 2413
Portland, OR. 97208

Mike

Dedicated to protecting and enhancing Portland's Forest Park

December 10, 1993

COPY

Commissioner Earl Blumenauer
1220 SW Fifth
Portland, Oregon 97204

Dear Earl,

We very much agree with your suggestion that reconstruction work on the Sunset Freeway should wait until after the West Side LRT is finished. Doing it at the same time that the light rail construction is done sets up the perception in the public mind that ALL the delay is caused by the light rail project. This does damage to the acceptance of LRT constructions in the future. Second, the disfunction of the Sunset Freeway during highway improvements will be so unbelievably extreme that consequences are likely to be dire. The disfunction is acknowledged by the budget set aside to try to mitigate, but the **extent** of the disfunction and the probable consequences are simply not realistically acknowledged. What would happen is that Washington County commuters would go totally bananas, and politically force additional automobile capacity to be built through the west hills. We would see disasters coming ahead that are not dreamed of now. For example, building a super-highway on the Cornell Road route. Or cutting a new freeway through Forest Park. In contrast to this, putting off the building of the freeway improvements until the LRT is there to take the overflow from the freeway will heighten public acceptance of transit use. It will show people how usable the transit system can be, and educate commuters to switch to public transit. It is essential that this new scheme go foreward. Thanks for your leadership. Again.

Sincerely,

Chris

Chris Wrench, President Friends of Forest Park

John Sherman

John Sherman, Vice-President Friends of Forest Park



Michael A. Meredith
President

OREGON TRUCKING ASSOCIATIONS, INC.

5940 N. Basin Ave. • Portland, OR 97217 • (503) 289-6888 • FAX (503) 289-6872

mik

10 December 1993

Transmitted via fax

Mr. Andy Cotugno
METRO Planning Director
600 NE Grand Ave.
Portland, OR 97232-2736

re: METRO recommendations for
ODOT's Six-Year Program Cuts

Dear Mr. Cotugno,

The following comments concerning METRO's recommendations regarding "ODOT Six-Year Program Cuts" are being submitted to you on behalf of the Oregon Trucking Associations, the Oregon Draymen and Warehousemen's Association, the Oregon Dump Truck Association, the Oregon Tow Truck Association and the Intermodal Transportation Council of Oregon.

To put the issue into perspective, it's important to provide some background information about the region's trucking industry. Nearly 89,000 Oregonians are employed within the trucking industry -- that's about one out of every 11 or so workers -- and the industry generates an annual payroll of \$2.5 billion.

Despite comprising just 3.6 percent of the vehicles on the road, trucks pay more than 40 percent of the highway use taxes collected in Oregon. According to ODOT's most recent cost-responsibility study, trucks are overpaying their share by 2 percent.

Meanwhile, freight movement continues to be a significant economic force in our region. Portland is the second largest wholesale distribution city on the West Coast; the 9th largest in the U.S. All indicators show that growth will continue. A 20-year forecast of commodity growth for the region shows a steady annual increase of 4 percent -- that's higher than our population growth rate. Just from 1991 to 1992, our exports grew by 12 percent. While all modes are important for freight mobility, truck trips continue to represent the largest share of freight moves for this region.

We certainly don't need to remind you that ISTEA specifically states that it is federal policy "to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy and will move people and goods in an energy efficient manner." We hear a lot of talk locally about the efficient movement of people, but very little about freight. We believe that, in light of federal and state policy, this issue deserves far more emphasis in METRO's transportation planning.

All of this information is intended to serve as a backdrop for the concerns our various organizations have about the ODOT budget options you have compiled, which are as follows:

- In general, we can only support a highway projects construction list. We understand the need to make budget cuts, but if we have to do it, let's make cuts that make sense...and not throw in any extras such as bike and pedestrian paths. (Until the proponents of those projects decide they'll help pay for them, we have difficulty supporting their position.)

The fact is, we're cutting budgets here and have no business adding new projects to the list, such as the ones in Option 2.

12-19-93

• **Option 2 -- the so-called "Balanced" Construction Program -- goes too far!** The region was asked by ODOT to cut approximately \$130 million from a \$333 million budget, with the opportunity to cut a bit deeper to "add back" alternative mode programs. Leaving just \$151 million in construction while diverting \$50 million to alternative modes is hardly balanced, particularly considering the fact that it's the highway users, the folks who foot the bill, who are taking a huge hit.

We can assure you that the highway users, both passenger and commercial vehicle owners, will not be tolerant of such an action.

• **Option 2 appears to divert highway funds to alternative-mode programs in violation of the Constitution.** You will have a very difficult time convincing the highway users and the vast majority of Oregonians who oppose "busting the trust" that METRO is not playing a shell game here and moving gas tax monies to non-highway programs. In fact, we are now officially requesting from you a complete accounting of all the funds that make up the pool of money from which METRO proposes the region's highway construction and alternative mode projects be funded.

We understand your desire to address reduction of VMTs and SOVs; however, until voters say differently (and it's highly unlikely they will), gas tax monies cannot be used for anything but highway programs. Alternative mode programs must be -- and should be! -- funded elsewhere. We are concerned that "creative accounting" may be at play here.

• **Option 2 includes about \$70 million in highway project cuts that directly affect freight mobility and another \$87 million in downsized projects that will have the same effect.** Freight mobility keeps our economy moving and the cuts represented here will have a significant dollar and jobs impact on our region. While we absolutely support the #1 criteria of safety and preservation, we believe freight considerations should also be given considerable weight in your decision-making.

