

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1598 FOR THE PURPOSE  
OF FINALIZING THE WESTSIDE LRT FUNDING PROGRAM

Date: March 16, 1992

Presented by: Andrew Cotugno

PROPOSED ACTION

Adoption of this Resolution would finalize the Westside LRT funding package for the project from downtown Portland to downtown Hillsboro with the following elements:

1. 75 percent Federal Transit Administration (FTA) Section 3 funding for the segment from downtown Portland to 185th Avenue.
2. One-third FTA Section 3 funding for the segment from 185th Avenue to downtown Hillsboro.
3. \$110 million in Tri-Met General Obligation bonds.
4. \$115 million in state funding (from the lottery).
5. \$21 million in Regional Compact funds, including:
  - a. \$7 million from Tri-Met.
  - b. \$7 million from Portland.
  - c. \$5 million from Washington County.
  - d. \$2 million from Metro (for the zoo station).
6. \$22 million from Regional "Surface Transportation Program" funds.
7. \$22 million from ODOT "Surface Transportation Program" funds.
8. \$22 million from Tri-Met Section 9 funds.
9. \$33.9 FTA Section 3 funds (or other Discretionary FTA funding) @ 90 percent for inclusion of low-floor, handicapped accessible cars for the Westside, Hillsboro extension and added cars for the Banfield.
10. \$13.5 million FTA Section 3 funds for Eastside costs required to through route trains with the Westside.

Adoption of this resolution was recommended by the Westside Project Management Group and by TPAC at its meeting on March 27, 1992. The action also recognizes that TPAC recommends that Tri-Met work with the City of Gresham to define alternatives and recommend a strategy for keeping the project "Break-even" parcel intact as a transit-supportive site.

## FACTUAL BACKGROUND AND ANALYSIS

By Resolution No. 90-1300, Metro endorsed seeking \$110 million in Tri-Met General Obligation bonds and \$21 million in Regional Compact funds for the Westside LRT project from downtown Portland to downtown Hillsboro. This action was predicated on seeking half of the local match requirement from the '91 Oregon Legislature (which was subsequently approved) and 75 percent federal share from the Urban Mass Transportation Administration (now the Federal Transit Administration). Subsequently, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 was adopted by Congress which included:

1. A directive to FTA to execute a Full-Funding Grant Amendment (FFGA) for the Westside Corridor project from downtown Portland to 185th Avenue at a 75 percent federal share.
2. A directive to include in the FFGA a clause allowing for amendment at a future date to include the Hillsboro extension on the same terms, subject to satisfactory completion of the environmental process.
3. A commitment of \$500 million for the Westside project to 185th Avenue and \$15 million for the Hillsboro extension during this six-year ISTEA time period (funding in the FFGA in excess of this amount would be subject to availability from the next ISTEA).

During the past several years, it has become readily apparent that FTA will not cooperate in advancing the Hillsboro extension through the environmental process. In addition, until the environmental process is complete, the FTA "one-corridor-at-a-time" policy prohibits initiation of the next regional priority corridor into the environmental process. As a result, considerable delay in both projects are likely.

Finally, Tri-Met's Committee on Accessible Transportation has completed an assessment of methods of providing handicapped accessibility and has identified low-floor cars as the preferred method.

The final funding package must address the source of funds required to complete the project and a method for bridging to the next ISTEA for Section 3 funding in excess of the committed \$515 million with a corresponding project schedule to match the federal cash flow and/or commercial borrowing to advance the schedule with repayment from the next ISTEA.

In general, the policy options available to deal with these various circumstances are as follows:

1. Status Quo -- This option would maintain the present intent to seek 75 percent FTA funding for the full project. This would involve delays in the project schedule to match the federal cash flow or significant borrowing in anticipation

of funding from the next ISTEA. In addition, it would result in a protracted environmental process for the Hillsboro extension and resulting delays for the next priority corridor.

2. Separate 185th from Hillsboro -- In recognition of the difficulties facing the Hillsboro extension, an FFGA could be executed for the 185th project, thereby reducing uncertainty and the potential for slippage. The Hillsboro extension would then proceed as an independent project.
3. Accelerate the Hillsboro project -- The recommended option would take advantage of a new provision in the ISTEA allowing projects having no greater than one-third FTA Section 3 funds to advance independent of the "one-corridor-at-a-time" policy. Although completion of the environmental process would still be required, the FTA process would be simplified. In addition, the next priority could advance into the environmental process at such time as the region specifically defines the corridor and alternatives to advance.

