METRO

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

Memorandum

Date: May 3, 1993

To: Joint Policy Advisory Committee on Transportation

From: Leon Skiles
Transportation Planning Supervisor

Re: **Hillsboro Corridor Draft Environmental Impact Statement**

Attached is a copy of the Executive Summary of the *Hillsboro Corridor Draft Environmental Impact Statement* (DEIS). Notification of the publication of the Hillsboro Corridor DEIS was issued in the *Federal Register* on April 23, 1993. Concurrently, Metro mailed copies of the DEIS to agencies, businesses and individuals identified in the distribution list included in the back of the DEIS. The full DEIS and the Executive Summary can be obtained through the Metro Planning office, and are available for review at the Hillsboro and Multnomah County Public Libraries and the Washington County Public Services Building.

I will provide you with a more detailed briefing on the Hillsboro Corridor DEIS at your June meeting, and you will be asked to make a recommendation on the Locally Preferred Alternative (LPA) when you meet in July. The action to be taken by JPACT is one element of the LPA decision-making process that is modeled after the Westside process. It includes a public hearing on May 24, recommendations from the Westside/Hillsboro Citizens Advisory Committee, the Project Management Group and participating jurisdictions, and a final decision by the Tri-Met Board of Directors. I have enclosed a schedule that illustrates the LPA decision-making process.

Following is a brief summary explaining the alternatives considered in the DEIS and the transportation and environmental impacts associated with them.

Alternatives Considered

1. **No-Build.** The No-Build Alternative assumes the same transit and highway improvements that are included in the Westside Locally Preferred Alternative, including the extension of LRT to the 185th Transit Center. It would also include some additional road improvements within the Hillsboro Corridor.

2. **Transportation Systems Management.** The TSM Alternative would add intersection and traffic signal improvements at key intersections to the No-Build Alternative. These improvements would increase the speed and reliability of bus service along major

arterials. In addition, some transit service improvements would be made, including through-routing of buses at the 185th Transit Center to eliminate transfers for transit trips between downtown Hillsboro and Beaverton. Finally, the TSM Alternative would include an eastbound high-occupancy vehicle lane on SE Washington between SE 10th and 18th Avenues.

3. **LRT CBD.** The LRT CBD Alternatives would extend LRT from the Westside terminus at 185th Avenue to Adams Avenue in downtown Hillsboro. Generally, the LRT alignment would run parallel to and north of the active BNRR tracks and within the abandoned BNRR right-of-way to 10th Avenue in central Hillsboro. Between 10th and Adams Avenues, there are three options for the LRT alignment. All options share a terminus in the same location, on the east side of Adams between Main and Washington.

   A. **Washington St. Option.** The Washington Street Option would have two sets of LRT tracks in a median constructed in the middle of Washington Street between 10th and Adams Avenues.

   B. **Main St. Option.** The Main Street Option would require an LRT alignment to cut diagonally from 10th and Washington to 9th and Main. Between 9th and Adams Avenues, two sets of LRT tracks would occupy a median constructed in the middle of Main Street.

   C. **Washington/Main Couplet.** The Couplet Option would have westbound LRT tracks on Main Street and eastbound LRT tracks on Washington Street. On Main Street the tracks would be adjacent to the south side of the street and on Washington they would be on the north side of the street.

4. **LRT Fairplex.** The LRT Fairplex Alternative is a short Terminus Option that is similar to the LRT CBD Alternative, except that the LRT extension would terminate at a station and park-and-ride lot at the Washington County Fairplex.

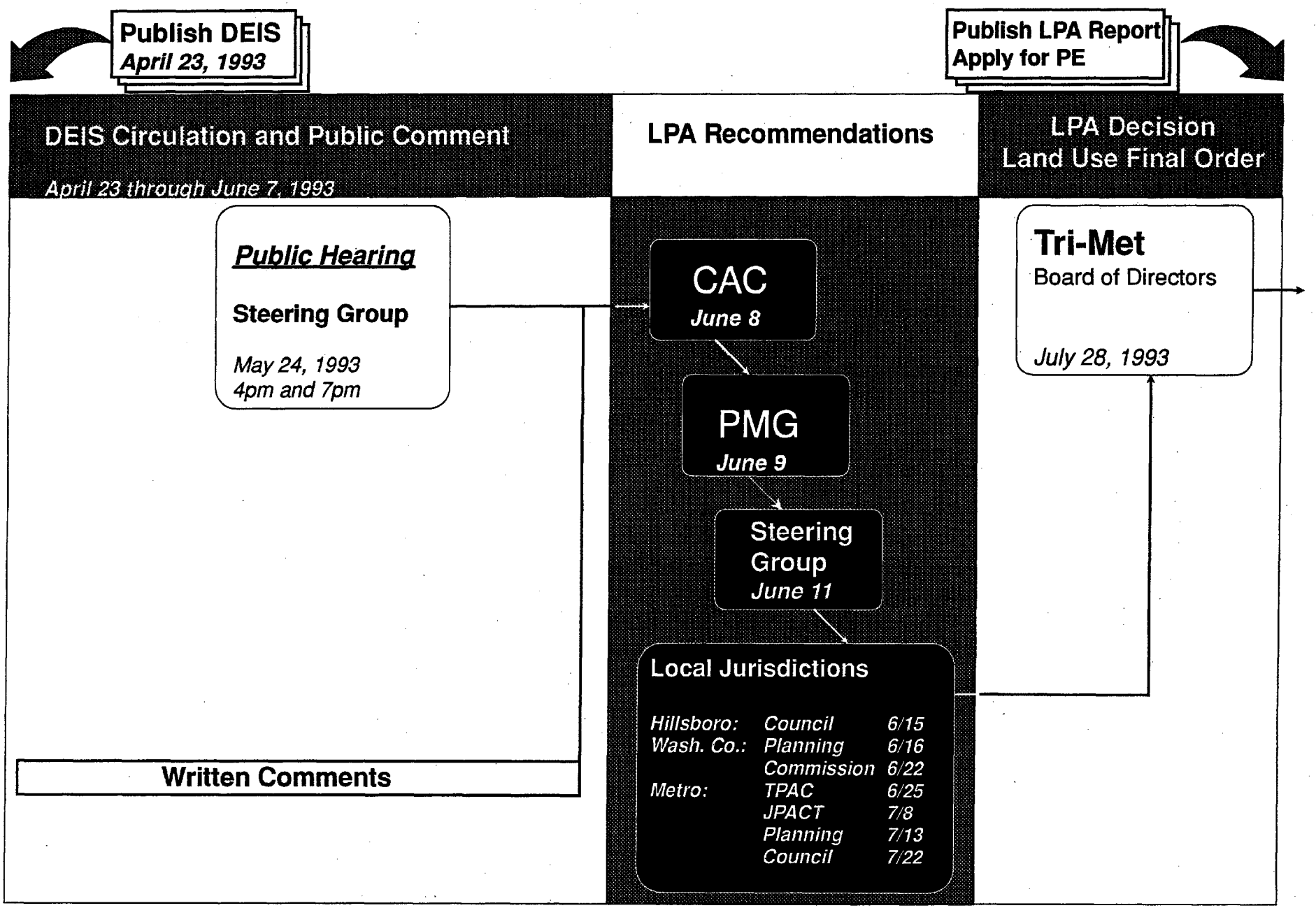
	No-Build	TSM	Fairplex	LRT CBD		
				Washington St.	Main St	Couplet
Length of LRT (miles)	0	0	3.9	6.2	6.2	6.2
LRT Stations	0	0	4	10	10	10
Park-and-Ride Lots	0	0	3	3	3	3
Park-and-Ride Spaces	0	0	355	355	355	355
Bus Service	Improved over existing/ Same as Westside	Improved over Westside	Replace service next to LRT line.	Replace service next to LRT line.	Replace service next to LRT line.	Replace service next to LRT line.
Capital Costs (1990 $millions)	N/A	$11.1	$78.6	$124.9	$127.2	$142.0

Note: All alternatives assume that the Westside LRT will be built to 185th Avenue

	No-Build	TSM	Fairplex	LRT CBD		
				Washington St.	Main St.	Couplet
Transportation Impacts:						
Westside/Hillsboro Light Rail Trips (assumes Westside LRT)	25,500	25,600	26,200	27,100	27,100	27,100
Regional Vehicle Miles (000s)	25,770	25,767	25,768	25,761	25,761	25,761
East/West Traffic Volumes at 185th Ave	17,900	17,900	17,650	17,450	17,450	17,450
Total Weighted Transit Travel Time From:						
• Pioneer Square to Hillsboro CBD	70	69	71	60	60	60
• Hillsboro CBD to Beaverton TC	54	47	47	36	36	36
Transit Access to Portland CBD (population)						
• Within 30 Minutes	381,030	379,552	383,144	384,652	384,652	384,652
• Within 45 Minutes	792,195	790,665	808,305	810,755	810,755	810,755
Miles of Reserved ROW in Corridor	0	0.6	3.93	6.24	6.24	6.24
Lost Parking Spaces						
On-Street	0	12	12	95	134	229
Off-Street	0	76	76	331	331	331
Environmental Impacts:						
Displacements (single-family/ multi-family/ business)	0/0/0	0/0/6	0/0/0	0/1/0	5/0/0	10/7/0
Structures Impacted by Noise/Vibration						
without mit.	0/0	0/0	69/25	115/29	115/26	121/29
with mit.	0/0	0/0	0/0	0/0	0/0	1/0
Wetlands Filled (acres)	0	0.03	1.34	1.67	1.67	1.67
Historic Resources	0	1	2	3	4	4
Hazardous Material Sites	0	5	5	12	15	22

5/5/93

Hillsboro AA/DEIS Decision-Making Process



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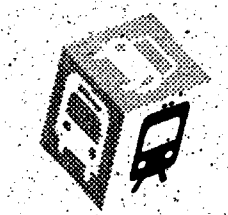
Hillsboro Corridor Briefing Document



Selecting a locally preferred alternative

METRO

May 1993

Introduction

Metro, in cooperation with affected local jurisdictions, is studying the Hillsboro Corridor for potential high capacity transit improvements that could be built in conjunction with the Westside light rail project.

There are many purposes for studying high capacity transit options in the Hillsboro Corridor, including:

- To serve and shape growth in the state's fastest growing county. Between 1977 and 1987 the Hillsboro Corridor's population and employment grew at an average annual rate of 5% and 9.4% respectively. The Corridor is projected to continue to lead the region in growth rate for the next two decades.

- To maximize utilization of a large capital investment; the Westside light rail project.

- To provide a reliable transit option to the single occupant automobile in a Corridor with a congested transportation system. The Hillsboro and Westside Corridor congestion is caused by a deficient road network, suburbanization, and topographic features.

- To provide high quality transit service to an area whose transit coverage and on-time reliability is significantly lower than the regional average.

- To provide a reliable transit link from the Corridor's large and rapidly growing job market to the region's largest work force pool of residents east of the Willamette River.

Study Goals and Objectives

The decision regarding the locally preferred alternative for the Hillsboro Corridor is made by determining which alternative best meets the overall goals and objectives for the project. The goal of the project, as stated by the Hillsboro Corridor Project Management Group, a committee composed of transportation officials representing each jurisdiction in the study, is as follows:

> *To build a transit project designed to optimize the transportation system, be environmentally sensitive reflecting community values, while remaining fiscally responsive.*

Based on this goal and the major issues identified above, the following objectives and measures of effectiveness will be used to evaluate the alternatives:

- Provide high quality transit service for trips between Hillsboro and Beaverton/Portland.

- Provide a balanced arterial system in the Hillsboro Corridor.

- Reduce the level of auto traffic passing through westside neighborhoods.

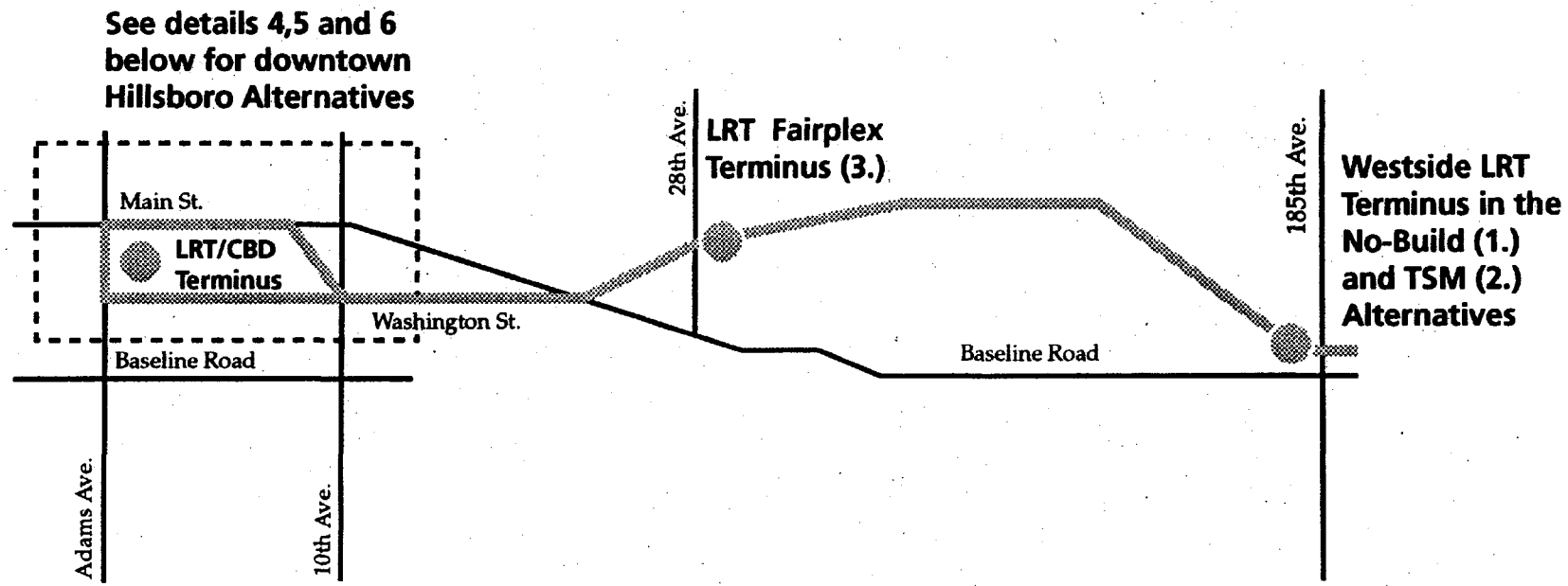
- Promote efficient land use patterns and development in the Hillsboro Corridor.

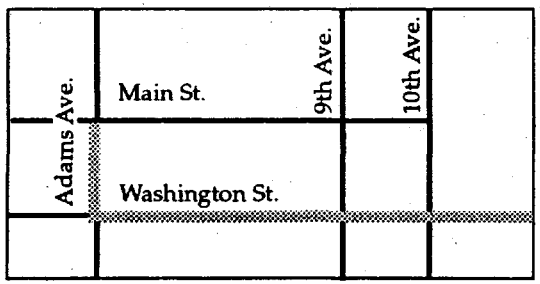
- Promote an environmentally sensitive transportation system.

- Maximize benefits derived from the investment in the Westside LRT.

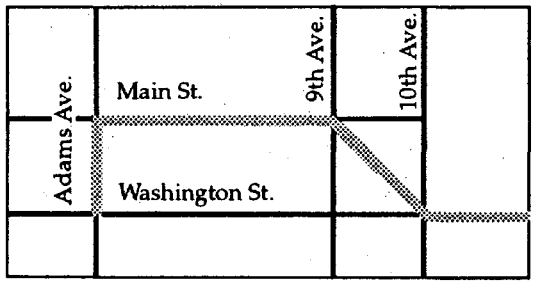
Appendix A exhibits the specific criteria used in the DEIS to measure these objectives.