For example, it's baffling as to why Project 17 (the turn lanes on Columbia Blvd.) which would cost a paltry \$440,000 has been cut to the development list. The project would have a significant impact on congestion, traffic delays, freight movement *and* safety...plus it's cheap! We strongly believe that project must be put back on the construction list.

Other projects of particular concern to us:

- #1 I-5 at 217 and Kruseway
- #4 I-5 / East Marquam ramps
- #5 US 26 at Murray Rd. and 217
- #8 Water Ave. ramp
- #10 US 26 at Camelot / Sylvan interchange

All of these, if constructed, would have a significant economic impact on our region. We respectfully request that you revisit your recommendations on these projects with the economic aspects in the forefront of your mind.

Finally...

Andy, we are sympathetic to the thankless task you are faced with. We, too, are frustrated by the need to go through this painful and costly process, particularly since the shortfall wouldn't

A/12/7/9

have been nearly as great had the state's public transportation officials agreed with the Highway Users Coalition (of which we were members) of the need for a 2+2 increase in the gas tax.

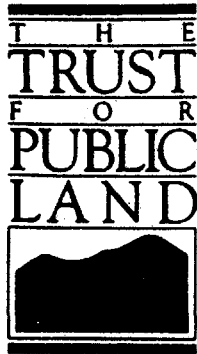
This is a joyless task for all of us and we do want you to know that we will work with you as best we can to assist you through this process.

Sincerely,



Pamela Reamer-Williams
Vice-President, OTA

cc: Michael A. Meredith, OTA
Bruce Warner, ODOT
Jack Stewart, ODWA
Ken Celori, ODTA
Al Elkins, OTTA
Del Isham, AAA



December 9, 1993

Andy Cotugno
Metro
600 NE Grand Ave
Portland, OR 97232

Dear Mr. Cotugno:

I am writing to express support for the creation of a transit oriented development (TOD) land acquisition revolving fund as part of the metro region's Transportation Improvement Plan.

For several years, there has been much talk about the benefits of transit oriented development, largely as a result of proposals from Andres Duany and Peter Calthorpe. However, other than specific buildings along the Banfield MAX very little progress has been made. By committing public funds to acquire, and temporarily hold key properties along transit corridors I believe the region will be making the first substantive step toward achieving the goal of transit oriented community developments.

The TOD proposal could play a tremendous role in helping the region channel growth within the existing UGB, without compromising the livability citizens have come to expect from our community.

Apparently, Tri-Met has a stated goal of encouraging as many as half of the new residents in the Metro area to live within a short distance of a light rail station or bus stop. This is a worthy goal, but it cannot be achieved unless a new urban development pattern is implemented throughout the region. This new pattern should be based much on the urban environments which were built all over the country around the turn of the century. These new development schemes will be more compact than the post War cul de sac subdivision. They will have a more efficient road system utilizing street grids. They will have usable parks, rather than gratuitous or enforced set asides. They will encourage more pedestrian activity and transit use. Finally,

OREGON FIELD OFFICE
1211 SW SIXTH AVE
P O R T L A N D
OREGON 97204
FAX (503) 228-4529
(503) 228-6620

these "neo-traditional" communities will utilize our developable land supply far more efficiently than has been the case with development over the last 25 years.

Many will argue that this type of new development can and will occur if left solely to the forces of the private market. Unfortunately, a common perception among some development interests is that the market for compact living environments is limited or would not be highly profitable. This perception tends to limit private attempts at developing transit oriented subdivisions. Only with the assistance of government will high quality TOD's be given serious attention by the private sector.

After a few model demonstration projects are completed, with help from this revolving fund, I am confident that other appropriately designed projects will eventually follow on the open market. It is often up to government to instigate good and sometimes costly, ideas. This revolving fund is a low cost method of spurring the type of development that is so essential to making our transportation system work more effectively. A revolving fund is a wise long term use of our transportation dollars.

While the Trust for Public Land is not in a position to make recommendations regarding the fate of particular road projects, we do feel that the TOD revolving fund is an innovative and worthwhile proposal and should be funded to the fullest extent possible.

In short, if the metro region is going to provide attractive residential and mixed use environments as an effort to direct new growth within the existing UGB, it is imperative that Metro take the lead at spearheading the development of high quality "neo-traditional" communities along light rail and bus corridors. The TOD proposal is essential to achieving this goal.

Sincerely,


Chris Beck
Project Manager

TRANSIT ORIENTED DEVELOPMENT IN THE PORTLAND METROPOLITAN AREA



Presentation to Mayor Vera Katz
by the Portland Future Focus
Growth Management Committee
on June 15, 1993

Steve Schell, Chair
Rich Carson
Thomasina Gabriele
Bob Stacey

III. WHAT'S NEEDED?

- ◆ **Develop a common regional will and strategy to encourage intensive development around transportation and create a level playing field among all the local jurisdictions.**

Without a common strategy, development will not necessarily locate where high value infrastructure investments have already been made or are committed. Local jurisdictions that attempt to influence and shape development may lose development to jurisdictions with fewer restrictions. It is understood that some jurisdictions that have more current capacity for growth may be reluctant to take actions that appear to limit growth. These matters must be addressed and balanced for a common direction.

- ◆ **Design local, regional and state mechanisms to create a revenue pool that can be used to close the financial gap between rates and the higher cost of achieving development which meets public policy goals.**

Good quality, new, urban neighborhood development generally is more expensive than most of the region's households can afford. The revenue pool could help attain both affordability and economic diversity in new development.

The Portland region is highly dependent on Federal funding sources that limit what the money can be used for and that are subject to changing administration policies. It should be noted that a local revenue pool would be tapped to "prime the pump"; to stimulate some initial prototype projects built rather than being an ongoing source of subsidy.