In order to accomplish this alternative, it is necessary to reduce the expected FTA Section 3 share for the Hillsboro extension from 75 percent to no more than one-third. To accomplish this, an allocation of \$22 million each from regional STP funds, state STP funds and Tri-Met Section 9 funds is recommended. The regional STP funds would be allocated from the new flexible funding category created by the ISTEA. Over this six-year period, \$60 to \$70 million is expected to be available. State STP funds would require the commitment of ODOT through their current Six-Year Program update process. Commitment of Section 9 funds would require the concurrence of the Tri-Met Board of Directors. All three actions must be approved by Metro through inclusion in the Transportation Improvement Program.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 92-1598.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF FINALIZING )  
THE WESTSIDE LRT FUNDING )  
PACKAGE )

RESOLUTION NO. 92-1598  
Introduced by  
Councilor Richard Devlin

WHEREAS, By Resolution No. 89-1035, an overall funding approach for the Westside Corridor project was established based upon 75 percent federal share and one-half the local match from the region and one-half from the state; and

WHEREAS, By Resolution No. 90-1300, the region's share of the local match was identified through Tri-Met General Obligation bonds and Regional Compact funds; and

WHEREAS, The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 provided a \$515 million commitment toward a Full-Funding Grant Agreement during the next six-year period; and

WHEREAS, Tri-Met has determined the most effective method for providing LRT accessibility to the disabled is through the use of low-floor cars; and

WHEREAS, It is necessary to finalize the Westside LRT funding package in order to execute the Full-Funding Grant Agreement between Tri-Met and the Federal Transit Administration; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District:

1. Endorsed an overall Westside LRT funding package with the following elements:
  - a. 75 percent Federal Transit Administration (FTA) Section 3 funding for the segment from downtown Portland to 185th Avenue.

- b. One-third FTA Section 3 funding for the segment from 185th Avenue to downtown Hillsboro.
- c. \$110 million in Tri-Met General Obligation bonds.
- d. \$115 million in state funding (from the lottery) \$21 million in Regional Compact funds, including:
  - . \$7 million from Tri-Met.
  - . \$7 million from Portland.
  - . \$5 million from Washington County.
  - . \$2 million from Metro (for the zoo station).
- f. \$22 million from Regional "Surface Transportation Program" funds.
- g. \$22 million from ODOT "Surface Transportation Program" funds.
- h. \$22 million from Tri-Met Section 9 funds.
- i. \$33.9 FTA Section 3 funds (or other Discretionary FTA funding) @ 90 percent for inclusion of low-floor, handicapped accessible cars for the Westside Hillsboro extension and added cars for the Banfield.
- j. \$13.5 million FTA Section 3 funds for Eastside costs required to through route trains with the Westside.

2. That \$22 million of regional Surface Transportation Program (STP) funds is allocated for the Westside project and the Transportation Improvement Program (TIP) is amended accordingly, subject to Resolves 3 and 4 below.

3. That ODOT is requested to commit \$22 million of state Surface Transportation Program funds and the TIP is amended accordingly.

4. That Tri-Met is requested to commit \$22 million of FTA Section 9 funds and the TIP is amended accordingly.

5. That Tri-Met is encouraged to seek 90 percent FTA funds for the incremental cost of low-floor cars and the TIP is amended accordingly.

6. That the TIP is amended to authorize \$13.5 million of FTA Section 3 funds for Eastside costs required to through route trains to the Westside.

7. That funding for the 185th to Hillsboro segment is subject to selection and approval of the preferred alternative consistent with the National Environmental Policy Act (NEPA).

8. That Tri-Met work with the City of Gresham to define alternatives and recommend a strategy for keeping the project "Break-even" parcel intact as a transit-supportive site.

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

Jim Gardner, Presiding Officer

ACC:lmk  
92-1598.RES  
3-27-92

**CITY OF GRESHAM**  
**OFFICE OF THE MAYOR & CITY COUNCIL**

Gussie McRobert, Mayor

Bernie Giusto, Council President

Jack Gallagher, Councilor, Position 1  
Jo Haverkamp, Councilor, Position 4

Barbara Wiggin, Councilor, Position 2  
Bernie Giusto, Councilor, Position 5

Joel Malone, Councilor, Position 3  
Jack Adams, Councilor, Position 6

April 3, 1992

Senator Mark Hatfield  
711 Hart Senate Office Building  
Washington, D.C. 20510

Dear Senator Hatfield:

RE: FUNDING APPROPRIATION FOR PROJECT BREAKEVEN

I am writing to urge your continued support of Project Breakeven.

As you probably know, Winmar has announced that they do not intend to build a regional shopping mall on the site because of current market conditions. We believe that there is still a market and a demand for a regional shopping mall. We also believe that the original purpose behind Project Breakeven still exists today. Nowhere else in the Portland metropolitan area is there a site with the unique characteristics of the Winmar property; a large property located in the center of the City of Gresham being bisected by the light rail system.