Hillsboro Corridor Alternatives

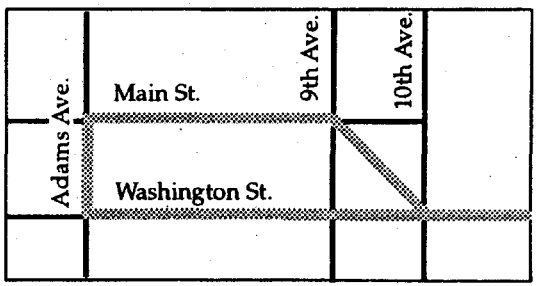




4. Washington St.



5. Main St.



6. Couplet

Study options include:

1. No-Build Alternative

Refers to the year 2005 transportation conditions with already planned transportation improvements that can be funded with existing funding sources. This includes the Westside Locally Preferred Alternative, extending light rail transit (LRT) from downtown Portland to SW 185th Avenue.

2. Transportation Systems Management Alternative (TSM)

Refers to the year 2005 no-build transportation system with new bus improvements including bus route changes, reduced headways and through-routing of bus lines from central Hillsboro through the 185th Transit Center, and extending LRT from downtown Portland to SW 185th Avenue.

3. Light Rail Transit Fairplex Terminus Alternative

Refers to the short terminus (final point) LRT alternative, which would extend LRT from 185th Avenue to a station at the Washington County Fairplex. The LRT alignment would be north of the active Burlington Northern (BN) rail line (east of SW 216th) and within the abandoned BN alignment (west of SW 216th).

4. Light Rail Transit CBD Terminus, Washington Street Alternative

Refers to a full-length LRT alternative, which would extend LRT from 185th Avenue to SW Adams in central Hillsboro. Within Central Hillsboro, there would be two-way LRT trackage in the middle of Washington Street west of SE 10th Avenue.

5. Light Rail Transit CBD Terminus, Main Street Alternative

Refers to a full-length LRT alternative, which would extend LRT from 185th Avenue to SW Adams in central Hillsboro. Within Central Hillsboro, there would be two-way LRT trackage on Main Street west of SE 9th Avenue.

6. Light Rail Transit CBD Terminus, Couplet Alternative

Refers to a full-length LRT alternative, which would extend LRT from 185th Avenue to SW Adams in central Hillsboro. Within Central Hillsboro, there would be one-way LRT trackage on Main Street (westbound) and Washington Street (eastbound) west of SE 10th Avenue.

Advantages and Disadvantages of the Alternatives

1. No-Build Alternative

Summary: Provides no improvement in transit or LRT service within the Hillsboro Corridor over the Westside Project.

Advantages:

- No direct costs or impacts associated with this alternative.

Disadvantages:

- Would leave the corridor's transportation problems unaddressed, resulting in indirect costs and impacts.
- Slowest transit travel times within the corridor and between the corridor and other locations within the region.
- Without reserved right-of-way or protected intersections for transit, the reliability of transit would be the lowest of all the alternatives.
- Total transit and LRT use is the lowest of all the alternatives.
- Provides for no reduction in vehicle miles travelled (VMT), energy consumption or vehicle emissions.

2. Transportation Systems Management (TSM) Alternative

Summary: Would provide some improvements to transit service in the Hillsboro Corridor at relatively low costs, but improvements in travel time, reliability and transit use would be less than the LRT Central Business District alternatives would provide.

Advantages:

- The total cost ($11.1 Million) of the improvements are low relative to the LRT alternatives.
- Improves the speed and reliability of buses operating through congested intersections within the corridor.
- Impacts on noise, vibration, wetlands, floodplains and wetlands are moderate compared to the LRT alternatives.

Disadvantages:

- Leaves many of the transportation problems in the corridor unaddressed.
- Provides much less transit capacity than the LRT alternatives with similar operating costs.
- With fewer protected intersections and reserved right-of-way for transit, transit would be less reliable than the LRT alternatives.
- Total weighted transit travel times are 15 to 50 percent longer compared to the LRT alternatives.
- Traffic volumes would remain unchanged.
- Lower transit and LRT use compared to the LRT alternatives.
- Would require the relocation of six businesses, compared to no business relocations caused by the LRT alternatives.

3. LRT Fairplex Alternative

Summary: The benefits to transit and LRT use would be much lower than the full-length alternatives and no LRT access is provided to central Hillsboro. The environmental impacts would be similar or less in absolute numbers than the full-length alternatives, but on per mile basis would be similar or higher.

Advantages:

- Lower total cost than the full-length alternatives.
- Environmental impacts associated with displacements, noise, historic structures and hazardous material sites would be less than the full-length alternatives in absolute numbers.

Disadvantages:

- LRT access to central Hillsboro would not be provided.
- Little or no improvements to total transit travel times would be provided for trips to and from the Hillsboro and Portland CBDs.
- Vehicle miles traveled and emissions would be higher than the TSM or full-length LRT alternatives.
- Highest use of energy of all the alternatives.
- Non-mitigated impacts per mile would be higher than the full-lengthlternatives for vibration, wetlands, and historic resources.

4, 5, 6. LRT CBD - Common to All Alternatives

Summary: Would provide the best transit service and ridership. Impacts and costs would be higher in absolute numbers, but is similar or lower on a per-mile basis. Overall, the number and scope of impacts would be small for a project of this size.

Advantages:

- Would result in the lowest auto use and vehicle emissions.
- Would provide the most reliable transit service in the corridor with the greatest number of protected intersections and longest protected right-of-way for transit.
- Would provide the fastest transit service with total weighted transit travel times significantly less than the other alternatives.
- Would result in the highest number of total transit and Westside LRT ridership.
- Would provide the highest level of transit service (place miles) than any of the alternatives, with similar or lower operating costs.
- Would result in the highest number of residents with 30 and 45 minute access to the Hillsboro and Portland CBDs.
- Level of service at intersections in downtown Hillsboro would either be unchanged or improved when compared to the other alternatives.
- For a project of this scale, the social and environmental impacts are relatively minor and most of the impacts can be mitigated.
- The number of noise and vibration impacts without mitigation per mile of LRT track is similar to or less than the Fairplex alternative, and all but one of those impacts (associated with the Couplet option) could be eliminated through identified mitigation measures.
- Would provide the most reliable transit service from the rapidly growing employment base in the Hillsboro corridor to the region's largest labor pool in East Portland.

Disadvantages:

- Generally would have the highest absolute number of environmental impacts of all the alternatives.
- Requires largest capital expenditure and costs more to operate.
- Hillsboro central business district construction impacts.

4. Washington Street Alternative

Summary: Would provide LRT access to central Hillsboro with the lowest cost and with fewer adverse impacts than the other Hillsboro CBD alternatives.

Advantages:

- Lowest cost ($124.9 million) of the full-length LRT CBD Alternatives.
- Would result in the lowest number of parking spaces removed (95) of the full-length LRT CBD Alternatives.
- No wheel squeal impacts.
- Lowest number of historic resources (3) affected of the full-length LRT CBD Alternatives.
- Lowest number of hazardous material sites (12) located near the alignment of the full-length LRT CBD alternatives.
- Fewest residential displacements (1) of the full-length options.

Disadvantages:

- Would result in the removal of 95 on-street parking spaces.
- Would remove two-lane traffic couplet on Washington/ Main Sts.

5. LRT CBD - Main Street Alternative

Summary: Would provide LRT access to the Hillsboro CBD with a mid-range of costs and impacts.

Advantages:

- Would provides the closest LRT access to the businesses and government offices in downtown Hillsboro.
- The capital cost would be less than the Couplet option and only slightly higher than the Washington Street Option.
- Lowest vibration impacts without mitigation (26) of the full-length alternatives.

Disadvantages:

- Impacts associated with displacement of homes and parking spaces, wheel squeal, historic resources and hazardous material sites would be greater than the full-length Washington Street Alternative.
- Would remove two-lane traffic couplet on Washington/ Main Sts.

6. LRT CBD - Couplet Alternative

Summary: Would provide the best LRT coverage within central Hillsboro, but at a much higher cost and with higher environmental impacts.

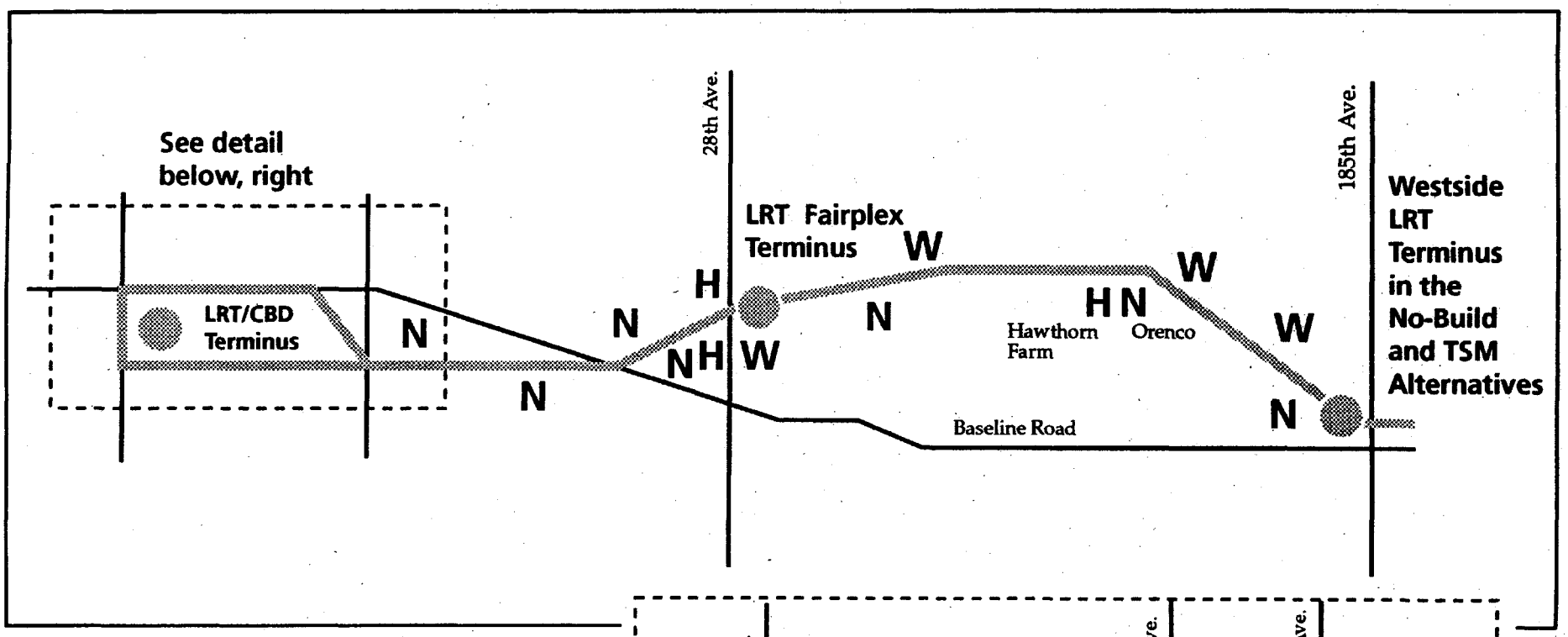
Advantages:

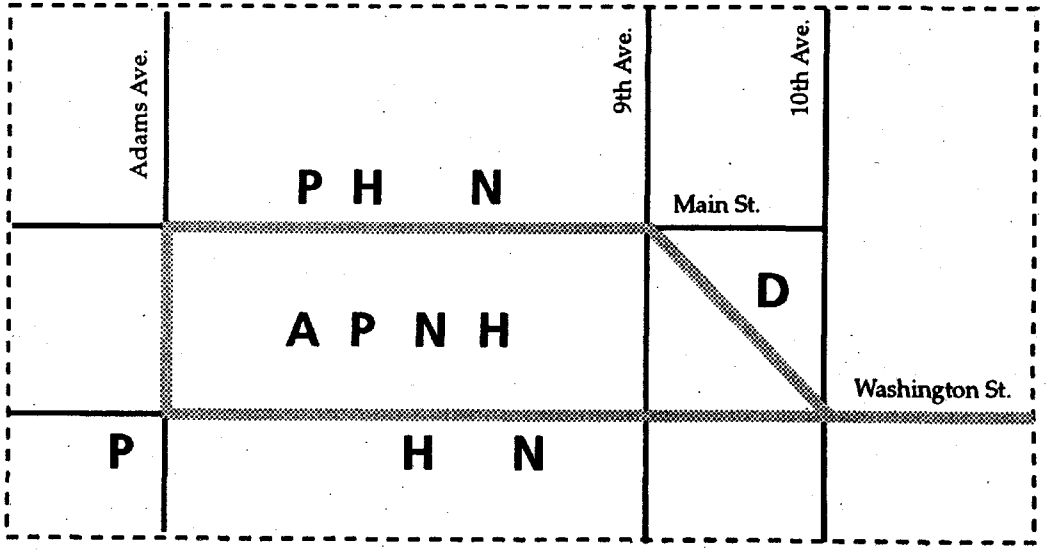
- Would provide LRT access on both Main and Washington Streets.
- Would retain two lanes of traffic in each direction on both Main and Washington Streets.

Disadvantages:

- Highest cost alternative ($141.9 million)
- Highest number of on-street parking space displacements (229).
- Highest number of single and multi-family displacements (10/7)
- Highest number of noise impacts without mitigation (121) and highest number of hazardous material sites near the alignment (22).

Hillsboro LRT Impacts





Legend*

N	Noise and vibration
W	Wetlands
H	Historic and Cultural
D	Displacement
P	Parking loss
A	Acces displaced

* *General areas of impact with no mitigation*

Features and Impacts of Alternatives

				LRT CBD		
	1. No-Build	2. TSM	3. LRT Fairplex	4. Wash. St.	5. Main St	6. Couplet
Features						
Length of LRT (miles)	0	0	3.9	6.2	6.2	6.2
LRT Stations	0	0	4	10	10	10
New Park-and-Ride Lots	0	0	3	3	3	3
New Park-and-Ride Spaces	0	0	355	355	355	355
Bus Service	Improved over existing/ same as West side	Improved over Westside	Same as TSM/LRT replaces service near LRT line	Same as TSM/LRT replaces service near LRT line	Same as TSM/LRT replaces service near LRT line	Same as TSM/LRT replaces service near LRT line
Capital Costs(1990 $millions)	N/A	$11.1	$78.6	$124.9	$127.2	$142.0
Environmental Impacts:						
Displacements (single family/multi-family/business)	0/0/0	0/0/6	0/0/0	0/1/0	5/0/0	10/7/0
Structures Impacted by Noise/Vibration						
without mitigation	0/0	0/0	69/25	115/29	115/26	121/29
with mitigation	0/0	0/0	0/0	0/0	0/0	0/0
Wetlands Filled (acres)	0	0.03	1.34	1.67	1.67	1.67
Historic Resources Affected	0	1	2	3	4	4
Hazardous Materials Sites	0	5	5	12	15	22

				LRT CBD		
	1. No-Build	2. TSM	3. LRT Fairplex	4. Wash. St.	5. Main St	6. Couplet
Transportation Impacts:						
Westside/Hillsboro Light Rail Trips	25,500	25,600	26,200	27,100	27,100	27,100
Regional Vehicle Miles (000's)	25,770	25,767	25,768	25,761	25,761	25,761
East/West Traffic Volumes near 185th Ave	17,900	17,900	17,650	17,450	17,450	17,450
Lost Parking Spaces (On Street/ Off Street)	0/0	12/76	12/76	95/331	134/331	229/331
Total Weighted Transit Travel Time From: (Peak Hour in Minutes)						
Pioneer Square to Hillsboro CBD	70	69	71	60	60	60
Hillsboro CBD to Beaverton TC	54	47	47	36	36	36
Transit Access to Portland CBD (population)						
Within 30 minutes	381,030	379,552	383,144	384,652	384,652	384,652
Within 45 minutes	792,195	790,665	808,305	810,755	810,755	810,755
Miles of Reserved ROW in Corridor	0	0.6	3.93	6.24	6.24	6.24

Notes: Topic areas with significant differences between the alternatives are shown. For information on other topics evaluated, refer to Appendicies A and B. All alternatives assume that the Westside LRT will be built to 185th Avenue