- ◆ **Create incentives to locate projects near transportation.**

Make it more desirable to locate a project that was going to be built anyway where it can support the region's investments. An example would be forgiving a development impact fee (that would go into the revenue pool mentioned above) if the development is located within one half mile of the transit station. Be sure that the incentives benefit the project not the initial landowner.

- ◆ **Build some successful prototype projects that can be replicated.**

There's nothing like a successful, profitable, occupied project to spur lender confidence and developer interest.

- ◆ **Start with small, infill projects near existing development.**

It is most difficult to create from scratch an attractive, desirable place to live with services nearby. Doing this kind of project, even if it succeeds, requires large, well financed developers that are a rarity today. It's much more feasible to find financing and a developer to do smaller, lower risk infill projects that build on existing uses. Land bank larger parcels so they don't get split up -- these can be developed when the market is proven and prices will support the project costs.

- ◆ **Offer "deal making assistance".**

This assistance could include: targeting sites with neighborhood input and zoning in place up front, assembling land, writing down land cost, financial packaging, incentives, processing priority, condemnation powers. It is not clear who should perform this assistance -- it could be separate non-profits, individual consultants or a quasi-public agency.

| Project Name | Number of Units | Estimated Total Cost | Site Ownership | Project Status | Estimated Public Assistance | |
|-------------------|-----------------|-----------------------------------|---------------------------------|--------------------------------|-----------------------------|--------------------------|
| | | | | | in Loan rate | in \$/unit |
| Gresham? | | | | | | |
| 102nd & Burside | 205 | \$12.0 MM | 1 major owner 4 small owners | Redevelopment Plan complete | 7% | \$4,000 |
| 60th & Glisan | 212 | \$12.0 MM | 1 major owner 1 small owner | ODOT to vacate summer/93 | 7% | \$4,000 |
| Hollywood | 240 | -- | Multiple Owners | Request for tech. assist | -- | -- |
| Intrawest | 138 | \$18.0 MM \$12.0 MM | One owner | No current activity | | \$21,700 16,0 |
| 18th & Morrison | 108 | \$7.4 MM | Tri-Met plans to purchase | Development could proceed | 8% through deferred pmts | \$6,000 |
| Beaverton Central | 10 acres | -- | Beaverton owns site | Beaverton Council action | -- | -- |
| Murray West | 150 acres | -- | 4 major owners | specific plan request | -- | -- |
| TOTAL | 903 | \$49.4 MM + | | | | \$4.4 MM |

\$43.4 MM

3.8 MM

ASSUMPTIONS for FINANCING

- 20% private equity
- Debt Service Ratio 1.25/1; Tax-exempt bonds
- No other public investment in project.

NOTE: This information reflects preliminary predevelopment planning at various sites. It is subject to modification based on more detailed design, construction cost and financial analysis. This information should be used only for general discussion purposes.

mike

SYLVAN HIGHLANDS NEIGHBORHOOD ASSOCIATION

RECEIVED DEC 09 1993

December 8, 1993

Dear JPACT and Metro Council Members,

The Sylvan Highlands Neighborhood Association Board recommends that the Sylvan Interchange project be postponed as part of your recommendations to ODOT for budget balancing.

It is the feeling of the SHNA Board that this project should be delayed until after the Westside Light Rail project is completed. An operation Westside Light Rail system will provide commuters an effective alternative during this very disruptive process.

Thanks for your consideration.

Sincerely,



Arlen L. Sheldrake, Chair
1718 SW Parkview Court
Portland OR 97221-2640

shna1208



COLUMBIA CORRIDOR
ASSOCIATION

*Received 12/7/93
Hand delivered*

December 7, 1993

Honorable George Van Bergen, Chairman,
Joint Policy Advisory Committee on
Transportation

METRO

600 NE Grand Avenue
Portland, OR 97232-2736

Re: ODOT Six-Year Program Cuts and Alternative Mode Additions

Dear Mr. Van Bergen:

The Oregon Transportation Plan adopted in 1992 put into place an ambitious agenda for development of an interconnected, multi-modal transportation system. Unfortunately, the Legislature chose not to provide the additional funding needed to implement the Plan. This leaves the Oregon Transportation Commission (OTC) with the unenviable task of cutting \$400 million from the current Six-Year Program.

The OTC has asked the Joint Policy Advisory Committee of Transportation (JPACT) and the Metro Council for recommendations regarding the \$126 million in program cuts apportioned to the Portland metropolitan area. Further, the OTC has invited the region to recommend program substitutions to move towards implementation of the Oregon Transportation Plan.

In the past, the Board of the Columbia Corridor Association has passed resolutions in support of both the Oregon Transportation Plan and the Transportation '93 funding package. Based upon these past endorsements, we wish to inform you of our support for Option 2: Balanced Construction Program with Alternative Mode Additions, as outlined in Andrew Cotugno's "Staff Recommendation Regarding ODOT Six-Year Program Cuts and Alternative Mode Additions" memorandum of November 29, 1993.

The Columbia Corridor Association represents over 150 businesses and government agencies with interests in the area bounded by the Columbia, Willamette and Sandy Rivers, and US Highway 30. This area contains over 17,800 acres of land, including 6,500 acres of undeveloped industrial properties, adjacent to deep water port facilities, an international airport, three transcontinental railroads, and two interstate highways.

Thirty thousand people work in the Columbia Corridor today, taking home almost \$1 billion in payroll annually. The potential exists to create an additional 88,000 family wage jobs in the Corridor.



COLUMBIA CORRIDOR ASSOCIATION

-2-

This primary employment adds value to goods and services moving through the Corridor, brings new money into our region, and supports a significant number of additional jobs in the region's service industries.