Tri-Met has now publicly taken the position of abandoning the project by proposing a trade out of the \$13.5 million appropriated through Congress. Prior to discussing the trade out of these funds, we believe it is Tri-Met's obligation to develop regional consensus on alternatives for the purchase of the Winmar property.

A lot of work has gone into making this project happen. Other potential sites in Troutdale and Multnomah county have been turned down in favor of Project Breakeven. The design of the project is critical to encourage off-hour ridership of the east side light rail and critical to the future of Gresham.

Post-It™ brand fax transmittal memo 7671		# of pages ▶ 2
To ANDY COTUGADO	From R. ROSS	
Co. METRO	Co. C of GRESHAM	
Dept.	Phone #	
Fax # 241-7417	Fax # 669-7446	

Senator Mark Hatfield

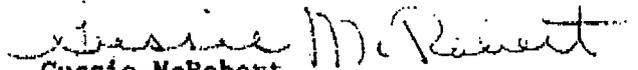
RE: FUNDING APPROPRIATION FOR PROJECT BREAKEVEN

Page 2

If Tri-Met walks away from the Project Breakeven, significant pressure will be placed upon our community to consider rezoning options that would provide for less intensive development. I firmly believe that the development of this site will significantly affect the character of this community in whether it is considered a "suburb" because of a low intensive development use on the property or whether Gresham will be seen as a "city" because of the high development intensity use of the property.

Senator Hatfield, we believe you are the key to this regional issue. You have been known to be a strong supporter of the project. We would like to work with you to obtain regional consensus regarding a trade out of the funds which would include the purchase of the Winmar site using Tri-Met resources.

Sincerely,

  
Gussie McRobert  
Mayor

c: Congressman Ron Wyden  
Congressman Les AuCoin  
Gresham City Council  
J. Michael Casey, City Manager  
Clay W. Moorhead, Community Development Director  
Tom Walsh, Tri-Met General Manager  
JPACT members

## STAFF REPORT

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

Date: February 20, 1992

Presented by: Andrew Cotugno

#### PROPOSED ACTION

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

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

#### FACTUAL BACKGROUND AND ANALYSIS

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

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

#### Possible alternatives:

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

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

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

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

#### EXECUTIVE OFFICER'S RECOMMENDATION

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

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

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

RESOLUTION NO. 92-1584

Introduced by  
Councilor Richard Devlin

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

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

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

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

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

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

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

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

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

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

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

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

BE IT RESOLVED,

That the Council of the Metropolitan Service District:

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

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

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

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

Jim Gardner, Presiding Officer

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

**Oahu Transit**  
Services, Inc.

811 Middle Street  
Honolulu, Hawaii 96819  
Telephone (808) 848-4400  
FAX (808) 848-4419

March 11, 1992

Dear Andy and Lois

Today I received the great  
piece of 'Art' — You were most  
thoughtful to mail it to me. I'm  
sorry I never made it to a  
regular IPACT meeting so that I  
could properly thank everyone —  
please do it for me.

Hawaii!! — tough life  
for an old retired man, but  
as they say — Someone has to  
do it! You all are always  
welcome at my table. Aloha



**METRO**

# Memorandum

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

To: Joint Policy Advisory Committee on Transportation  
From: *RD* Richard Devlin, Chair  
RE: FORMATION OF JPACT FINANCE COMMITTEE  
Date: April 8, 1992

Approval by JPACT is recommended for the formation of a JPACT Finance Committee to develop transportation financing recommendations for consideration by the full committee. Key issues to address include:

- Funding for expanded transit operations.
- Funding for a regional arterial fund.
- Funding for future LRT expansion.
- Determination of whether and when to proceed with a local option vehicle registration fee; and for what purpose.
- Input on financing recommendations from the Oregon Roads Financing Study.
- Input on financing recommendations from the Oregon Transportation Plan.
- Recommendations on allocation of Regional Surface Transportation Program (STP) funds in relation to other funding.
- Impact of funding recommendations on Metro dues funding.
- Coordination with financing aspects of Governor's Task Force on Vehicle Emissions in the Portland region.
- Development of a regional position on recommendations to the '93 Oregon Legislature.
- Coordination with the State of Washington financing initiatives.

Membership of the Finance Committee is recommended as follows:

Richard Devlin, Chair  
Ed Lindquist, Clackamas County  
Pauline Anderson, Multnomah County  
Roy Rogers, Washington County  
Earl Blumenauer, City of Portland  
Dave Sturdevant, Clark County  
Tom Walsh, Tri-Met  
Don Forbes, ODOT

All recommendations of the committee will be considered for approval by JPACT.