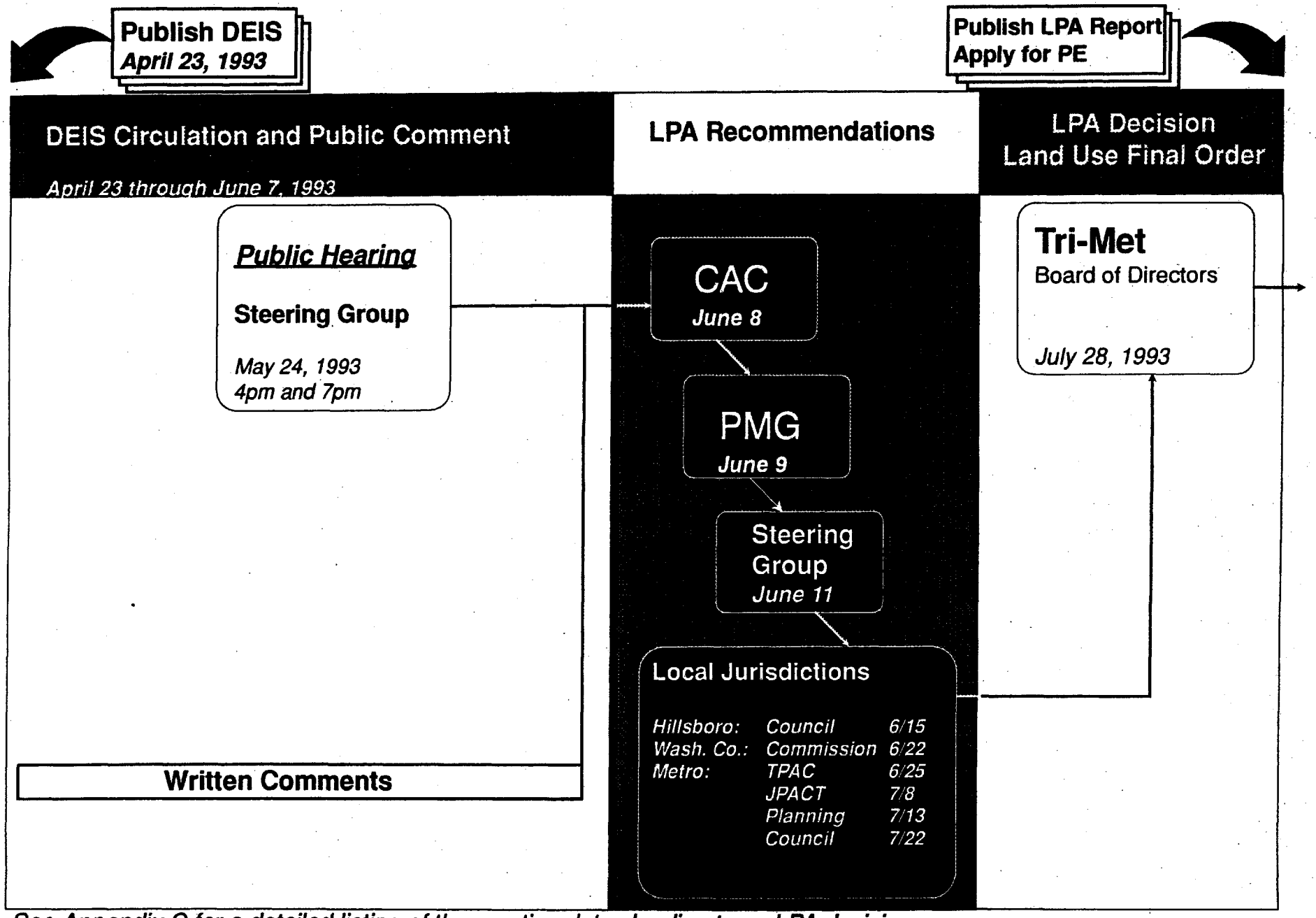
Summary of Fiscal Feasibility Analysis (in $millions)

Integrated Hillsboro and Westside Projects

		LRT CBD			
	2. TSM	5. Main St.	4. Washington St.	6. Couplet	3. LRT Fairplex
Project Capital Cost ($1990)(3)	$527.9	$644.0	$641.7	$658.8	$595.4
Project Capital Cost(2) ($YOE)(4)	$704.0	$882.0	$878.0	$904.0	$808.0
Revenues:					
Available:					
FFGA Federal Revenues	516.0	$516.0	$516.0	$516.0	$516.0
State Lottery Contribution	86.0	113.6	113.6	113.6	103.0
Local Government Contribution	6.0	11.0	8.7	11.0	10.0
Regional STP Funds	0.0	22.0	22.0	22.0	13.5
State STP Funds	0.0	22.0	22.0	22.0	13.5
Section 9 Funds	0.0	22.0	22.0	22.0	13.5
Regional G.O. Bonds	80.0	110.0	110.0	110.0	98.5
Shortfall/Proposed:	3.2	0.4	0.0	15.4	0.0
Other Local	3.2	0.4	0.0	15.4	0.0
New Federal Revenues	$ 12.8	$ 65.0	$ 63.7	$ 72.0	$ 40.0
Year 2005 Westside Corridor O&M Costs ($1990)	$25.9	$27.5	$27.5	$27.5	$27.2
Total System Cost(5)	$3,130.8	$3,147.4	$3,147.4	$3,147.4	$3,143.6
Existing System Revenues(5)	$3,193.4	$3,200.3	$3,200.3	$3,200.3	$3,195.7
Low-Year Working Capital (Existing Revenues)(6)	$1.7	$1.6	$1.6	$1.6	$1.6

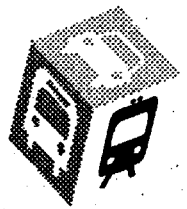
(1) Consolidated Westside/Hillsboro Corridor Project. (2) In addition, the Integrated Financing Plan for all the alternatives would include a $25 million CAPRA. (3) $1990 means 1990 dollars. (4) $YOE means Year of Expenditures Dollars. (5) Cumulative total between FY 1990 and FY 2005 (6) Tri-Met maintains a "working capital" reserve fund to insure against operating deficits. The amount of revenue in the reserve fund can be expressed in terms of the number of months that the reserve fund could, if a deficit occurred, cover the operations of the transit system. "Low-Year Working Capital" shows the lowest amount of revenue in the reserve fund, expressed in months of operations, between FY 1990 and FY 2005."

Hillsboro AA/DEIS Decision-Making Process



See Appendix C for a detailed listing of the meeting dates leading to an LPA decision.

Appendicies



Appendix A

Summary of Effectiveness Measures

			LRT CBD			
	1. No Build	2. TSM	5. Main St.	4. Washington St.	6. Couplet	3. LRT Fairplex
Miles of Reserved or Separated ROW	0.0	0.6	6.2	6.2	6.2	3.9
Percent of Intersections Pre-empted, Separated or Gated	0%	11%	100%	100%	100%	26%
Percent of Corridor Passenger-miles on Reserved ROW(1)	0%	0.4%	45.2%	45.2%	45.2%	26.7%
Total Weighted Travel Time-P.M. Peak Hour from Pioneer Square to:						
Hillsboro CBD by Transit	70	69	60	60	60	71
Hillsboro CBD by Auto	46	46	46	46	46	46
Hawthorn Farm by Transit	67	68	49	49	49	49
Hawthorn Farm by Auto	38	38	38	38	38	38
Ronler Acres by Transit	72	68	68	68	68	68
Ronler Acres by Auto	37	37	37	37	37	37
from Hillsboro CBD to:						
Beaverton by Transit	54	47	36	36	36	47
Beaverton by Auto	29	29	29	29	29	29
Hawthorn Farm by Transit	43	27	21	21	21	40
Hawthorn Farm by Auto	14	14	14	14	14	14
OGC by Transit	NA	41	25	25	25	41
OGC by Auto	20	20	20	20	20	20
Ronler Acres by Transit	54	34	47	47	47	65
Ronler Acres by Auto	15	15	15	15	15	15
Total Transit Trips	10,060	10,340	10,760	10,760	10,760	10,280
P.M. Peak Hour-Peak Direction Traffic Volumes at:						
S.W. 185th Avenue Cutline	8,050	8,050	7,850	7,850	7,850	7,850
S.W. 216th/219th Avenue Cutline	9,600	9,600	9,200	9,200	9,200	9,350
Sunset Highway East of Highway 217	5,850	5,850	5,750	5,750	5,750	5,750

Appendix A

Summary of Effectiveness Measures (continued)

			LRT CBD			
	1. No Build	2. TSM	5. Main St.	4. Washington St.	6. Couplet	3. LRT Fairplex
Percent of New Corridor Trips on Transit (1)						
Total Trips	2.9%	3.0%	3.2%	3.2%	3.2%	3.0%
Radial Trips	7.2%	7.5%	7.8%	7.8%	7.8%	7.2%
Peak Hour Accessibility:						
Population within:						
30 minutes of Portland CBD by transit	381,030	379,552	384,652	384,652	384.652	383,144
45 minutes of Portland CBD by transit	792,195	790,665	810,755	810,755	810,755	808,305
30 minutes of Hillsboro CBD by Transit	129,799	137,889	167,448	167,448	167,448	137,545
45 minutes of Hillsboro CBD by Transit	191,960	200,742	258,086	258,086	258,086	211,867
Employment within:						
30 minutes of Hillsboro CBD by Transit	89,859	87,764	116,704	116,704	116,704	80,634
45 minutes of Hillsboro CBD by Transit	139,916	141,870	262,947	262,947	262,947	220,889
Residential Units Displaced	0	0	5	1	17	0
Businesses Displaced	0	6	0	0	0	0
Structures Impacted by Noise without Mitigation						
Wayside	0	0	115	115	115	69
Wheel Squeal	0	0	9	0	9	0
Westside Corridor Transit Ridership(1)						
Total Transit Trips	38,210	38,630	39,060	39,060	39,060	38,660
Transit Trips to Portland CBD	19,980	20,250	20,340	20,340	20,340	20,250
LRT Trips	25,500	25,600	27,100	27,100	27,100	26,200

(1)Average weekday, year 2005

Appendix B
Summary of Environmental Impacts

				LRT CBD		
	1. No Build	2. TSM	3. LRT Fairplex	4. Wash. St.	5. Main St	6. Couplet
Displacement						
Single Family	0	0	0	0	5	10
Multi Family	0	0	0	1	0	7
Businesses	0	6	0	0	0	0
Air Quality locations violating 1 hr. and/or 8 hr CO standards	0	0	0	0	0	0
Structures Impacted by Noise/Vibration						
Highway Noise						
without mitigation	0	0	0	0	0	0
with mitigation	0	0	0	0	0	0
LRT Wayside Noise						
without Mitigation	0	0	69	115	115	121
with potential mitigation	0	0	0	0	0	1
LRT Wheel Squeal						
without mitigation	0	0	0	0	9	9
with potential mitigation	0	0	0	0	0	0
LRT Groundborne Vibration						
without mitigation	0	0	25	29	26	29
with potential mitigation	0	0	0	0	0	0
Acres of Wetland to be filled	0	0.03	1.34	1.67	1.67	1.67
Acres of 100 year Floodplain to be filled	0	0	.31	.31	.31	.31
Daily direct regional energy consumption (Btu x 10^9)	222.509	222.500	222.553	222.469	222.469	222.469
Historic Resources Adversely Affected	0	1	2	3	4	4
ASAs Potentially Affected	0	3	3	4	4	4
Parklands Affected	0	0	0	0	0	0
Total Hazardous Materials Sites	0	5	5	12	15	22
Operating Underground Storage Tanks	0	10	0	2	4	6

Appendix C

Hillsboro Corridor LPA Decision Making Schedule and Actions to Date

Schedule	Action
May 10	Hillsboro City Council briefing
May 11	Westside CAC briefing
May 12	Westside PMG briefing
May 12	Tri-Met Board Briefing
May 18	Washington County Board of Commissioners briefing
May 21	Westside Steering Group briefing
May 24	Public Hearing hosted by the Westside Steering Group
May 28	TPAC briefing
June 3	Corridor Tour for Tri-Met Board and Westside Steering Group
June 8	CAC recommendation on Hillsboro Corridor Locally Preferred Alternative
June 9	PMG recommendation on LPA
June 10	JPACT briefing
June 11	Steering Group recommendation on LPA
June 15	Hillsboro City Council recommendation on LPA
June 22	Washington County Board of Commissioners recommendation on LPA
June 25	TPAC recommendation on LPA
July 8	JPACT recommendation on LPA
July 13	Metro Planning Committee recommendation on LPA
July 22	Metro Council recommendation on LPA
July 28	Tri-Met Board of Directors decision on LPA

Appendix D
Resolutions and Recommendations

Appendix E
Summary of Public Comments

State of Oregon
Department of Environmental Quality Memorandum

Date: April 13, 1993

To: State Task Force on Motor Vehicle Emission Reductions in the Portland Area and Interested Parties

From: John Kowalczyk (229-6459)

Subject: Legislative Update

On March 31, 1993 the House Special Task Force on Emissions unanimously adopted its recommendations for a plan to maintain compliance with air quality standards in the Portland area. On April 12, 1993 the House Revenue and School Finance Committee reviewed and acknowledged these recommendations.

Details of the recommendation are contained in the Task Force report which is included with this memo. The Task Force did not hold any public hearings. Their recommendations are now forwarded to the House Natural Resources Committee which is the substantive committee assigned to address legislative bills relating to recommendations of the State Motor Vehicle Task Force. This Committee will hold public hearings on this issue in the future.

With respect to the House Special Task Force on Emissions recommendations, you should note that in essence they recommended replacement of the vehicle emission fee with a series of strategies, most notably doubling the employer trip reduction program requirements recommended by the State Motor Vehicle Task Force and imposing maximum limits on parking space construction in the region. Substitution of these programs will still result in substantial forces that should reduce vehicle trips. This will allow continued emission reduction credit for the LCDC transportation rule. We are preparing a memo that provides greater detail on how these two programs may be implemented and what assistance and options may be available to provide employers and developers with help and flexibility in meeting these requirements. I will send you a copy of this memo shortly.

The House Special Task Force on Emissions was particularly concerned about the loss of potential revenue for transit program improvements from deletion of the emission fee. You should note on attachment 1 of the House Special Task Force report that an increased vehicle registration fee along with a companion constitutional amendment is identified as a potential candidate to provide such revenue. The transit funding issue was specifically directed to be addressed as part of the effort to fund the Oregon Transportation Plan through bills before the House Revenue and School Finance Committee.

As soon as hearings are scheduled on this issue I will notify you so you may have the opportunity to voice your viewpoint. If you have any questions please give me a call.

House Special Task Force on Emissions

Rep. Tom Brian, Chair
Rep. Margaret Carter
Rep. Tony Federici
Rep. Bob Tiernan
Rep. Greg Walden

FINDINGS AND RECOMMENDATIONS
3/31/93

MISSION

The House Special Task Force on Emissions (House Special Task Force) was appointed by Speaker Campbell to review recommendations of the State's Task Force on Motor Vehicle Emission Reductions in the Portland Area (State's Task Force). In particular, focus was to be directed to accompanying legislative proposals (HB 2214 relating to improvements in the vehicle inspection program, HB 2419 relating to a motor vehicle emission fee, and HJR 7 relating to broadening permissible use of motor vehicle related fees).

BACKGROUND

The 1990 Federal Clean Air Act establishes a comprehensive and prescriptive approach to bringing the nation into compliance with federal clean air standards. This prescriptive approach requires sanctions to be maintained on industry and potentially imposed on other sources of air pollution if the area does not do two things:

1. Provide empirical evidence that air quality standards are achieved; and

2. Adopt a maintenance plan, which is quantifiable, permanent, and enforceable, showing how the area will continue to meet air quality standards.

In Oregon the Portland Metropolitan area is currently considered as being in "non-attainment" status, or not meeting federal air quality standards for ozone (surface level smog). The Department of Environmental Quality projects that, with current control approaches, the area will achieve attainment with air quality standards this year. Current control approaches will not, however, be sufficient to maintain compliance as required by the Federal Clean Air Act.

As required by statute (HB 2175 from the 1991 Session), a State Motor Vehicle Task Force was created and required to recommend to this session strategies for maintaining air quality in the Portland area. The House Special Task Force evaluated the report required in HB 2175 and has concluded that the desired goal may be achieved most appropriately by modifying its recommendations.