Obviously, transportation and investment in transportation infrastructure are of vital interest to the Columbia Corridor Association. As outlined at our recent annual meeting, our transportation agenda has three fronts:

- * Facilitating the movement of goods and services to and through the Columbia Corridor;
- * Enhancing the provision of transit service in the Corridor; and
- * Capitalizing on the proximity of 88,000 job opportunities to the neighborhoods of Portland, Gresham, and East Multnomah County.

"Alternative Mode Option B" under Option 2 corresponds most closely with these interests.

The Intermodal Management System Implementation Reserve will provide resources for improved intermodal connections, which are of critical importance to the movement of goods and services to and from the region's port facilities. Given proposed cuts in funding for projects related to the movement of goods and services, funding for this Reserve should be increased to at least \$20 million.

The Columbia Corridor Association has worked with neighborhood associations, welfare to work agencies, recreational interests, and others to convince Tri-Met of the importance of transit service to the employment base in the Corridor. The Transit Improvements funded in Option B would provide Tri-Met with the resources to provide service to our growing area without cutting service elsewhere.

The other Reserves contemplated in Option B would provide resources to help the region capitalize on the close proximity of family wage employment opportunities to both stable and at-risk east side neighborhoods. As many of these programs receive other revenues, we support investing in these Reserves only after full IMS and Transit funding.



COLUMBIA CORRIDOR
ASSOCIATION

-3-

JPACT and the Metro Council face the difficult task of cutting projects that benefit the people of the metropolitan area. Thank you for the opportunity to communicate our support for an innovative package of cuts and reallocations that will hopefully help to restore some of the momentum lost when the Legislature refused to fully fund the Oregon Transportation Plan.

Sincerely,

Columbia Corridor Association

Roger M. Millar
Board Secretary



City of
WILSONVILLE
in OREGON

30000 SW Town Center Loop E
Wilsonville, Oregon 97070
FAX (503) 682-1015
(503) 682-1011

December 7, 1993

Mr. George Van Bergen, chair
Joint Policy Advisory Committee on Transportation
METRO
600 NE Grand Ave.
Portland, OR 97232

Dear Mr. Van Bergen:

On behalf of the City of Wilsonville and in particular on behalf of our business constituents, I would like to commend the Metro planning staff and the staff of the Oregon Department of Transportation for their hard work on the revisions to the ODOT construction schedule and for the hard work yet to come. I am also extremely pleased to see that the concerns and input of the city and its constituents were taken to heart in developing the preliminary recommendations for the construction schedule and that the I-5/Stafford Road Interchange project is recommended to be kept in that schedule. It is our fervent wish that this also be the final recommendation of JPACT and the Oregon Transportation Commission.

The reasons for retaining the Stafford Road Interchange project in the construction schedule are many and have been gone over in some detail in our prior testimony. However, I would like to reiterate some of those reasons for the record.

Safety

There is a serious safety issue at the Stafford Interchange which, according to traffic counts conducted by the City of Wilsonville in October 1993, is now used by an average of 7,715 cargo trucks daily. Grades, sharp turning radii and inadequate acceleration lanes result in trucks being unable to enter the freeway safely and accelerate to freeway speeds (65 mph in that section of I-5). This is reflected in the extremely high accident rate for that interchange. In addition, traffic routinely backs out onto the freeway from the southbound off-ramp during all day parts and especially during the a.m. peak hours.

Economic Development

Wilsonville is the site of the distribution centers of such major businesses as Nike, Avia, G.I. Joe's, Smith's Home Furnishings, PayLess Drug and Sysco Food Systems. Wilsonville is also the headquarters of Tektronix and Mentor Graphics. These and many other businesses in Wilsonville depend on the free and safe flow of cargo through the Stafford Interchange and in many cases have developed their business plans around the assumption that the interchange would be rebuilt. We cannot responsibly ignore the needs of these businesses.

Intermodal Transportation

While the goal of reducing single-passenger automobile trips is laudable and the City of Wilsonville has taken significant steps to reduce such trips, the issue at the Stafford Interchange is truck traffic, not passenger car traffic. As mentioned earlier,

December 7, 1993
Mr. George Van Bergen
Page 2

7,715 trucks per day are using the Stafford Interchange. No matter how many sidewalks and bike paths we build, there are certain freeway users who will not and cannot be served by them. These are, of course, the business interests such as those in Wilsonville, who move their goods and materials by truck and who will continue to depend on the highway system.

Wilsonville, which is not a part of the Tri-Met district, has also invested millions of dollars in developing and expanding a mass transit system -- South Metro Area Rapid Transit -- to connect the city with other parts of the region and to provide an alternative to the single-occupant passenger vehicle on our own streets. Our transit system, I might add is, unlike Tri-Met, free to the users.

In addition, we have recently completed a Bicycle/Pedestrian Master Plan and our city code requires bike paths and sidewalks as part of all new development in the city.

Again, however, no matter how much we do (and we believe we are doing our part) to get passenger vehicles off the roads, we have not lessened our obligation to ensure that truck traffic can move safely on our highways.

Local Investment

As long ago as 1978, ODOT had made it clear that the city needed to move its major north-south interchanges away from the freeway interchanges, and the city has done so at great expense. In addition, at ODOT's insistence, and as part of the Stafford Interchange project, a new north-south arterial was constructed using funds from a Local Improvement District that includes many of the businesses and industries most directly impacted by the Stafford Interchange. In total, the city has spent or committed more than \$14.4 million towards arterial improvements to support the interchange reconstruction project.

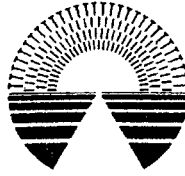
In addition, Wilsonville businesses pay nearly \$1 million per year in employer payroll taxes to support South Metro Area Rapid Transit.

All of this, I believe, lends ample weight to keeping the Stafford Interchange project on the construction schedule. I again commend the staffs of Metro and ODOT for their diligence and hard work and that JPACT and the OTC for their consideration of these issues.

Sincerely,



Gerald A. Krummel
Mayor



SUNSET CORRIDOR ASSOCIATION

December 7, 1993

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METRO

600 N.E. Grand Avenue
Portland, Oregon 97232-2736

RE: 1995 - 1998 T.I.P.

Gentlemen:

We have reviewed the "staff recommendation regarding ODOT six-year program cuts and alternative mode additions" memorandum to TPACT dated November 29, 1993 and offer the following.

Under the guiding questions and technical criteria, there is no attempt to quantify or evaluate the air quality benefits (or lack thereof) of each project. This would seem to be a gross oversight in light of the current activities with respect to the "Transportation Planning Rule" whose principal purpose is to protect the regional air shed. In fact, this may be a violation of the Transportation Planning Rule.

We have been informed second hand that air quality benefits will be considered later after the funding decisions are made which certainly seems out of sync with the regions other efforts to manage the air shed.


With limited resources available, it would seem that buying land, building bike lanes and making "regionally significant pedestrian improvements" would not meet any test of reason in maximizing the benefit to the majority of the traveling public. It also seems unlikely that buying new buses etc. will provide congestion and air pollution relief to a greater extent than addressing the real congestion problems that exist now for the vast majority of your constituents which now and for the foreseeable future will use personal vehicular transportation to enhance their lives.

We urge you to use the public's limited transportation resources to serve the greatest good for the greatest number of people.

Sincerely,

SUNSET COORIDOR ASSOCIATION

by


Richard C. Waker, Chair
Transportaion Committee

Thank you for providing us this opportunity to share with you some of our opinions about transportation planning and future funding ideas.

I am Elaine Wells. I am here tonight as a representative from Volunteer Transportation, Inc., a private non-profit agency, which serves Washington, Clackamas, and Multnomah counties. Twenty-six agencies in the tri-county area contract with us to provide accessible special needs transportation services for seniors and people with disabilities. Tri-Met contracts with Volunteer Transportation to coordinate these 26 agencies and potentially other organizations willing to provide this type of service in partnership with Tri-Met's LIFT program. Volunteer Transportation Programs provide about 10,000 rides per month at a cost of about \$4.00 per ride. Approximately 450 community volunteers and 30 - 40 paid drivers provide this remarkable service to our community.

Volunteer Transportation serves many people who no longer operate a personal vehicle. However, they use our roadways by being dependent on alternative forms of transportation. I believe that we must provide a balanced transportation system by having a variety of transportation modes to accommodate different people's needs.

I urge you to work with all of us to reprogram transportation funding in order to create a balanced system which attempts to meet all our citizens' needs. We currently have, what I believe to be,

a workable roadway system that must be preserved. While we must preserve what we now have, we do not need to add additional roadways. What we do need is to provide a balance of different modes of safe transportation including rail, big and small buses, trolleys, automobiles, walkways, and bike lanes, and increasing use of cost effective alternatives to both transit and roadways.

Let me give you an example of why I feel the sharing of transportation dollars is so important. I am going to use Washington County as an example but it could be any one of our three counties. We serve a large rural area in Washington County which is also rapidly growing in general population as well as growing in our senior and disabled population. One might view the growth as a need for expanded roadways. I do not share that vision.

Different modes of transportation should be utilized with small buses going to the rural areas to connect folks to the mainline bus or rail system. With a sufficient number of buses so that people do not wait long for transportation services, there would be a reduction in the need for people to use single occupied vehicles to travel within their community and perhaps even into Portland. The key, however, is providing fast, low cost, continuous service so that people access the various transportation services available. That is why it is so important that there be a balance in transportation funding.

We as alternative transportation providers, whether we be very large or very small providers, cannot do it without additional funding. I believe that dollar for dollar, we can safely and efficiently move more people about as our population grows and the needs of our citizens increase. But we must concentrate on supporting a variety of modes of transportation rather than building more roadways for privately owned vehicles.

I do recognize that there is a limited amount of dollars as a result of Measure 5. I am not here tonight to suggest to you which highway projects should be delayed, but to urge you to consider all of the citizens of our community, not just the single vehicle user. Consider funding projects that include a variety of transportation modes, particularly the different types of mass transit, which include the traditional mainline buses, trolley, rail, and special needs transportation services.

Again, thank you for this opportunity to come and share my opinions with you tonight.

COMMUNITY NEWSPAPERS

INCORPORATED

Beaverton Valley Times, Forest Grove News-Times, Lake Oswego Review, Tigard Times,
Tualatin Times, West Linn Tidings. CNI Contract Publishing & Printing

Dec. 7, 1993

TO: JPACT and Metro Council

FROM: Steve Clark
Chair
City of Tigard Highway 99W Task Force

RE: Highway Project Funding Cutbacks

As a citizen volunteer committed to seeking improved highway safety in and around Tigard, I thank you for this opportunity.

For the past three years I have been witness to a slowdown in our ability as a metropolitan area to deal with existing and ever increasing traffic difficulties. As publisher of The Times Newspapers of Washington County, I sit at my desk running a business and writing editorials often distracted and saddened by witnessing the almost every day occurrence of accidents — and sometimes death — at the intersection of Interstate 5 and Highway 217.

Now as a community, we must deal with funding shortfalls and highway project cutbacks that may for many imperil their safe passage and the region's commerce.