DELIBERATION PROCESS

The House Special Task Force held three meetings during which the Department of Environmental Quality (DEQ) provided extensive explanation of the basis for recommendations of the State's Task Force. In particular the House Special Task Force had substantial questions relating to:

- The need to reduce motor vehicle emissions;
- The consequences of not adopting emission reduction strategies sufficient to maintain compliance with federal air quality standard over the next 10 years;
- The reasonableness of assumptions affecting the needed emission reductions including assumed population and vehicle travel growth rates;
- The contributions of sources other than motor vehicle to the air pollution problem in the Portland area and the feasibility of reducing their emissions; and
- The flexibility in meeting Clean Air Act requirements.

The House Special Task Force requested and DEQ provided extensive additional information on other options to reduce emissions, particularly options that would reduce emissions from significant sources other than motor vehicles. The House Special Task Force also requested and DEQ provided additional options that would provide emission reductions sufficient to replace the motor vehicle emission fee recommended by the State's Task Force.

FINDINGS

In considering the information reviewed, the House Special Task Force has made several findings. These included:

- Adopting a plan to assure attainment of federal air quality standards is important to protect the health of the public and to insure the vitality of economic growth.
- If attainment is not achieved, potential sanctions to be imposed by the federal government will continue to fall upon industry - currently the most regulated and least contributing factor to the Portland area's air pollution problems. Ultimately federal highway funding could also be sanctioned.
- The greatest threat to the Portland area's air quality comes from population increases and the resulting increases in automobile use, increased use of other petroleum powered engines (construction equipment, ships, outboard motors, lawn and garden equipment), and other activities, which produce air pollutants.

- Assumptions made by the State's Task Force relating to needed emission reductions, particularly population and vehicle use growth rates, are reasonable and appear to be the minimum that would meet EPA criteria for an approvable air quality maintenance plan.

- Under certain conditions the target for an air quality maintenance plan can be moved from 2007 to 2006 which lessens the need for emission reduction strategies.

- Regulatory or fee based emission reduction strategies for major non-motor vehicle contributors, such as recreational boating and off-road diesel construction equipment, are currently either infeasible, ineffective or prohibited by Federal law in addressing future air pollution problems.

- The seven recommendations of the State's Task Force for the base strategy with the exception of the vehicle emission fee appear to be a reasonable and equitable approach to maintain attainment with federal air quality standards.

- The air quality benefit from a vehicle emission fee as recommended by the State's Task Force could be achieved through alternatives the House Special Task Force finds more desirable and less burdensome to the public.

- Funding for certain air quality improvement programs, expanded transit and air quality public information, is critical to success of the air quality maintenance plan.

RECOMMENDATIONS

After considering available information and all options presented, the House Special Task Force recommends to the House Natural Resource Committee and the 67th Legislative Assembly the following elements for a plan to meet minimum federal requirements for attainment of federal air quality standards in the Portland area (See Attachment 1):

- Endorsement of all recommendations of the State's Task Force with the exception of:
  1) The motor vehicle emission fee; and
  2) Tri-County boundary lines for expansion of the vehicle inspection program.

- Excluding the motor vehicle emission fee eliminates a substantial source of potential revenue to fund critical transit needs and emission reduction programs. Adequate funding should be addressed as part of the Oregon Transportation Plan under consideration by the Legislature.

- Expansion of current vehicle inspection boundary to achieve a 1.0% VOC and 0.5% NO_x emission reduction in an equitable way by including more of the urbanized portion of the region but not using county boundaries.

- Continued pursuit by DEQ of new potential control options for non-road motorized vehicle emissions.

- Addition of three emission reduction elements to partially replace the vehicle emission fee which can be credited because of actions already taken or expected to be taken at the federal level. These include a proposed federal energy tax, federal and state adopted alternative fuel fleet vehicle programs, and federal requirements for application of hazardous air pollutant emission control technology on existing industries.

- Addition of three other emission reduction elements to fully replace the vehicle emission fee. The House Special Task Force believes this to be a better alternative than the recommendation of the State's Task Force. These include changing the maintenance plan target from 2007 to 2006, doubling the employer trip reduction program requirements, and directing the DEQ to adopt regional parking ratios for new parking spaces that will reduce the potential vehicle trip generation from future growth by 10%.

- Consideration of two additional measures, additional state fuels taxes and vehicle registration fees, that can provide a safety margin for the air quality strategy while providing funding to meet the future critical transportation needs in the Portland area (see attachment 1). Alternatively, adoption of additional state fuels taxes and/or vehicle registration fees create a "credit" that could be substituted for all or part of another requirement (i.e., reducing the employer trip reduction program requirement).

- Amend and then adopt HB 2214, HB 2419, and HJR 7 to reflect recommendations of the House Special Task Force on emissions.

EXPLANATION OF RECOMMENDATIONS

Following is an explanation of key points relating to the emission reduction credits identified which are associated with recommendations of the House Special Task Force:

Clinton Energy Tax - The gasoline tax portion of this energy tax would, based on elasticity information, provide an emission reduction from market forces resulting in reduction in vehicle miles travelled. A state safety factor would insure the integrity of the air quality maintenance plan if a lesser or no tax is adopted by Congress or if Congress does not increase the tax.

Federal / State Alternative Fuel Fleet Vehicle Program - The credit from these programs is provided by assuming applicable public fleets meet adopted state and federal requirements with CNG (compressed natural gas) conversion kits for new vehicles purchased.

Federal MACT Requirements for Existing Industries - This credit assumes application of the Clean Air Act requirements for application of MACT (maximum achievable control technology) on certain industries. These controls, aimed at reducing hazardous air pollutants, will give a side benefit of reducing VOC emissions which contribute to ozone formation. The credit is calculated based on projecting what the federal requirements translate to for sources in the Portland area.

Double Employer Trip Reduction (ETR) Program - This strategy would double the emission reduction credit given to the ETR program recommended by the State's Task Force. It assumes the goals for the program would increase from a 5-10% reduction in trips to a 10-20% reduction in trips. The lower number would be for employers of between 50 and 100 employees and the larger number would be for employers of over 100 employees. Enforcement of this type of program is generally through civil penalty for failure to submit or implement adequate plans.

Parking Ratios - This strategy would direct the DEQ to utilize its authority in regulating "indirect sources" to establish maximum parking space limits for new construction permits DEQ may issue. The ratios would be established to result in 10% less vehicle trips being made for new construction than currently projected. This requirement would provide an incentive for new development to utilize more pedestrian, bike, and transit friendly land use designs in order to meet the mobility demand of the development. In establishing specific parking ratios the interacting effect of the employer trip reduction program would have to be taken into account in order to achieve the identified emission reduction credit.

Change Maintenance Plan Target from 2007 to 2006 - Credit for this action can be given because an implementation mechanism (parking ratios) to meet the requirements of the LCDC transportation rule will have been adopted by DEQ by May 1995, the latest date enforceable strategies must be adopted in order to meet EPA requirements for a 2006 target.

State Gas Tax Increase - Emission reduction credit is given to this element based on linear interpolation of elasticity information indicating there will be a decrease in vehicle miles travelled.

Vehicle Registration - Emission reduction credit is given to this element assuming the revenue is used for programs that reduce motor vehicle emissions. HJR 7 should be amended to allow revenue to be used in the most cost beneficial manner, principally for expanded transit service and air quality public information.

ATTACHMENT 1

Portland Area Air Quality Maintenance Plan
Prepared for the House Special Task Force on Emissions
(Need 35.6% VOC / 20.2% NO_x reduction by 2007)

Endorsed Recommendations of State Motor Vehicle Task Force	Reductions % VOC	Reductions % NO_x	Legislation Needed
New Lawn and Garden Equipment Emission Standards	6.1%	0	
Enhance Vehicle Emission Inspection	17.5%	9.0%	*
Maintain 1974 and Newer Vehicles in Inspection Program	2.4%	0.8%	
Expand Vehicle Inspection Boundary [1]	1.0%	0.5%	
DLCD Land Use / Transportation Rule Credit [2]	5.2%	4.4%	
Mandatory Employer Trip Reduction Program	1.2%	1.1%	
Strategy Overlap	-1.1%	-0.5%	
Total	32.2%	15.3%	
Additional Strategies Identified by the House Special Task Force			
Clinton Energy Tax (7.5¢ per gallon of gasoline) [3]	0.6%	0.6%	*
Existing Fed. / State Public Fleet Alternative Fuel Program	0.1%	0	
Federal MACT Requirement on Existing Industry up to	6.0%	0	
Double Employer Trip Reduction Program	1.2%	1.1%	
Parking Ratios For New Construction (10% Reduction in New Space Utilization - 2006 credit)	0.8%	0.7%	
• Worker	1.5%	1.3%	
• Commercial / Retail			
Maintenance Plan Target Reduced From 2007 to 2006 [4]	1.9%	1.2%	*
Total	12.1%	4.9%	
Grand Total	44.3%	20.2%	
"Safety Margin" - up to	8.7%	0	
Additional Potential Safety Margin or Substitute for above Strategies			
State Gas Tax Increase (4¢ to 16¢ per gallon range)	0.3% to 1.2%	0.3% to 1.2%	*
Vehicle Registration Fee (e.g. $50 annual) with amended HJR 7	0.5%	0.5%	*
Other Strategies Considered but rejected by the House Special Task Force			
Statewide Vehicle Emission Fee			*
• $2, $3, $4 per year by vehicle age (HB 3173)	0.04%	0.04%	
• $2, $4, $6, $8 per year by vehicle age	0.08%	0.08%	
$30 Annual Employee Parking Permit Fee	0.2%	0.2%	*
$3 Boat Launching Fee - Revenue For:			*
• Zero Emission Lawn Mower Subsidy or	0.7%	0	
• Alternative Fuel Vehicle Subsidy or	0.4%	0	
• Transit Improvement	0.03%	0.03%	
Reformulated Gasoline	20.6%	5.6%	
Motor Vehicle Emission Fee ($5 -$125 range , $50 annual avg.)	1.2%	1.4%	*
Worker Parking Permit $3.00 per day	5.4%	4.9%	*

(See back for footnotes)

3/31/93 DEQ

FOOTNOTES

[1] The House Special Task Force on Emission recommended changing the State Task Force recommendation on expanding the boundaries of the vehicle inspection program from the Tri-County boundary to the more urbanized portion of the Region. The boundary change should be made in the most equitable manner and provide at least the same emission reduction.

[2] Credit is only allowed if a significant motor vehicle trip reduction strategy, such as parking ratios, is adopted to insure implementation of the rule objectives. If the Legislature or DEQ does not adopt such a program, then this assumes local governments will adopt such a program by May 1996 as required by the transportation rule. This also assumes the adopted program will meet EPA's criteria of quantifiable, permanent, and enforceable measures.

[3] If this tax is not adopted by Congress, actions or substitutes will be required by local government, the legislature or DEQ to offset the 0.6% VOC and No_x losses.

[4] This credit can be used if an adequate motor vehicle trip reduction program is adopted by the Legislature or DEQ, such as parking ratios, by May 1995. The alternative is for the Legislature to require the deadline in the transportation rule for implementation plan adoption by local governments to be moved up from May 1996 to May 1995 and to direct LCDC to utilize their discretionary authority to require rule provisions to apply directly to jurisdictions' land use decision (ORS 197.646 (3)) if the deadline is not met.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1805 FOR THE PURPOSE OF REQUESTING TO THE U.S. CONGRESS THAT RESTRICTIONS ON SECTION 3 FUNDS BE AMENDED SO THAT SUCH FUNDS CAN BE EXPENDED FOR TRANSIT-RELATED PROJECTS IN OR NEAR THE CITY OF GRESHAM

Date: April 29, 1993 Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution provides that the Joint Policy Advisory Committee on Transportation (JPACT) request to the Congress of the United States that restrictions on Section 3 funds, which were originally intended for the purchase of land, be amended so that such funds can be expended for transit related projects in the City of Gresham.

FACTUAL BACKGROUND AND ANALYSIS

The Congress of the United States appropriated $13.5 million for the purpose of land acquisition, site preparation, and other improvements and activities associated with a Regional Shopping Center and Light Rail Transit Station Joint Development project. Tri-Met was to purchase 65 acres west of Gresham City Hall as part of this project known as Project Breakeven. The project is no longer viable as originally conceived due to changes in the economy and due to an erosion of support for the project within the Federal Transit Administration (FTA).

It continues to be in the interest of the region that these Section 3 funds be used to fund transit projects in the Gresham area. Consequently, the City of Gresham and the management of Tri-Met have agreed on funding of transit projects in Gresham and on the reprogramming of the available Section 3 funds and local matching funds as follows:

1. Tri-Met shall construct a 600-space, multi-story parking garage. The parking garage shall be not less than three stories in height, and shall include retail space around the perimeter of the first floor. In addition,m the parking garage shall include security equipment and security features. The parking garage shall be located in Gresham on a site provided by the City of Gresham, and shall be in proximity to the Light Rail Transit station.

   The design of the parking garage shall be directed by the City of Gresham. The construction of the parking garage shall be directed by Tri-Met.

2. The City of Gresham will donate and make available land with a commensurate size to meet the footprint for the parking

garage and applicable zoning and code standards.

3. The construction costs, together with contingencies, but not including the land costs, is estimated to be $4.5 million dollars.

4. The City of Gresham and Tri-Met agree that the use of the appropriated $13.5 million dollars of Section 3 federal funds and local matching dollars above and beyond the construction costs listed in 3 above will be dedicated to double-tracking from Ruby Junction east to the Gresham-Cleveland station; involving approximately 2.4 miles of tracking, electrification,m and replacement of the Wallula Street bridge.

5. The City of Gresham and Tri-Met agree to the expenditure of any remaining funds for Ruby Junction maintenance facility improvements.

6. Tri-met agrees to commit to the construction of a Light Rail Transit (LRT) station west of the existing Gresham City Hall station, at such time as a development plan for property previously known as "Project Breakeven" is finalized by the City of Gresham. The construction of this LRT may add one additional station to the existing MAX transit system. The construction of this LRT station shall be of a size and scale appropriate to the adjoining transit supportive development. Tri-Met commits to complete construction of this LRT station in time to support the transit needs of development identified within the development plan.

7 The City of Gresham and Tri-Met agree to formalize the detail associated with this understanding through the adoption of an Inter-Governmental Agreement (IGA). This IGA shall be subject to the approval of both the Gresham City Council and the Tri-Met Board of Directors by May 13, 1993.

8. The City of Gresham and Tri-Met request that JPACT pass a resolution requesting to the Congress of the United States that the restrictions on the above cited Section 3 funds be amended so that such funds can be expended for the above-referenced projects.

It is essential to resolve the disposition of this funding before Congress considers appropriation of Section 3 funds to the Westside LRT project in May. It is likely that the regional request for funds will be reduced by this amount unless we clearly demonstrate that it will be used for some alternate purpose (such as that proposed here).

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1805.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REQUESTING TO THE U.S. CONGRESS THAT RESTRICTIONS ON SECTION 3 FUNDS BE AMENDED SO THAT SUCH FUNDS CAN BE EXPENDED FOR TRANSIT-RELATED PROJECTS IN OR NEAR THE CITY OF GRESHAM	RESOLUTION NO. 93-1805 Introduced by Councilor Van Bergen

WHEREAS, On May 25, 1990 the President signed into law the FY 1990 Dire Emergency Supplemental Appropriations bill, H.R. 4404, which directed the Urban Mass Transportation Administration (now known as Federal Transit Administration) to make available within 60 days $13.5 million for "the acquisition of land in Gresham, Oregon, for the joint development project called 'Project Breakeven'; and

WHEREAS, In June 1990, Brian W. Clymer, UMTA Administrator, in compliance with that provision, reserved funds in that amount in agency accounts; and

WHEREAS, On July 24, 1990, Tri-Met submitted a grant application for Section 3 funding for the purpose described above; and

WHEREAS, Due to a sagging economy and due to an erosion of support for the project within FTA, the grant application has not been approved and the monies have not been allocated to Tri-Met.