I encourage you to not ignore financial reality. But to maintain a commitment to pursue timely improvements to the intersection of I-5 and Highway 217 that can provide congestion relief and once again restore traffic safety. We understand that the state is revising its plans for this intersection and while we cannot comment on these yet-to-be-seen revisions, we strongly say "Something needs to be done at this intersection. And soon." This project has the highest ranking in the region among those projects that could be cut. As a witness to frequent destruction and recently death, I urge you to not delay this improvement.

Secondarily, I compliment your pursuit of utilizing money from project scale backs to fund other traffic improvements. I offer for your consideration a project of significant importance to the Tigard community and the Portland metro area.

I suggest that Metro support \$620,000 in improvements to the intersection of Highway 99W and Hall Boulevard in Tigard. This project would relieve a significant bottleneck in traffic movement on two state highways while enhancing public safety. This project is a result of three years planning by the city and the state. It is not, as was identified by Mike Hoglund of Metro, a new project. In fact, it is a scaling back of a \$10 million widening project previously authorized for 99W by ODOT.



Please move ahead with intersection improvements at Interstate 5 and Highway 217.
Please restore funding for Highway 99W improvements by utilizing savings from
the I-5-Highway 217 project.

Thank you.

COMMUNITY NEWSPAPERS

I N C O R P O R A T E D

Beaverton Valley Times, Forest Grove News-Times, Lake Oswego Review, Tigard Times,
Tualatin Times, West Linn Tidings, CNI Contract Publishing & Printing

Dec. 7, 1993

TO: JPACT and Metro Council

FROM: Steve Clark
President-elect
Beaverton Area Chamber of Commerce

RE: Highway Project Funding Cutbacks

As a citizen volunteer and business person, I encourage this group to maintain commitments made to the city of Beaverton, local businesses, motorists and residents to pursue — without delay — traffic improvements to Canyon Road in downtown Beaverton.

This project has certainly not been without controversy.

But now there is agreement by all involved to take the best steps to achieving common goals of safety, congestion relief and fairness to adjoining property owners. There is no disagreement, as some might suggest, as to the plan's design. A group is scheduled to guide this process beginning next month.

We recognize funding limitations exist. But we must remind Metro and others, that this project ranks among the region's highest in its priority. And it has met every test or deadline previously offered by ODOT.

It is time for Metro and the state to maintain their previous commitments by pursuing this project on schedule.

Thank you.



December 7, 1993



Metro
600 NE Grand Avenue
Portland, OR 97232

Re: ODOT 1995-1998 Transportation Improvement Program

In preparing the Metro recommendations on the ODOT 1995-1998 TIP, we ask that you consider the following concerns:

I-5 at Highway 217/Kruse Way

We are pleased to see that this project is receiving a high rating and priority. Improvements to this interchange are critical to address growing safety and congestion problems. However, we are concerned that a funding level is being established based on a new plan which is unclear to the local jurisdictions. ODOT will be presenting the downscoped project concept to the affected cities and counties at a meeting scheduled for December 9th. This will be the first opportunity for the cities to see and react to the downscoped plan. Therefore, we ask that the funding level for this important project not be determined until the local jurisdictions have had an opportunity to review and discuss the new project concept.

99W at Hall Blvd. (Beaverton-Tualatin Highway)

The proposed downscoping and deferral of major regional projects will increase the need for funding of smaller projects. Addition of turn lanes on Hall Boulevard at Highway 99W is such a project. Originally, improvements to this intersection were funded nearly ten years ago but not constructed. ODOT later combined this project with larger projects proposed for the area of Highway 99W at Highway 217. The larger projects have not proceeded to design and are no longer shown in the list of proposed projects. Last year a citizen task force working with the City and ODOT staff identified the 99W/Hall intersection project as still a critical need. The task force recommended that the project be funded to address congestion and safety needs. As improvements on 99W and 217 are deferred, the traffic demands on 99W/Hall will be increased. Therefore, we ask that this small project be added to the list of potential projects and included in the project rankings.

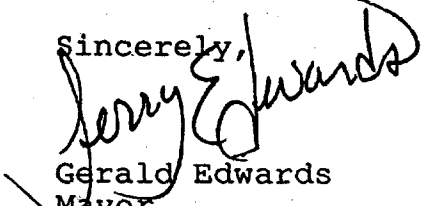
Beaverton-Tualatin Hwy. (Hall Blvd.) bikeway between 99W and McDonald St.

We support the recommendation to retain the funding for this multi-modal safety project. However, we are concerned that the project

Letter - Metro
Page 2

schedule may slip again. Currently, the project is scheduled for FY 1994, having been previously rescheduled two or three times. There has been a substantial increase in bicycle and pedestrian traffic on Hall Boulevard in recent years. Prompt completion of this long-promised project is critical to safety along this important corridor.

Sincerely,



Gerald Edwards
Mayor

RW/ODOT-TIP

c: Richard Devlin, Metro Council
John Kvistad, Metro Council
Bruce Warner, ODOT Region 1



STATEMENT
on behalf of Pacific University
in support of retaining the Highway 47 Bypass Project

Metro Public Meeting
on the ODOT 1995-1998 Transportation Improvement Program
Oregon Convention Center
December 7, 1993 - 7:00 p.m.
Rooms B117-119

Meg O'Hara
Vice President for Student Affairs
Pacific University, Forest Grove

Metro Councilors, members of the Joint Policy Advisory Committee on
Transportation, and Metro staff members:

Thank you for the opportunity to offer public testimony and inform you about a critical problem that threatens the safety of the more than 2,000 students and teachers of Pacific University. This problem also threatens to undermine the collegiate environment of the University, which has been carefully cultivated over its 144-year history as one of Oregon's finest private colleges.

As Vice President of Student Affairs, I am responsible for the safety of Pacific University's students as they study and live -- on and off campus -- in Forest Grove. Over the past few years, I have observed a growing threat to their safety, as traffic has grown on State Highway 47, which hugs our small campus on two sides and actually cuts a path between some of the buildings which house our classrooms and faculty offices. More than 300 of our students also live off-campus in the neighborhood next to Highway 47, which they must cross to go to classes and return home.

In the past, this has been more of an annoyance than a danger. However, as one might expect when heavy commercial truck traffic, logging trucks, and passenger car traffic are mixed with pedestrian traffic, there have been many close calls. We have endured such risks -- and coped as best we could -- based on the promise that plans were afoot to move the traffic flow away from campus with the Highway 47 Bypass Project.

Now, we find these hopes may vanish with the abandonment of the Bypass.

This comes at the worst possible time for our students.

It is projected that increased timber harvest in the Tillamook Forest over the next 5 years will push the number of logging trucks from 85 per day to more than 200 trucks per day rumbling through campus -- effectively destroying the quiet collegiate atmosphere and, more importantly, posing a terrible danger to students and professors trying to cross the street to get to their classes. Those hundreds of students who live off-campus must cross Highway 47 every day -- as well as at night, if they are coming after hours to study in the campus library, or to attend a concert.

Furthermore, our Strategic Plan calls for growing the University by 300 students by the year 2000. That means 300 more young people dodging more log trucks unless the Bypass is built. More than 600 students will cross Highway 47 to get to classes. Six hundred students... and 200 trucks every day.

We obviously have no objection to the timber industry trying to do business. Many of our students come from families whose livelihood depends on forest products. Several members of our Board of Trustees work in businesses related to the timber industry. There is no reason why the state of Oregon cannot accommodate both the needs of commercial haulers and the safety of our students -- the 47 Bypass satisfies both.

In deciding which projects to keep and which to cut, you have weighed the past accident records of each project area. It is also important to consider future traffic growth in our area, because the likelihood of a tragic pedestrian-truck accident increases greatly with the projected increases in truck traffic and student traffic.

As an administrator of the University, I also have been pleased to see a mutually beneficial relationship growing between the downtown Forest Grove merchants and the University over the past few years. It has made the town a more economically vital place for the residents of Forest Grove and is helping to grow the community.

The current truck route on Highway 47 cuts directly between the University and downtown Forest Grove and increasing truck traffic will inhibit the cohesiveness we are developing with our surrounding community. As Vice President of Student Affairs, this distresses me because the more good will and opportunities for students in the local business community, the better off students are.

In summary, for the safety of hundreds of college students and their teachers, and for the health of Forest Grove businesses, Pacific University strongly urges you to keep the Highway 47 Bypass Project on the list of building projects.

Thank you.



My name is Bill Medak and I represent Kaiser Permanente. Kaiser Permanente is one of the largest employers in the State of Oregon and provides medical services to approximately 378,000 members and Dental services to approximately 175,000 members. Our Sunnyside Medical Center campus in the Town Center Area provides medical and dental services to a large segment of that population. Our emergency room on the Sunnyside campus is the busiest emergency room in the Metropolitan area.

Since the mid 80's we have been significantly involved in the resolve of transportation issues in the vicinity of I-205 and Sunnyside Road. Projections for population growth have been exceeded with this area having some of the most significant growth in the State. Early on we recognized that enhancements to the I-205 interchange and the addition of the Sunnybrook Road would be critical to handling the traffic generated by growth in the area.

On a daily basis we encounter difficulties with the transportation system. Emergency vehicles bringing critically ill patients to the Emergency Room as well as patients seeking routine medical care are more and more frequently experiencing delays in timely access to our medical care facilities.

Our commitment to this project is evidenced by our willingness to dedicate outright to the County the land adjacent to our property for Sunnybrook Rd. In addition we have expressed a willingness to work out a mutually agreeable financial arrangement with the County to help offset the construction cost of the road.

We implore you to maintain the split diamond project on the six year plan.

Thank - you for your consideration.

BALL, JANIK & NOVACK
ATTORNEYS AT LAW
ONE MAIN PLACE
101 S. W. MAIN STREET, SUITE 1100
PORTLAND, OREGON 97204-3274
TELEPHONE (503) 228-2525
TELECOPY (503) 295-1058

10TH FLOOR, 1101 PENNSYLVANIA AVE. N. W.
WASHINGTON, D. C. 20004
TELEPHONE (202) 638-3307
TELECOPY (202) 783-6947

JACK L. ORCHARD

December 7, 1993

Metropolitan Service District
Metro Regional Center
600 N. E. Grand Avenue
Portland, OR 97232-2736

Re: Metro Recommendations Concerning ODOT
Six-Year Plan Budget Cuts

Ladies and Gentlemen:

Farmers Insurance has maintained since the mid-'60s a regional headquarters and administrative facility at the tip of the Tigard Triangle where Interstate 5 and Highway 217 intersect. Farmers presently employs 423 people at this regional facility, which is a four-story, 109,996 square foot office building.

Because of its regional headquarters location, Farmers is keenly interested in the proposed I-5/Highway 217 improvement project and that project's impact and benefits for Farmers' employees, customers and vendors. Representatives of Farmers have discussed with the local ODOT senior staff this proposed project. With the funding shortfall for ODOT projects, Farmers is concerned that the I-5/Highway 217 project may be delayed or compromised to such an extent that the future effects will be disruptive to Farmers' operations. As ODOT is aware, the project must address parking, circulation and property utilization matters presented by Farmers' longstanding development of its site.