WHEREAS, It continues to be in the interest of the region that these funds be used to fund transit related projects in the City of Gresham area; and

WHEREAS, In order for the Section 3 funds to be used for purposes other than originally conceived, for land acquisition,

site preparation and other improvements and activities associated with the Gresham Regional Shopping Center and Light Rail Transit Station Joint Development project, Congress must remove the restrictions on the above cited Section 3 funds; and

WHEREAS, A request must be made to the Congress of the United States to remove these restrictions and allow the Section 3 funds to be used for other transit related purposes in the Gresham area; now, therefore,

BE IT RESOLVED,

1. That the Metro Council acknowledges agreement between Tri-Met and Gresham on disposition of Project Breakeven funds as requested and recognizes the need for further Metro action.

2. That the Metro Council request to the U.S. Congress that the use restrictions on Section 3 funds for Project Breakeven be omitted.

3. That the Metro Council request to the U.S. Congress that the Section 3 funds originally conceived for Project Breakeven be reprogrammed for transit related projects in or near the City of Gresham, as shown in Exhibit A.

4. That the parking garage and transit station are subject to meeting applicable federal requirements for use of Section 3 funds and amendments to the Regional Transportation Plan and Transportation Improvement Program will be required.

5. That regional support for a parking garage and transit station is to leverage transit-supportive development in this area.

6. That we acknowledge the need for future funding for a new LRT station.

ADOPTED by the Metro Council this ____ day of _____, 1993.

_____
Judy Wyers, Presiding Officer

EXHIBIT A

Eligible Section 3 Projects for Reprogramming of "Breakeven Funds"

1. 600-space parking garage in proximity to LRT station.

2. Double-track Banfield LRT from Ruby Junction to Gresham-Cleveland station.

3. Improvements to Ruby Junction maintenance facility.

93-1805.RES
5-5-93
RB:lmk

IN JOINT COOPERATION BETWEEN THE CITY OF GRESHAM AND TRI-MET

April 27, 1993

The Honorable George Van Bergen
Chair, Joint Policy Committee on Transportation
METRO
600 N.E. Grand
Portland, Oregon 97232

Dear Chair Van Bergen:

The City of Gresham and the Management of Tri-Met have agreed on transit-related aspects in the Gresham area, and on the programming of available Section 3 funds, together with $4.5 million matching funds as follows:

1. Tri-Met shall construct a 600-space, multi-story parking garage. The parking garage shall be not less than three stories in height, and shall include retail space around the perimeter of the first floor. In addition, the parking garage shall include security equipment and security features. The parking garage shall be located in Gresham on a site provided by the City of Gresham, and shall be in proximity to the Light Rail Transit station.

   The design of the parking garage shall be directed by the City of Gresham. The construction of the parking garage shall be directed by Tri-Met.

2. The City of Gresham will donate and make available land with a commensurate size to meet the footprint for the parking garage and applicable zoning and code standards.

3. The construction costs, together with contingencies, but not including the land costs, is estimated to be $4.5 million dollars.

4. The City of Gresham and Tri-Met agree that the use of the appropriated $13.5 million dollars of Section 3 federal funds and local matching dollars above and beyond the construction costs listed in 3 above will be dedicated to double-tracking from Ruby Junction east to the Gresham-Cleveland station; involving approximately 2.4 miles of tracking, electrification, and replacement of the Wallula Street bridge.

5. The City of Gresham and Tri-Met agree to the expenditure of any remaining funds for Ruby Junction maintenance facility improvements.

6. Tri-Met agrees to commit to the construction of a Light Rail Transit (LRT) station west of the existing Gresham City Hall station, at such time as a development plan for property previously known as "Project Breakeven" is finalized by the City of Gresham. The construction of this LRT may add one additional station to the existing MAX transit system. The construction of this LRT station shall be of a size and scale appropriate to the adjoining transit supportive development. Tri-Met commits to complete construction of this LRT station in time to support the transit needs of development identified within the development plan.

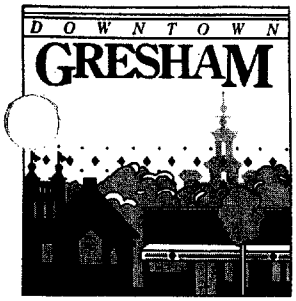
7. The City of Gresham and Tri-Met agree to formalize the detail associated with this understanding through the adoption of an Inter-Governmental Agreement (IGA). This IGA shall be subject to the approval of both the Gresham City Council and the Tri-Met Board of Directors by May 13, 1993.

8. The City of Gresham and Tri-Met request that JPACT pass a resolution requesting to the Congress of the United States that restrictions on the above cited Section 3 funds be amended so that such funds can be expended for the above-referenced projects.

On behalf of the Gresham City Council and Tri-Met Management,

Mayor McRobert
MAYOR

Tom Walsh
TRI-MET



GRESHAM DOWNTOWN
DEVELOPMENT ASSOCIATION

May 10, 1993

Mr. George Van Bergen, Chair
JPACT
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Mr. Van Bergen:

On behalf of the Gresham Downtown Development Association, we are writing in support of funding for development of a parking structure in historic downtown Gresham.

In June 1992, our Envision Downtown Task Force recommended land acquisition and building of a parking structure to accommodate the present need and future growth of downtown Gresham. This recommendation was endorsed by GDDA and was sent on to be endorsed by the Envision 2020 Action Committee, the Planning Commission and City Council. (Please refer to the attached copies of the Envision Gresham 2020 Action Plan) While this recommendation was site specific, our goal is to have a structure within the historic downtown core to meet the estimated growth in development.

As we continue in our revitalization efforts, funding is the critical element needed to develop projects that will stimulate the economic growth in the downtown area. We continue to market to developers and potential new businesses, but we need the vital infrastructure. Suburban downtown retail continues to suffer economically because of the development of regional shopping centers and strip malls. We have the opportunity to strengthen our city center by development of a structure that would meet the need of parking, while filling a widely supported view that we need to build "up, not out" as a solution to the shortage of available vacant land. At the same time, this structure could house lower level retail, creating new jobs, and could incorporate pedestrian friendly access between mass transit, parking, and the existing downtown core.

We wholeheartedly request consideration in this project that would stimulate economic improvement to the city of Gresham.

Sincerely,

The GDDA Board of Directors

Cliff Kohler, President
Martin Stone, Vice-president
Sandy Martin, Secretary
Wayne Doty, Treasurer
Frank Hartner
Don Hessel
Sue O'Halloran
Larry Tullius
Pat Swift
Peggy Johansen
Rita Henery

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M E M O R A N D U M

METRO

DRAFT

Date: May 11, 1993

To: Portland City Council

From: JPACT
George Van Bergen, Chair

Re: Eastbank Freeway

I-5 from the Marquam Bridge to the Banfield Freeway is a critical transportation route of regional, statewide and national significance. Through the regional partnership, the currently recommended improvements to the Eastbank Freeway have been identified and committed to as part of the regional transportation improvement strategies. We understand that the City of Portland is interested in broader objectives relating to reclaiming the Eastbank Esplanade and is therefore rethinking the currently planned improvements. In so doing, the City Council should be cognizant of the region's interests in this issue.

1. I-5 and I-405 play a critical role in providing the interchange for travel movements between all of the radial freeways, highways and city streets entering the Central City area. It is the very center of the system and provides the means for traffic to and from all of these routes. As such, a project on this loop is unlike any other stand-alone project in the region. Removal of this link would therefore not just affect traffic in the Central City area but also have an effect on accessibility via all of the radial routes accessing the Central City.

   One of the major radial routes is McLoughlin Boulevard. The East Marquam Phase IV project is intended to improve the access for this major connection from Clackamas County to the I-5/I-405 loop and therefore to the rest of the radial routes. This connection is severely impaired via the current routing along Grand Avenue and Martin Luther King Boulevard. As the region turns its attention to the recently proposed South/North LRT expansion, increased transit accessibility between Portland and Milwaukie will bring about increased attention to higher densities and transit-supportive land uses which will magnify the importance of McLoughlin Boulevard and its connection to I-5.

The region is equally interested in the continued strength and growth of the Central City. The East Marquam projects are targeted to support this via improved radial access to the McLoughlin Corridor, improved access to I-5 from the Central Eastside industrial area and traffic relief through the Central Eastside from traffic reductions on Grand Avenue and King Boulevard.

Also of concern is the effect of possible removal on through traffic and truck movements. I-5 is a critical link for these movements and I-205 and I-405 are already serving those trips that can be most appropriately diverted.

2. Financing Priority - Any alternatives to the currently proposed Eastbank Freeway improvements that are of significantly higher cost raise concerns about state and regional funding priorities. As you are aware, there is a substantial funding shortfall for both transit and highway improvements presently identified for the Portland region. A substantial increase in funding for the Eastbank Freeway would therefore be at the expense of other projects and would need to compete through the regional and state prioritization process like other projects.

   Of particular concern is the significant regional effort required to continue the federal funding for the Westside Corridor LRT project, secure a federal funding commitment to extend this project to Hillsboro and the new effort which will be required to develop and implement a regional, state and federal funding commitment for the recently proposed South/North project to Clackamas and Clark Counties. These projects are a very high priority of the region and the City of Portland and, if implemented, will likely play a more significant role in ensuring the continued strength and expansion of the Central City area than alternatives to the East Marquam - Phase III and IV projects.

3. Uncertainty - If there is continued doubt about whether the East Marquam - Phase III and IV projects are built, numerous other projects are hindered in proceeding through the project development/design/EIS process. This project and the alternatives of relocation or removal that are presently under discussion would have significantly different effects on traffic circulation patterns and therefore further stall the region's ability to address problems on I-5 between the Fremont Bridge and the Banfield Freeway, on I-405 between I-5 and U.S. 26 and for crossings of the Willamette River and connections to the west end of the Ross Island Bridge.

As the Portland City Council considers this project and its possible effects on the City of Portland, please take into consideration these regional effects and be prepared to integrate your interests with those of the region. In addition, please recognize that it is critical to maintain a strong regional consensus in order to successfully fund and implement needed transportation investments while meeting objectives related to development, air quality and vehicle miles of travel.

GV:ACC:lmk

cc JCACT

Oregon

May 7, 1993

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
Region 1
FILE CODE:

The Honorable Vera Katz
Mayor
City of Portland
1120 S.W. Fifth Avenue
Portland, Oregon 97204

Subject: Eastbank Freeway

I am writing this letter to provide information for Council consideration in addressing Eastbank Freeway issues raised at the April 7 hearing. I was not able to attend the hearing, but a member of my staff was present and briefed me on the public testimony and comments made by Council. Based on the issues and comments raised, I have organized this letter into three sections.

Moving/Removing Eastbank Freeway

I have spoken to our Director Don Forbes and Oregon Transportation Commission (OTC) Chairman Mike Hollern concerning the issues raised in your proposed resolution and at the hearing. They have asked me to express to you ODOT's concerns about again considering the possibility of moving or, the more recent concept of, eliminating I-5 between the Marquam Bridge and I-84.

To consider reconfiguring this section of I-5, it should be understood that federal transportation money cannot be used without congressional action, and ODOT views any significant modification to the existing alignment of I-5 as a land use project which cannot be funded by state and federal transportation dollars. This position was outlined in a February 6, 1989 letter from Mike Hollern to the I-5/Eastbank Freeway Options Committee Chairman Jane Cease. I have attached a copy of this letter for your information. ODOT's position has not changed.

Eliminating I-5 altogether between the Marquam Bridge and I-84 was not considered in the 1989 Eastbank Freeway Options evaluation and report. Removing this section of I-5 could have major adverse effects on the region's transportation system, interstate commerce, and access to our intermodal freight facilities. There are also significant legal questions whether a section of the interstate highway which is also a national defense route can be removed from the overall system.

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The City resolution proposes to reconfigure or eliminate I-5 in 25 years. Normal state and federal practice is to seek a 20-year design life for roadway improvements, and at least a 50-year design life for structures. Both Marquam Phases 3 and 4 will construct significant new structures. In effect, if a reconfiguration of I-5 does occur in 25 years, $90+ million of scheduled highway improvements would likely have design lives ranging from 14 - 18 years, assuming current construction schedules. It is not cost effective and a wise use of limited public funds to do any further construction on this section of I-5 when such short design lives are likely. ODOT has already made recent substantial investments in the current alignment with the first and second phases of East Marquam improvements.

Marquam Phases 3 and 4 Projects

Apart from the above discussion of ODOT concerns about relocating or removing a portion of I-5, Felicia Trader has informed me that some members of Council would like more information on the purpose of East Marquam Phases 3 and 4, what other alternatives have been investigated, and the environmental processes required. The following paragraphs hopefully address these questions.

The purpose of Phase 3 (Water Avenue On-Ramp) is to provide a direct southbound access to I-5 from the Central Eastside Industrial Area. Present access is made by circuitous routes using the Morrison or Ross Island bridges. This is a project which was specifically requested by the City to support a revitalization of the Central Eastside Industrial District. This on-ramp does not improve traffic flow on I-5. In fact, it will degrade I-5's performance. ODOT's only interest is in honoring a commitment to the City to provide this requested access. ODOT evaluated a number of options for the on-ramp:

1. Beginning at 1st Ave. and elevating Yamhill St. over I-5.

   This was rejected because it closed or realigned Water Avenue, involved considerable right-of-way, and generated additional traffic on Yamhill Street which has little capacity or desirability for more traffic.

2. Beginning at Taylor St. and elevating Water Ave. over I-5.

   This was found to be too costly, made Water Avenue less desirable for through north-south traffic, and heavily impacted local businesses.

3. Beginning at Water Ave. and elevating Salmon St. over I-5.

   This was preferred by the City and selected for construction.

4. Beginning at Water Ave. and elevating Taylor St. over I-5.

   Options 3 and 4 were similar, but Option 3 provided a gentler grade for the on-ramp and connected to Salmon Street, which was the City's preferred location.

5. Beginning at Water Avenue and depressing Taylor St. under I-5.

   See Option 6.

6. Beginning at Water Ave. and depressing Salmon St. under I-5.

   Options 5 and 6 both were unacceptable because of steep grades and being depressed below the water table.

7. Several variations of ramps from King and Grand at Stephens St. connecting to southbound I-5 at the east end of the Marquam Bridge.

   This option was unacceptable because of inadequate weaving distance to the west end of the Marquam Bridge.

8. Possible ramps to the Morrison or Ross Island bridges.

   This option was rejected because these routes were out-of-direction and directed more traffic to already overloaded facilities.

With City concurrence and urging, ODOT selected Option 3. This option best fit the City's desired traffic pattern, provided acceptable grades, crossed over I-5 at its low spot, and gave an acceptable traffic weaving distance.

The purpose of Phase 4 (McLoughlin connection to I-5) is to relieve heavy traffic on King Boulevard and Grand Avenue between McLoughlin Boulevard and the Morrison Bridge Interchange. This 11-block stretch is seriously congested with truck and auto traffic that uses the Morrison Interchange to enter and exit I-5. Phase 4

would rebuild the entire Grand Avenue/King Boulevard viaduct making it wider and improving pedestrian access. It would also provide improvements to local street circulation, especially access to OMSI. The existing viaduct has numerous columns making it very difficult to fit in the City's desired access to OMSI. Phase 4 is presently on hold pending alternatives analysis for the north-south LRT since these structures may need to also accommodate the proposed rail line.

Both Phases 3 and 4 each require a supplemental environmental assessment (SEA) which evaluates whether the analyses and conclusions in the original 1980 East Marquam Ramps Environmental Assessment are still valid. The purpose of these SEAs is not to expand the scope of the project or look at other alternatives but simply to provide updated analyses and conclude whether the 1980 Finding of No Significant Impact is still a correct conclusion. The SEA for Phase 3 is expected to be released in June 1993 with a public hearing held in July. Testimony from the public hearing will be evaluated and a recommendation will be made to the City in terms of what course of action to take (in this case, to build or not build the on-ramp as designed). At that point, a City decision on what alternative should be advanced will be required before further project activity can occur.

Summary

In summary, the following issues need to be considered in any discussion on a resolution to move or eliminate the Eastbank Freeway.