Accordingly, Farmers believes that this budget-cutting process should proceed with respect to the I-5/Highway 217 project in the following framework:

1. The project needs to be appropriately designed and constructed to deal with safety, access, circulation and impacts on affected property owners. To reduce expenditures for the project by sacrificing any of these key concerns will leave an unsatisfactory situation which will be a detriment and not an improvement. In short, if the project is to be undertaken at all, it should be undertaken in the right way.

BALL, JANIK & NOVACK

Metropolitan Service District
December 7, 1993
Page 2

2. Farmers is also very aware of significant development proposals for other portions of the Tigard Triangle north of Farmers' property. The I-5/Highway 217 project must take into account the additional traffic attracted and generated by these major projects (e.g., Costco, CUB Foods) in any planning and construction at I-5/Highway 217. It is important that new development in the area mesh with the freeway improvements, as well as with Farmers' particular needs.

3. The I-5/Highway 217 project must proceed according to a specific, funded timetable so that Farmers (and other property owners) can plan for construction disruptions, losses of property through condemnation and potential reconfiguration of access, parking and circulation.

Please enter these comments into your record of proceedings on this matter. Farmers is most willing to work with ODOT on the design and impacts of the I-5/Highway 217 project. To reiterate, Farmers' principal concern is that the project proceed with appropriate funding, design and construction considerations addressing the key issues listed above.

Sincerely,



Jack L. Orchard
Counsel of Farmers Insurance Company

cc: Mr. Gerald Dulek,
Director of Real Estate Investments
& Mortgage Loans
Mr. Lawrence Gilmour,
Real Estate Investments Property Manager
Mr. Bruce Warner,
Director, Region I, ODOT

JLO/crs/BJN/Metro.D07



Mentor Graphics Corporation
8005 S.W. Boeckman Road
Wilsonville, Oregon 97070-7777
(503) 685-7000

December 7, 1993

Metro Council
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Council and Committee Members:

Mentor Graphics Corporation urges Metro to recommend retaining the timetable for the Interstate 5/Stafford Road Interchange redesign project. With this letter, we will reinforce materials presented by the City of Wilsonville for the December 7 Metro meeting on state highway funding and offer our own perspective based on active support for changes to this intersection since before our relocation here in 1991.

As we have mentioned in earlier correspondence and testimony on highway funding reductions, region-wide access to the metropolitan employment base is critical to our success. Improvements to the I-5/217 intersection and continued assessment of the Westside Bypass alternatives are essential as well.

Mentor Graphics is headquartered in Wilsonville where nearly 1000 people commute to and from work daily. Most of them use the Stafford Road interchange on I-5. We have been banking on the design project to improve the flow of existing traffic on and off I-5. We believe it should move forward on time, not only for Mentor Graphics, but also for many other businesses and residents of one of Oregon's fastest growing communities.

Our paramount concern is safety. The staff analysis of various highway improvement projects, including Stafford Road, underlines our concern. The rate of accidents is high. Drivers and passengers literally take their lives in their hands when they use the interchange, especially the southbound off-ramp at peak traffic periods in the morning and evening. It will only be a matter of time before there are fatalities.

What makes the situation worse is the heavy truck traffic at the intersection - counted recently at over 7500 in one day. Slow moving trucks exiting the highway often are stuck at stop lights governing access to the overpass. That pushes waiting traffic back onto the freeway where people are starting, stopping and changing lanes, all in a setting of the limited visibility created by trucks, creating a very dangerous situation.

So, if there is one point to emphasize, it is safety. We should not tolerate any delay in reducing the chances of major accidents at this interchange.

There are other reasons why we believe the Stafford Road project should retain its current place in the funding plan.

First, the project is designed to improve the way the current intersection works. It is not designed to increase the flow of traffic on and off the highway. This is a critical point. The issue is not how

to increase the flow of traffic on and off I-5. The issue is how to move traffic safely through and around an existing and outmoded interchange.

Second, the feeder system of roads near the interchange is well developed and ready to accommodate the redesign project. The surrounding community, including businesses such as Mentor Graphics, has worked together to finance construction of good access roads, thus demonstrating a clear-cut local commitment that should now be matched by the state.

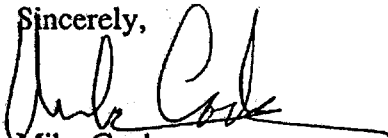
Third, Mentor Graphics itself has taken the initiative to finance improvements at the interchange. Since Mentor Graphics moved its headquarters from Beaverton to Wilsonville several years ago, the company has financed significant improvements at the interchange to enhance safety. When we moved to Wilsonville, we recognized that the Stafford Road redesign project would be several years off. Not content simply to wait, we contracted with traffic engineers to design interim improvements. We also worked with state highway engineers to gain approval to make changes, including installation of a new signal controller at the interchange that improved the flow of traffic on the overpass and synchronized it with traffic from the on-off ramps.

On behalf of Mentor Graphics, I have been meeting with representatives of many local companies affected by the Stafford Road Interchange project. There is substantial support for a decision to move ahead in a timely fashion. Letters from these businesses and business groups are submitted by the City of Wilsonville to be included in the record of this hearing.

While we recognize that the State faces more demands for highway improvements than there are dollars to finance them, we believe the Stafford Road project should remain a top priority.

We ask you to endorse continuation of this project when you forward METRO'S recommendations on to the Oregon Transportation Department and Commission.

Sincerely,



Mike Cook
Manager Facilities Planning

cc: Bruce Warner, Oregon Department of Transportation
Mike Hollern, Oregon Transportation Commission