First, in my opinion, moving (or removing) I-5 is a land-use decision and may require Portland to amend its comprehensive land-use and transportation plans. Any I-5 modifications must be consistent with regional and state transportation plans, requiring strong regional support. This support is not evident at this time.

Second, no funding currently planned for Marquam Phase 3 and 4 can be used to move or remove the freeway. Reconfiguring I-5 is not in the regional or State Transportation Improvement Program (TIP). If the Council withdraws support for constructing Phases 3 and 4, ODOT will direct these funds to other projects in the TIP which are currently underfunded or are being phased because of funding limitations. Further, the OTC has stated that costs of moving the freeway should come from non-transportation sources.

Third, I have no reason or desire to advance Marquam Phase 3 to final design if the City continues to debate whether to move the freeway. It is not a prudent investment of transportation funds given an intent to severely limit the design life of this new on-ramp.

Lastly, passage of a resolution indicating an intent to move I-5 between the Marquam Bridge and I-84 would cause ODOT to consider deferring initiating project development on the important Greeley-N.Banfield project. From a freeway operation perspective, most of the traffic problems which would be addressed by improvements between I-84 and the Greeley ramps go away if I-5 is removed south of the I-84 Interchange.

I will attend your May 11 work session to respond to questions Council may have. Please give me a call at 653-3090 if you would like me to be prepared to talk about other issues than were addressed in this letter.

Bruce A. Warner, P.E.
Region Manager

cc: Mike Hollern
Don Forbes
Michal Wert
Donna Robinson
Paul Hailey
John Gernhauser - FHWA
Felicia Trader - PDOT
Jef Kaiser

BW:JK:po:hrm

Attachment (1)
vkjk0412.e

EXHIBIT 2

NEIL GOLDSCHMIDT
GOVERNOR

Oregon Transportation Commission

PO BOX 6119, BEND, OREGON 97708

February 6, 1989

In Reply Refer to File No.:
PLA

The Honorable Jane Cease
State Senator
S-217 State Capitol
Salem, OR 97310

Dear Jane:

At the January 30, 1989 meeting on the Eastbank Freeway Relocation issue, I offered limited support to work with the region to provide up to $26 million of Interstate 4R funds to the relocation effort. I want to reiterate the parameters of my offer.

First, I agree with the discussion at the January 30 meeting that the beneficiaries of the relocation should be the principal funding participants. All the transportation options evaluated by the Committee meet the transportation objectives of the project. The difference between Alternative A at $54 million and Alternative C at $122 million is essentially land use benefits. Therefore, the incremental costs of moving the freeway should come from nontransportation sources.

I'm assuming that the currently approved $54 million of interstate funds and match is eligible for the relocated freeway option. The Federal Highway Administration approval will be required and, because of design changes, may not be available in total.

The Joint Policy Advisory Committee on Transportation will need to reorder up to $26 million of Interstate 4R funds to the project. This, plus the original $54 million that should be available, would total $80 million. The $26 million in 4R funds are currently those that are identified for the Portland region's transportation priorities and would require a consensus reordering by the region. The freeway would also have to be incorporated into the Regional Transportation Plan to be eligible for federal funding.

The use of Interstate 4R funds for the relocation of the freeway will also take congressional action. This point was thoroughly covered by both FHWA and by Bob Van Brocklin in presentations to the Committee. Currently, Interstate 4R funds are not eligible for this type of activity. Regional consensus for support is critical to secure congressional action for use of 4R funds in relocating the facility.

If the region's Westside LRT program appears jeopardized by any proposed congressional actions, JPACT and ODOT concurrence will be difficult to gain. The Westside LRT is the consensus priority.

The construction cost index, for example, over the past eight years has increased by at least three percent per year. At a three-percent-a-year cost increase for four years, the unfunded costs (assuming the use of $26 million in 4R) of the Alternative C would increase from some $68 million to about $76.5 million. Revenues have not increased in a similar manner. Similarly, project features on Alternative C have been removed to reduce its cost. As we go through the public review and environmental effort, our experience has been that project costs will increase, not decrease. Therefore, as the proponents pursue Alternative C with funding to cover the share above $80 million, they need to identify a contingency to cover add-ons and escalating costs.

We need to proceed in some timely manner. It is my understanding that the recommendations of the Committee will be presented to the City Council in March. I believe that if the City Council seeks to pursue both nontransportation and congressional assistance in cooperation with JPACT, that this effort be concluded within the next few months but no later than June 30 of this year.

Thanks again for all your hard work helping resolve this difficult issue.

Sincerely,

Michael P. Hollern
Chairman

bc Bob Bothman
Gary Potter
Don Forbes
Don Adams
Ted Spence

MH:RS:po rw

DRAFT

May 10, 1993

To: MEMBERS OF THE SENATE

From: Transportation '93
Joint Policy Advisory Committee on Transportation (JPACT)

Subject: **Support of SB 536-A - Portland Area Congestion Pricing Pilot Project**

Transportation '93 and JPACT urge you to vote "yes" on SB 536-A.

New tools for managing the transportation system need to be developed and evaluated. These new tools are especially important in the Portland metropolitan area. Transportation resources are too scarce to be spent continually expanding the highway system to accommodate rush hour traffic. Even if resources were plentiful, restrictions of the federal Clean Air Act in the Portland area and requirements to reduce vehicle miles traveled require the investigation of new measures for transportation system management.

Congestion pricing, the use of fees on congested roads or facilities to reduce or prevent traffic congestion, is one of the most promising tools for managing the transportation system. Federal funding is available right now to allow jurisdictions to test and evaluate congestion pricing. SB 536-A will authorize a **test** of congestion pricing in the Portland metropolitan area; without passage of SB 536-A Metro will not be eligible to receive federal funding for the test. When you cast your vote for this bill please consider the following:

- Before Metro can test congestion pricing, it must conduct a public involvement process approved by the Metro Committee for Citizen Involvement.
- During the public involvement process Metro will evaluate and select a site for the test of congestion pricing.
- In determining the location of the test site, Metro must take into account the impact of the congestion pricing test on persons with low incomes. A test could involve discounts, transit passes or free travel to people with low incomes. The test could also be designed with one or more lanes where no congestion fee is charged.
- If the public involvement process results in a recommendation to test congestion pricing Metro will need approval of JPACT, a transportation policy advisory group to Metro that is composed of state, county and city representatives in the Metro boundary. The Oregon Transportation Commission would have to approve any test involving state roads.
- If a test of congestion pricing is implemented, Metro will report back to the Legislature every session with an evaluation of the pilot project.
- Authority for the pilot project ends December 31, 1998.
- Up to $15 million for the test of congestion pricing is available from the federal government.

The organizations on the reverse of this letter endorse a test of congestion pricing and urge you to support passage of SB 536-A.

Endorsements of the Congestion Pricing Pilot Project

- Oregon Transportation Commission
- Portland Future Focus Committee
- Oregon Trucking Association???
- Transportation '93
- Oregon Roads Finance Study
- Joint Policy Advisory Committee on Transportation
- Oregon Environmental Council
- 1000 Friends of Oregon
- Oregon State Public Interest Research Group
- Associated Oregon Industries???
- Oregon Business Council???
- Tri-Met
- Port of Portland???
- Governor's Task Force on Motor Vehicle Emissions???
- League of Oregon Cities
- Association of Oregon Counties
- City of Portland
- Clackamas County???
- Washington County
- Multnomah County
- Metro
- Department of Environmental Quality ??
- Department of Energy
- AFSCME???

Verifying support for entities with ???.

FACT SHEET
SB 536-A
PORTLAND AREA CONGESTION PRICING PILOT PROJECT

What is congestion pricing?
Congestion pricing is the use of fees on congested roads or other facilities to reduce or prevent traffic congestion. The fees are based on location, time or day, and the direction and distance traveled.

Why is SB 536 needed?
Metro, with approval of the Joint Policy Advisory Committee on Transportation (JPACT), has applied for a federal grant to implement a congestion pricing pilot project. Metro will not qualify to receive federal grant money for the pilot project without the statutory authority provided in SB 536-A.

What this bill does:

- Authorizes Metro, upon recommendation of the Joint Policy Advisory Committee on Transportation (JPACT), to establish a congestion pricing pilot project within the Metro boundary.
- Requires Metro to conduct a public involvement process approved by the Metro Committee for Citizen Involvement prior to implementation of a pilot project.
- Requires the approval of the Oregon Transportation Commission if the pilot project will involve state highways within the Metro boundary.
- Requires an evaluation of the pilot project to be submitted to the Legislature and the Oregon Transportation Commission each session following implementation of the pilot project.
- Establishes criteria for the designation of roads or facilities to be part of the pilot project which include the potential for: reducing congestion and minimizing negative economic impacts on businesses and individuals with low incomes.
- Limits authority to December 31, 1998.

What this bill does not do:

- Authorize congestion pricing outside of the Portland metropolitan area.
- Authorize traditional 24-hour per day tolls.
- Authorize Metro to act unilaterally without local government approval.
- Transfer to Metro responsibility for or jurisdiction over any roads.
- Require the Portland region to implement a congestion pricing pilot project.

grp$pd:[93leg]2sb536a.fs

QUESTIONS AND ANSWERS
SB 536-A
PORTLAND AREA CONGESTION PRICING PILOT PROJECT

What is the congestion pricing pilot project?
This is a test of congestion pricing funded by federal grant money. The exact location and nature of the test would be determined through a public involvement process.

Is congestion pricing the same as a toll?
No. Tolls are usually collected 24 hours a day regardless of traffic congestion. Congestion pricing fees would be collected only during peak driving periods (rush hours) to prevent or reduce traffic congestion.

Does congestion pricing mean toll booths and long lines?
No. Fees can be charged electronically so that traffic is not delayed.

Where would the pilot project be?
SB 536-A limits authority for a congestion pilot project to the Portland Metro boundary.

How long would the pilot project last?
SB 536-A limits authority for the pilot project to December 31, 1998.

Who would administer the pilot project?
Metro, upon recommendation of the Joint Policy Advisory Committee on Transportation (JPACT), has authority to implement the pilot project under SB 536-A. JPACT is made up of representatives from the local jurisdictions within the Metro boundary. Also, the Oregon Transportation Commission must approve any pilot project that involves state highways within the Metro boundary.

Why do we need to test congestion pricing?
We need to make the best use of the road capacity we have now by spreading trips, rather than building more capacity just for peak hour use. Charging people to drive during peak traffic periods may encourage some drivers to drive at other times.

What about low income people?
Under SB 536-A Metro must take into account the impact on people with low income when designating the location of the pilot project. A project could provide discounts, transit passes, or free travel to low income people. It could also be designed with one or more lanes where no congestion fee is charged.

How will the Legislature monitor the pilot project?
The bill requires an evaluation of the project to be submitted to the Legislature and the Oregon Transportation Commission each session following implementation of the pilot project.

Why is SB 536 needed?
Metro will not qualify to receive federal grant money for the pilot project without the statutory authority provided in SB 536-A.

Oregon

April 7, 1993

DEPARTMENT OF
TRANSPORTATION

HIGHWAY DIVISION
Region 1

FILE CODE:

Molly O'Reilly and Dave Stewart
STOP
15405 S.W. 116th Avenue
Tigard, Oregon 97224-2600

Please refer to your joint letter of March 21, 1993 to Doug Capps, Western Bypass Study (WBS), Steering Committee, Chairman, regarding your request to add another alternative to the study. First, I would like to discuss this as it relates to the alternatives development work we did last summer, and then in the context of NEPA requirements.

Your request for a new alternative is the same request WBS committees dealt with on an informational basis during the summer of 1992. STOP representatives presented this concept and a request for additional transportation modeling information at WBS advisory committee meetings on May 20 and May 21, 1992. The committee discussed this concept (modified bypass concept) and other changes to the WBS alternatives. The ODOT study team reviewed these ideas and responded to them at the August 1992 set of meetings. This is documented in the May 20 and May 21, 1992 and the August 4 and 5, 1992 meeting minutes. In the Committee Update on Alternatives (copy attached), which was presented at the August meeting, ODOT evaluated the transportation modeling STOP requested for the modified bypass concept. The additional analysis of the modified bypass concept showed that it did not address several study objectives as well as the bypass alternative and that it was not substantially different in transportation performance from the Transportation System Management (TSM)/Planned Projects and/or the Arterial Expansion alternatives. The discussion at the August Citizens Advisory Committee meetings supported these conclusions despite a motion to continue studying the modified bypass concept from your CAC representative. This motion was defeated.

In your letter you state that your conclusion is that the modified bypass concept "is at least as viable as the bypass and, therefore, a reasonable

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alternative to it". In the context of NEPA, ODOT is required to look at a reasonable range of alternatives - not every or all variations of reasonable alternatives. WBS committees approved the five alternatives for further study at advisory committee meetings in October 1992. Your representative was part of this process.

We will include the analysis of the modified bypass concept in the transportation technical report. However, we will not advance your alternative into the DEIS at this time. We will put this item on the agenda for the next advisory committee meetings for discussion and possible action. We anticipate these meetings to be scheduled for late May or early June and will assume you will make a presentation of your request.

In conclusion, it is our view that we have a reasonable range of alternatives that will provide sufficient information about transportation system performance and environmental impacts to allow a decision to be made. Following the public hearing and during the selection process, there is an opportunity to mix and match components of different alternatives to insure that the "preferred alternative" is the best choice. If you have any questions or comments, please don't hesitate to call me at 653-3240.

Bill Ciz
WBS Project Manager

BC:po

cc: Metro Council
Metro Transportation Policy Alternatives Committee
Metro Joint Policy Advisory Committee On Transportation
Western Bypass Study Steering Committee Members
Western Bypass Study Citizens Advisory Committee
Western Bypass Study Technical Advisory Committee
Michael Hollern, Chair, Oregon Transportation Commission
Ann Squier, Governor's Office
Don Forbes
Michal Wert

mobc0402.e

WESTERN BYPASS STUDY

Oregon Department of Transportation

Committee Update on Alternatives

In May of 1992, the study team met with the Advisory Committees at a series of three meetings at which a number of requests were received. These requests focused on three areas: clarifications, further evaluation of alternatives, and additional modeling and analysis.

The requests which focused on clarifications were either responded to at those meetings or will be clarified at the next meetings. The request to include environmental impacts in the current evaluation has been considered. Data that only will be available with the development of the Draft Environmental Impact Statement (DEIS) would be required to complete this evaluation in the appropriate detail. It would be premature to present preliminary evaluation results now, and use this information as the basis to decide which alternatives should be analyzed in the DEIS. The evaluation of environmental impacts which was prepared for the Strategies can be reviewed by those who wish to see the range of impacts that have already been considered in the study process.

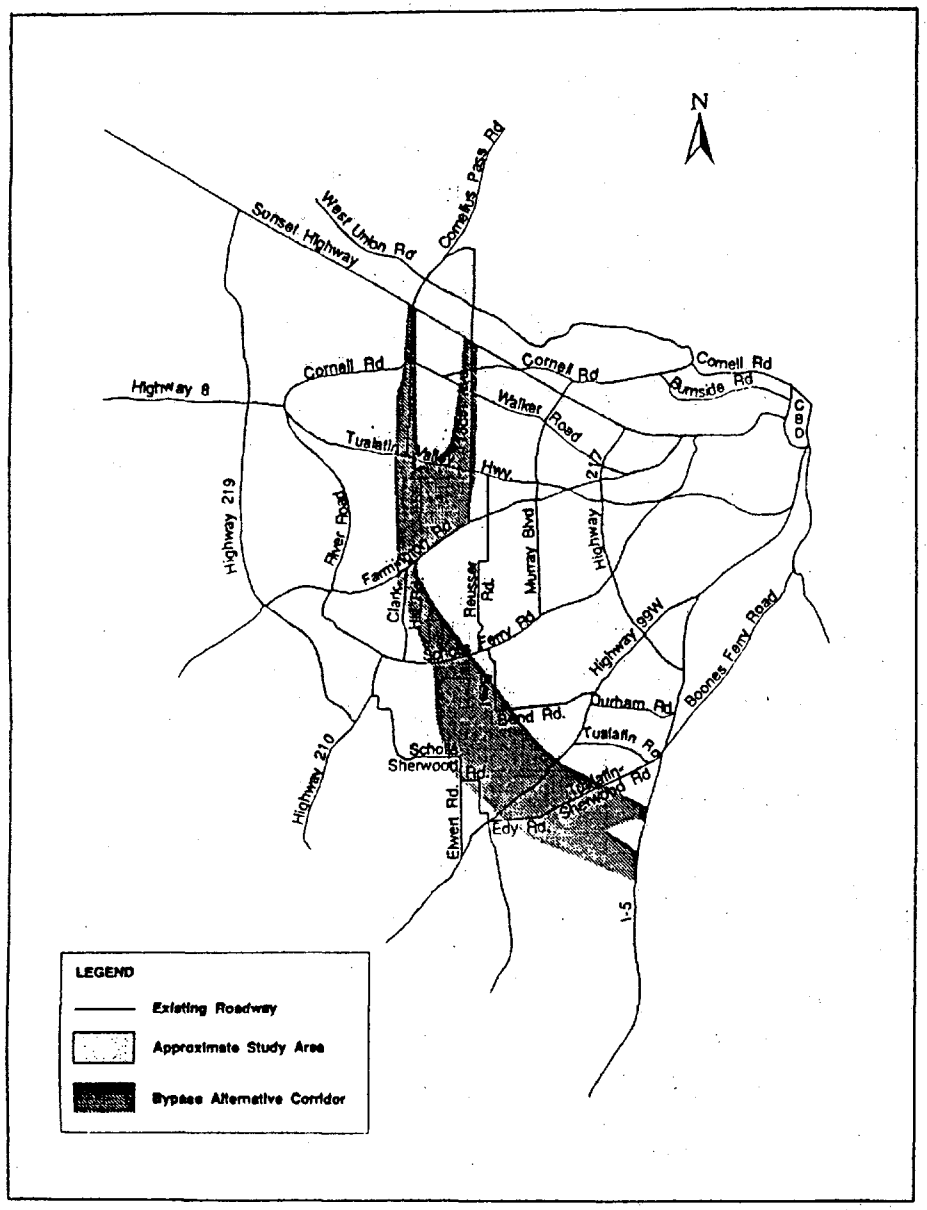
Three requests were received from the committees for additional analysis. The first was to include a Murray extension "alignment" south from Scholls Ferry Road to Highway 99W along BPA right-of-way. Our review of this option concluded with a recommendation not to incorporate this extension, since such an alignment would go over the top of Bull Mountain and have significant steep slope constraints. The capacity which would be provided by such an element of any alternative is essentially provided for in the Murray extension and Beef Bend/Elsner Roads improvements. These latter two road projects, while not approved, are reflected in local plans.

The second request was to include the express bus element (High Capacity Transit or HCT) in the TSM Alternative. This recommendation was endorsed at the meetings, and will be incorporated in subsequent modeling.

The third request from the Advisory Committees was that the Western Bypass Study team further evaluate the effect of growth on rural roads, and to further evaluate what contribution the rural section of the bypass roadway adds to the Bypass Alternative. The committees requested that this be accomplished by specifically modeling a roadway network similar to the Bypass Alternative, but with the portion of the bypass between TV Highway and Highway 99W removed. The purpose of evaluating a modified bypass concept was not to produce an additional transportation alternative but to provide a greater level of analysis of the effects of traffic on rural roadways. The remaining portion of this memo is an analysis in response to that committee request.

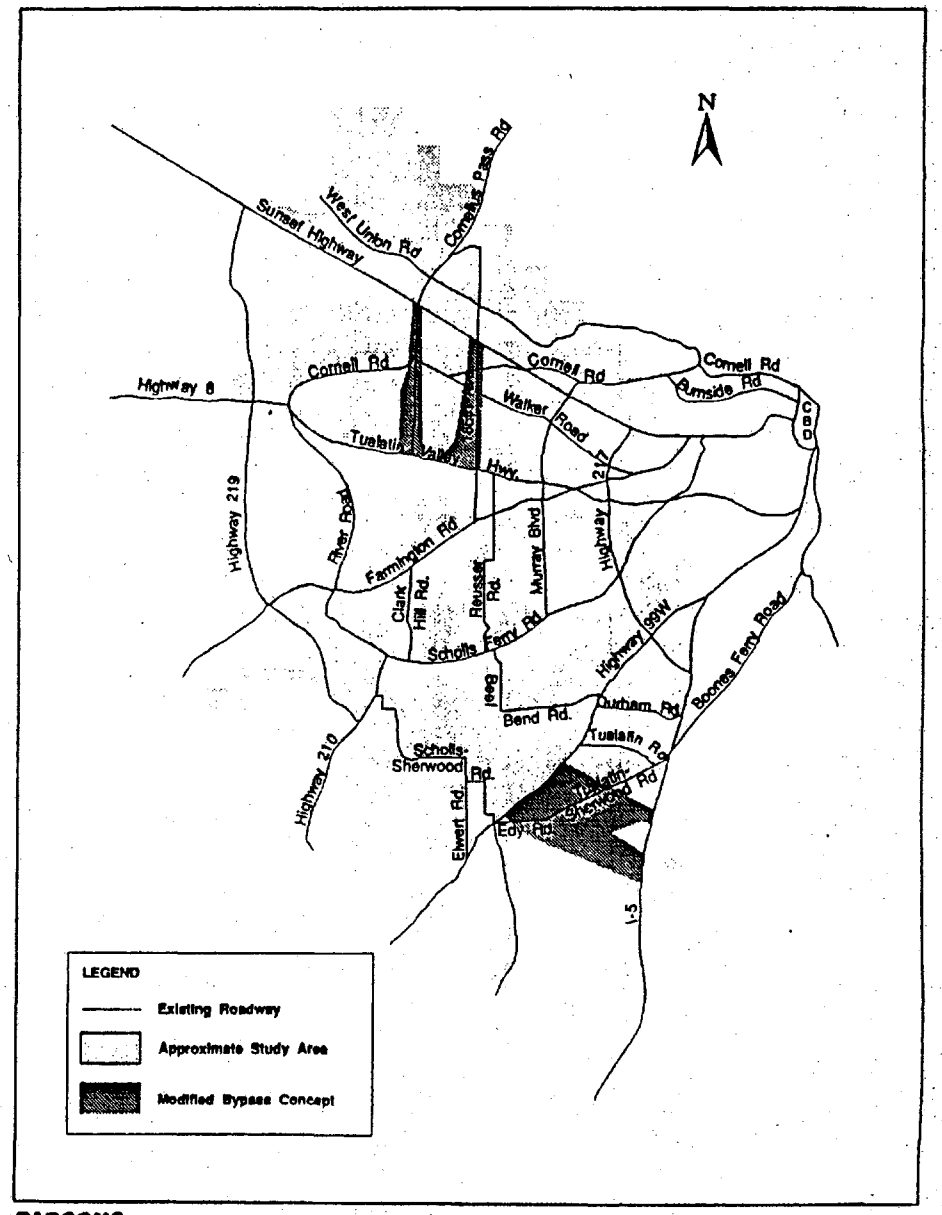
A visual description of the Bypass Alternative with the original bypass facility and with a modified concept is shown in Figure 1a and 1b. The modified concept of the bypass facility was developed based on comments from the Advisory Committees and a written request from Sensible Transportation Opportunities for People (STOP).

This analysis is divided into three primary sections: evaluation methodology; evaluation results; and conclusions based on the evaluation results.



PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.

FIGURE 1a
Bypass Alternative
August 1992



PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.

FIGURE 1b
Modified Bypass Concept
August 1992

EVALUATION METHODOLOGY

Evaluation of a modified bypass concept was completed using the Metro regional model. The travel distribution for the Study Area using the modified bypass concept was assumed to be the same as in the Bypass Alternative, as was recommended by the Advisory Committees. Thus, it was assumed that the travel demand for the various communities served by the facility would remain the same. Trips which could no longer use the bypass because of the modified configuration were redistributed by the model onto other arterials and minor streets in order to complete their trip movements.

Six specific performance measures were selected for evaluation. These measures included:

- north-south arterial capacity
- PM peak-hour volumes on selected roadways
- level-of-service (LOS) on selected roadways
- net volume increases on selected roadways
- percent volume increases on selected roadways
- safety considerations

These six performance measures, along with the modeling and evaluation technique, allow for development of data for the modified bypass concept and a comparison with the Bypass Alternative. The measures and evaluation process were specifically chosen to provide greater detail on the effects which diverted traffic might have on rural roadways and smaller arterials. Some data which would be required for a full alternatives evaluation was not collected in this refined evaluation because it was not needed to complete the analysis requested by the committees. Thus, the focused evaluation procedure chosen to highlight specific concerns on the rural and minor roadway networks differs in format from the Evaluation of Alternatives presented at the May series of committee meetings.

EVALUATION RESULTS

For purposes of developing a summary analysis of the differences between the modified bypass concept and the Bypass Alternative, 14 roadways were used for comparison of the various evaluation measures. These roadways include radial and circumferential roadways in both urban and rural areas. They include:

- Highway 219
- Southwest River Road
- Grabhorn/Tile Flat Road
- Scholls-Sherwood Road
- Edy Road
- Reusser Road/170th Avenue
- Elwert Road
- Scholls Ferry Road (west of Murray Boulevard)
- Beef Bend Road
- Highway 217

- Sunset Highway
- TV Highway
- Farmington Road (west of Murray Boulevard)
- 99W Highway (southwest of Highway 217)

These roadway locations are shown in Figure 1.

North-South Arterial Capacity

The modified bypass concept roadway network is identical to the roadway network incorporated in the Bypass Alternative except for the removal of the center portion of the bypass between TV Highway and Highway 99W. The removal of this portion of the bypass has the effect of removing approximately 3,000 vehicles per hour of capacity in each direction in the north-south circumferential direction between these two radial routes. No new routes in addition to the bypass are added in this portion of the Study Area, and thus the resulting roadway network reverts to one very similar to the Transportation System Management (TSM) Alternative network in this portion of Washington County.

PM-Peak Hour Volumes on Selected Roadways
Modified Bypass Concept

Year 2010 traffic volume ranges for the 14 roadways chosen are shown in Table 1. These roadway volumes indicate traffic levels after the modification of the bypass. Subsequent sections of this report discuss the net changes from the Bypass Alternative by comparing the roadway volumes before and after modification of the bypass facility.

Some general conclusions can be drawn from the volume information presented in Table 1. Demand for north-south and circumferential travel remains on the roadway network after modification of the bypass. This is a result of the trip distribution demand assumptions and allows for an analysis of the effects on the rural roadway system. Based on the demonstrated roadway volumes, some diverted bypass traffic uses radial routes to reach the remaining circumferential routes. Thus as with the No-Build and TSM Alternatives, circumferential traffic is loading onto the radial roadway system as well as remaining circumferential roads in order to complete its intended travel patterns. This observation is supported in subsequent evaluation measures and is due to the discontinuity in the circumferential network incorporated as part of the modified bypass concept.

Level-of-Service (LOS) on Selected Roadways
Modified Bypass Concept

A level-of-service analysis was conducted on selected roadways in the Study Area network assuming a modified bypass concept. While the following LOS analysis has been made based on the methodology used previously for strategies and alternatives in this study, it should be noted that traffic service standards are generally more strict in rural areas. Thus, while a certain level of traffic may be acceptable on an urban road, the same level of traffic may be unacceptable on a rural road.

Table 1

Year 2010 Traffic Data on Selected Roadways for the Modified Bypass Concept

SELECTED ROADWAY	RANGE OF PM PEAK-HOUR VOLUMES Peak Direction (veh/hr)	Off-Peak Direction (veh/hr)	LOS * UNDER MODIFIED BYPASS CONCEPT (Peak Direction)
Highway 219	190 - 560	130 - 470	D
SW River Road	210 - 330	190 - 270	D
Grabhorn Road/Tile Flat Road	130 - 190	90 -150	D
Scholls-Sherwood Road	170 - 480	100 - 450	D and E
Edy Road	330 - 710	190 - 420	D and E
Reusser Road/170th Avenue	210 - 720	210 - 420	D, E and F
Elwert Road	370	330	D
Scholls Ferry Road West of Murray Boulevard	530 - 770	320 - 500	D
Beef Bend Road South of Scholls Highway	530 - 600	520 - 580	D
Highway 217	4,430 - 5,930	4,240 - 5,660	D and E
Sunset Highway West of Highway 217	2,100 - 6,040	970 - 5,500	D
TV Highway	1,090 - 2,300	840 - 1,770	D, E and F
Farmington Road West of Murray Boulevard	440 - 1,800	280 - 880	D, E and F
Highway 99W Southwest of Highway 217	1,160 - 3,250	760 - 2,340	D and E

* LOS "D" means D or better (i.e., LOS A - D)

Washington County's functional classification design guidelines provide an illustration. The County's upper limit of traffic on major collectors in an urban area is twice the upper limit for major collectors in rural areas. The need for different standards in rural areas is created because excessive traffic on rural roads can lead to more frequent conflicts between farm vehicles and non-farm-vehicles, increased noise impacts, and potentially greater safety impacts.

For the remaining portions of the bypass roadway in the modified bypass concept, LOS is at levels of D or better. However, other important circumferential routes display increases in congestion compared to the Bypass Alternative, likely due to trips diverted from the bypass and trips diverted from other roadways which also became congested as a result of the reduction in north-south arterial capacity. Along Highway 217, the predominant level-of-service is D or better. However, north of Highway 99W and south of Canyon Road the level-of-service drops to LOS E for a short portion of Highway 217.

On Murray Boulevard, congestion levels are at levels-of-service E and F at critical sections in the vicinity of downtown Beaverton. With the central portion of the Bypass removed, Murray Boulevard has more sections experiencing congestion (LOS E and LOS F) through the Beaverton area compared to the Bypass Alternative. In general, congestion on TV Highway and Farmington Road also increases slightly from the full bypass option with a few sections dropping one level-of-service, i.e., LOS D to LOS E, LOS E to LOS F.

The net impact of removing the center portion of the bypass is that the traffic previously using the removed portion will use other circumferential roadways. To reach these circumferential roadways, these trips must use the radial system for many trips. Thus the impact of removing the center portion of the bypass facility has specific negative effects on both the remaining circumferential roadway network as well as the radial network. Without providing additional continuous arterial capacity, as was done with both the Bypass Alternative and the Arterial Expansion Alternative, a percentage of the congestion seen under the No-Build and TSM Alternatives will reappear on the modified bypass network because no provision has been made to handle it.

Net Volume Increases on Selected Roadways
(Modified Bypass Concept vs. Bypass Alternative)

In order to get an indication of the difference between the modified bypass concept and the Bypass Alternative, volumes on selected roadways were subtracted. A range of increases in directional volumes for the modified bypass concept for each of the 14 roadways chosen for evaluation are shown in Table 2. These directional increases are relative to the Bypass Alternative.

As can be seen from Table 2, there is a clear increase in demand for travel on rural roadways such as River Road as well as those urban radial routes connecting to Highway 217. The travel is distributed over a number of existing roadways, some of which are shown in this table. Highway 217 and Beef Bend Road indicate the greatest increases in traffic volumes for circumferential roadways. TV Highway, Sunset Highway, and Highway 99W show the greatest increases in traffic volumes for radial roadways.

An exception to this effect on radial routes is found at locations where the removed portion of the Bypass roadway would have otherwise had full interchanges with radial arterials (TV Highway and Farmington Road, Highway 99W). There are some decreases in volumes on those radial routes in the vicinity of those potential interchange locations.

Table 2

Comparison of Year 2010 Peak Direction Traffic Volumes on Selected Roadways

(Modified Bypass Concept vs. Bypass Alternative)

SELECTED ROADWAY	NET VOLUME INCREASE * (Range: veh/hr)	PERCENT VOLUME INCREASE ** (Range)
Highway 219	90 to 140	20% to 220%
SW River Road	140 to 190	110% to 470%
Grabhorn Road/Tile Flat Road	120 to 150	510% to 1,420%
Scholls-Sherwood Road	80 to 410	90% to 610%
Edy Road	20 to 380	0% to 390%
Reusser Road/170th Avenue	50 to 140	10% to 100%
Elwert Road	350	1,550%
Scholls Ferry Road West of Murray Boulevard	-240 to 10	-30% to 0%
Beef Bend Road South of Scholls Highway	380 to 420	220% to 270%
Highway 217	190 to 520	0% to 10%
Sunset Highway West of Highway 217	10 to 190	0% to 3%
TV Highway	-130 to 200	-10% to 10%
Farmington Road West of Murray Boulevard	-70 to 50	-10% to 0%
Highway 99W Southwest of Highway 217	-190 to 220	-10% to 10%

* Peak-hour net traffic volume increase resulting from the Modified Bypass Concept, compared to volumes resulting from the Bypass Alternative.

** Peak-hour traffic volume percentage increase resulting from the Modified Bypass Concept, compared to volumes resulting from the Bypass Alternative.

If the rural roads of the Study Area are evaluated as in Table 2, increases of between 50 and 410 vehicles per hour in each direction during the PM peak-hour can be anticipated due to the removal of the central portion of the bypass. At the upper end, this would mean an additional vehicle every seven seconds in each direction, assuming an even distribution of vehicles. At the low end, it would result in an additional vehicle every 72 seconds in each direction, again assuming an even distribution. From the perspective of the rural community, these increases may be substantial depending on the roadway, the terrain, and the character of the development through which they pass.

By causing additional traffic to funnel onto the rural roadway and radial roadway system, the modified bypass concept would potentially reduce the Bypass Alternative's ability to address Objective 2.3 of the Western Bypass Study. Objective 2.3 calls for the reduction of through-traffic diversion to rural roads and residential streets. Because under the modified bypass concept, the arterial network in the western portion of the Study Area is more disconnected, trips would likely filter onto local neighborhood streets and the rural roadway network as indicated by the net increases in vehicle travel in Table 2.

Percent Volume Increase on Selected Roadways
(Modified Bypass Concept vs. Bypass Alternative)

Another way to examine the increases in traffic flow due to removal of the rural portion of the bypass roadway is to examine the percent change in traffic relative to the Bypass Alternative. In the urban areas where traffic volumes are high under the original Bypass Alternative, the percent increase should be small when the modified bypass network is compared to the continuous bypass option. This is also partially due to the increased number of roadway choices in urban areas.

In the rural areas, where volumes under the Bypass Alternative are relatively lower, any increase in traffic as a result of bypass modification will result in a larger percent increase. This is important because, in rural areas, the perceived change in traffic volumes is a critical issue. Even though the absolute change in traffic volume may not be a large number, the increase may represent a doubling or tripling of traffic on the rural road and will have the perceived effect of congestion to residents living along the roadway.

The percent change in directional traffic between the modified bypass concept and the Bypass Alternative for the selected 14 roads is shown in Table 2. For some rural roads such as Grabhorn Road, increases in traffic over the Bypass Alternative may be as much as 1,420 percent. Traffic on other roads such as SW River Road may increase by as much as 470 percent under the modified bypass concept. Percentage increases on more urban roadways are smaller, typically in the 5 to 10 percent range even though the absolute number of new vehicles may be relatively large (up to 500 vehicles per hour). Again, this is due to the underlying base traffic against which the increases are being compared.

In view of the percent increases in traffic on rural roadways, the modified bypass concept does not address Objective 2.1, which requires the overall reduction in traffic congestion, as well as the Bypass Alternative. Given a modified bypass concept, traffic is diverted from the major arterial network back to the local and rural roadway network, as was seen with the TSM and No-Build Alternatives.

Safety Considerations

An analysis of safety concerns on Study Area roadways was conducted by the study team. It was found from historical data that the highest annual accident rate for the Study Area occurs on its arterials, accounting for between 44 and 46 percent of all accidents. Minor collector and local roadways account for more than one-third of all accidents, and freeways account for only about 20 percent of the total number of accidents within the Study Area. The high number of accidents indicated for the arterial network is partially a function of the larger number of arterials which criss-cross the Study Area compared to other roadway classifications. Additional data provided by the State of Oregon shows that approximately 40 percent of all accidents within the Study Area occur at intersections. This is indicative of the fact that as more access points are permitted along a roadway (i.e., driveways, at-grade street intersections, etc.), the potential for accidents increases. Many of the accidents occurring within the Study Area are likely due to design-level concerns, those issues which can be more fully evaluated at a design-level rather than at the regional level. The salient point however, is that increased access and intersections can result in increased accident rates.

Oregon state accident rates (accidents per million vehicle miles of travel) have been collected. These accident rates are separated into statewide roadway classifications which differ from those roadway classifications previously presented in this study. The accident rates presented in Table 3 demonstrate that accident rates on urban and suburban roadways are consistently higher than those expected in rural areas, regardless of roadway type. However, it can also be observed that the rate of fatalities is much higher in rural areas, when comparing with urban and suburban roads. This latter observation is likely due to the increase in the number of road-side hazards in rural areas, design features of the rural roadway system, speed of travel, and driver behavior.

Additional observations which can be drawn from Table 3 is that the Primary Freeway accident rates are the lowest for urban, suburban, and rural areas, and the fatality rate is lower for these same Primary Freeways. This is likely due to the increased level of control exercised over the vehicle traffic using these facilities.

With respect to the Bypass Alternative and the modified bypass concept, removing the central portion of the proposed bypass roadway would force additional trips to divert to the minor arterial and rural roadway networks. This traffic would potentially increase the vehicle miles of travel on (non-freeway) roadways displaying higher accident rates and having higher fatality rate values.

A few specific roadway accident rates in the study area are shown in Table 3. They indicate that accident rates are actually higher on some study area roadways than the averages shown in the same table. Although no daily VMT values by roadway class are available for the Study Area at this time, it can be reasoned that a modified bypass concept could lead to higher level of travel on roadways that have a typically higher statistical rate of accidents and higher fatality rates as compared to the rate of accidents and fatalities on a roadway such as the central portion of the bypass. The modified bypass concept would not therefore address Objective 2.4 of the study, which calls for improved safety in the Study Area, as well as the Bypass Alternative,.

Table 3

Typical Accident Rates for State Highways (by Roadway Type)

ROADWAY CLASSIFICATION	ACCIDENTS PER MILLION VMT	FATALITIES PER 100 MILLION VMT
Rural Primary Freeway	0.38	1.34
Rural Primary Non-Freeway	0.88	3.62
Rural Secondary Non-Freeway	1.31	4.89
Suburban Primary Freeway	0.42	0.65
Suburban Primary Non-Freeway	2.19	2.55
Suburban Secondary Non-Freeway	1.89	2.79
Urban Primary Freeway	1.18	0.91
Urban Primary Non-Freeway	3.72	1.50
Urban Secondary Non-Freeway	3.56	1.03
Hwy. 219 - Hillsboro to Farmington	3.45	N/A
Hwy. 219 - Farmington to Scholls	1.26	N/A
Hwy. 219 - Scholls to Yamhill	0.90	N/A
Farmington - 185th to Hwy. 219	3.73	N/A
Scholls - 135th to Hwy. 219	1.81	N/A
Hwy. 99W - Tigard to Sherwood	1.18	N/A

Source: State Highway System Accident Rate Table (1990)

CONCLUSIONS

The modified bypass concept was developed to further evaluate the effects which growth and traffic might have on the rural and minor roadway systems within the Study Area, and to further evaluate the contribution of the rural section of the bypass roadway to the Bypass Alternative. The modified bypass concept consists of the same roadway network as developed for the Bypass Alternative, with the exception of the removal of the portion of the proposed bypass between TV Highway and Highway 99W.

The modified bypass concept does not address several objectives identified early in the study as well as the Bypass Alternative. That is, the modified bypass concept does not address the study objective to reduce through-traffic diversion (Objective 2.3) as well as the Bypass Alternative. The modified bypass concept also results in increased congestion in some locations, thereby not addressing a study objective (Objective 2.1) as well as the Bypass Alternative in reducing overall traffic congestion. The modified bypass concept does not address the study objective (Objective 2.4) to improve safety for both motorized and non-motorized traffic as well as the Bypass Alternative.

The modified bypass concept does not provide a major component of a continuous linked roadway network. Both the Arterial Expansion/HOV Express Alternative and the Bypass Alternative were designed to provide a linked system to serve circumferential and north-south travel demand. Under the Arterial Expansion Alternative, a number of major arterials are identified, enlarged, and extended to supply the forecasted need. Under the Bypass Alternative, a bypass facility is proposed to provide the additional capacity instead of the numerous arterial expansions and extensions as incorporated in the Arterial Expansion Alternative. However, under the modified bypass concept, a portion of the Bypass Alternative network is removed without an alternate system being provided. Thus, the modified bypass concept does not provide a continuous solution to the circumferential travel needs of the central Study Area.

In light of the discontinuity issue displayed by the modified bypass concept, the idea of providing additional roadways to supply connectivity between the modified ends of the proposed bypass was considered. Without a continuous road system, a series of smaller roads would need to be improved and extended. The number of needed roadways connecting the two ends of the modified bypass would likely be more than one or two. These improvements would change the function and character of those rural roads, and would further lead to competing interests between the through travel demand and the rural travel demand.

It is therefore reasonable to conclude that, if roadways are to provide additional capacity through rural portions of the study area, the solution would be a continuous new facility as included in the Bypass Alternative. Furthermore, if roadways are not to provide additional capacity through rural portions of the study area, options are available in the existing TSM and Arterial Expansion/HOV Express Alternatives.

STOP
Sensible Transportation Options for People

March 21, 1993

Lois Kaplan
Transportation and Planning
Metropolitan Service Organization
2000 SW First Avenue
Portland, OR 97201-5398

RE: REQUEST FOR ADDITIONAL WESTERN BYPASS ALTERNATIVE

Dear Lois:

Enclosed is a copy of our letter to Douglas Capps, Chairman, Western Bypass Study Steering Committee, requesting the inclusion of an additional alternative in the Western Bypass Study.

Please insure that each member of JPACT and TPAC receives a copy of this letter. It is important but not time urgent and therefore you could include them in the next round of agenda packets.

Please call if you have any questions.

Molly

Molly O'Reilly,
President, Sensible
Transportations Options
for People

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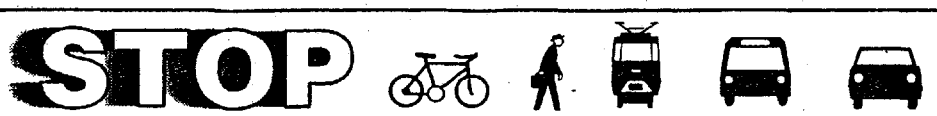

Sensible Transportation Options for People

March 21, 1993

Mr. Douglas Capps, Chairman
Steering Committee,
Western Bypass Study
9002 SE McLoughlin Blvd.
Portland, OR 9722

RE: REQUEST FOR ADDITIONAL WESTERN BYPASS ALTERNATIVE

Dear Chairman Capps:

This letter is to formally request that the alternatives in the Western Bypass Study be expanded to include one additional alternative and that that alternative be included in the Environmental Impact Statement for the Western Bypass.

That additional alternative would consist of exactly those facilities and improvements which have been included in the transportation network known as the "Bypass Alternative", but with the section of the Bypass route north of Pacific Highway 99-W deleted from the network. Accordingly, this alternative would include the Bypass route on the south, between Interstate 5 and Pacific Highway 99-W, as well as all other improvements included in the current Bypass Alternative.

In an exchange of letters last May and June, we requested that the Oregon Department of Transportation through its consultants, undertake a traffic analysis of this alternative. On June 16, Mr. William Ciz, Western Bypass Project Team Manager, wrote a letter to inform us that ODOT's consultants, Parsons Brinkerhoff Quade & Douglas Inc., had made a request to Metro for additional modelling data to address our request and that their results would be presented in August. In the meantime however, acting through our own consultants, we were able to obtain from Metro the essential portions of the information that Parsons Brinkerhoff was requesting of Metro.

Our analysis of the projected traffic volumes in relation to projected capacity together with traffic volume plots of the differences in volumes on individual links between our proposed alternative and the Bypass alternative discloses the following:

(1) Except in the immediate vicinity of the Bypass route, the deletion of the northern section of the Bypass (north of Pacific Highway) has negligible effects on the traffic volumes on the rest of the network.

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(2) The north-south capacity provided by the northern section of the Bypass very substantially exceeds the demand for travel, in this direction, in this area.

(3) Inclusion of the northern section of the Bypass succeeds in the diversion of only an insignificant amount of traffic (approximately 400 out of 6000 trips) away from Highway 217. It is apparent that the northern section of the Bypass would be utilized to serve primarily local, rather than regional traffic.

(4) There are a number of areas in the Bypass network where the projected traffic volumes show an F level of service -- resulting in a complete breakdown in the transportation system in those locations. The inclusion or exclusion of the northern section of the Bypass has virtually no effect, neither increasing nor decreasing significantly the level of congestion in these areas.

From the forgoing we have come to the conclusion that this alternative --sometimes referred to as the "Bypass without the Bypass" --is at least as viable as the Bypass, and therefore a reasonable alternative to it. Further, it would appear that this alternative could save the taxpayers several hundreds of millions of dollars, and therefore prevent a potentially gross misallocation of resources. Federal regulations (40 CFR 1502.14) require that, when requested, all such reasonable alternatives must be evaluated in the Environmental Impact Statement.

Very truly yours,

Molly O'Reilly,
President, Sensible Transportations Options for People

David Stewart,
Member, Citizens Advisory Committee, Western Bypass Study

cc: Metro Council
Metro Transportation Policy Alternatives Committee
Metro Joint Policy Advisory Committee on Transportation
Western Bypass Study Steering Committee Members
Western Bypass Study Citizen's Advisory Committee
Western Bypass Study Technical Advisory Committee
Michael Hollern, Chair, Oregon Transportation Commission
Michal Wert, Manager, Project Development Program, ODOT
William Ciz, Project Manager, Western Bypass Study, ODOT
Ann Squier, Governor's Office

COMMITTEE MEETING TITLE JPACT

DATE 5.13.93 7:30 AM

	NAME	AFFILIATION
G&AH.	John Godsey	City of Hillsboro
G-	MARK BROWN	WASH. CO.
S.	LEON SKILES	METRO
G-	Kate Deane	City of Portland
G-	DAVE WILLIAMS	ODOT
	Eric Herbst	CC
S	Mike Hoglund	Metro
G&AH.	Bob Post	TRI-MET
G-	Susie Lahsene	Port
G	GB ARRINGTON	TRI-MET
J-	Dale C. Chambers	Washington County - Land use advisory Commission - (L.U.A.C.) Chairman
G-	Jessie M. Robert	City of Gresham
G-	Dave Eichner	City of Wilsonville
G-	CLAY MOORHEAD	GRESHAM
G-	David Knowles	Gresham
G	Pamela Kramer-Williams	Oregon Trucking Assns
G-	JIM HOWELL	OFCET
S	Rod Ryder	Metro
G-	BOB BOTHMAN	MCCI
G-	Dean Lookingbill	RTC
G-	Mary Legry	WSDOT
G-	Kathy Busse	Mult. Co.
F-	STEVE DOTTERRER	CITY OF PORTLAND
G-	Elsa Coleman	City of Portland

COMMITTEE MEETING TITLE JPACT

DATE 5-13-93, 7:30 a.m.

	NAME	AFFILIATION
M-	Earl Blumenauer	Portland
MA-	Les White	C-TRAN
M-	Ed Lindquist	Clackamas Co.
S-	Andy Cotugno	Metro
M-	George Van Bergen	" "
S-	Ellen Ecker	" "
M-	Brian Lines	GRESHAM
MA-	Dave Lohman	Port of Portland
M-	Tom Walsh	Tri-Met
M-	BRUCE WARNER	ODOT
M-	Gary Hansen	Mult County -
MA-	Steve Greenwood	DEQ
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G-	DICK FEENEY	TRI-MET
G-	John Kowalczyk	DEQ
M-	Roger Buchanan	Metro Council
MA-	Keith Ahola	WSDOT
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S-	Richard Brandman	Metro
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G-	Peter Fry	Central Eastside Industrial Council
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