# Different Road

## States Try New Tactic To Curb Auto Traffic: Cut Highway Spending

### New Jersey Is in Forefront With an Ambitious Plan For Building Mass Transit Weaning People From Cars

By DANIEL MACHALABA

Staff Reporter of THE WALL STREET JOURNAL  
 NEWARK, N.J.—The conventional wisdom for solving the nation's transportation problems, from traffic jams, to deteriorating highways, to pollution, has always been simple: throw money at them. So why has New Jersey canceled \$1.2 billion in new highway projects?

Backed by \$5.65 billion in federal funds from a new six-year, \$151 billion transportation bill, New Jersey officials are making an all-out effort to wean commuters from their autos and the crowded highways. Instead of spending on road projects, they have decided to gamble on mass transit, doubling the state's investments to \$1 billion in the fiscal year beginning July 1. They plan to tie the state together with low-pollution rail systems—and hope that tens of thousands of commuters use it. And if commuters don't, they'll find the highways even more crowded due to the lack of spending.

Despite Americans' longstanding love affair with the car, some say New Jersey is showing the way to a nation increasingly fed up with traffic and pollution. "We are watching New Jersey closely," says A. Ray Chamberlain, executive director of Colorado's Department of Transportation.

#### Some New Departures

Colorado itself has canceled a \$7 million road project in Telluride and allocated \$2 million to build a bicycle path instead. Maine voters passed a referendum last fall quipping the state to give preference to mass transit, car pooling and other alternatives, and the state has canceled a \$50 million widening of its turnpike. Florida is nixing interstate-highway expansion in favor of rail transit and high-occupancy vehicle lanes. All of these are states that, like New York or Massachusetts, don't have major urban areas that rely on mass transit systems built in the last century. "Wherever states are going, New Jersey is likely to get there first," says Louis Gambaccini, a former New Jersey transportation commissioner who now heads Philadelphia's transit system. He says

New Jersey is not only the most densely populated state but also is ahead of the others in trying to devise a statewide development plan. What's more, he says, it faces fewer institutional barriers. "There is more effective control in the governor and the commissioner of transportation than in most states because there is no one city in contention with the state government," he explains.

Mr. Gambaccini believes New Jersey was among the first to scrap its highway department, in the late 1960s, and create a state department of transportation. "New Jersey was one of the first states to get serious about public transportation," he says, adding that California is turning to rail transit "only after it has slipped into an extreme crisis" of air pollution and congestion.

#### New Federal Law

What is happening in New Jersey suggests that many states' transportation systems may be headed for a U-turn, away from emphasizing more and bigger highways. The federal law enacted last December empowers states to spend tens of billions of highway dollars on transportation alternatives ranging from rail lines to bicycle paths.

"The old ways don't work anymore," says Thomas M. Downs, who became New Jersey's transportation commissioner two years ago and worked with Congress to shape key provisions of the new federal legislation. Building highways, he adds, merely encourages people to drive and the suburban sprawl that, by making mass transit difficult, forces them to drive. It also drains resources needed to repair existing roads and transit lines.

But skeptics say New Jersey's new strategy is doomed to failure in such a highly suburbanized state, whose 34,000 miles of roadways are the most heavily traveled in the nation. A number of social trends, including the increases in working women, child-care facilities and jobs in the suburbs, have made people more dependent on the automobile than ever. Per capita auto travel in New Jersey grew 74% in the past 25 years, four times faster than the population, according to the Regional Plan Association, a private New York group that advises regional governments.

#### 'Freedom, Plain and Simple'

"The automobile gives you freedom, plain and simple," says Pamela Daviau, a personnel manager who drops off her three-year-old son at a preschool center on the drive to her office in a corporate campus in Parsippany.

Moreover, improvements in mass transit can go only so far toward reviving deeply troubled urban areas. Despite New York City's extensive transit network, for instance, companies keep moving out.

"People have voted with their feet for suburban dwellings and office parks," says Patrick O'Keefe, executive vice president of the New Jersey Builders Association. "Altering the transportation system doesn't solve other urban disadvantages, including dysfunctional school systems, confiscatory tax rates, security concerns and water and sewer constraints."

In addition, many New Jerseyans who

want to use trains are discouraged by a shortage of parking at some stations, including Ridgewood, Metropark and Princeton Junction. So the state plans expanded parking lots and new stations. New Jersey also faces a potential \$101 million shortfall in mass transit operating funds in the fiscal year beginning in July. Mr. Downs says the state may be able to make major capital improvements but "not afford to pay train crews."

Nonetheless, New Jersey's optimistic planners contend that the changes in its transportation policy will bring big changes in life styles. More people will share rides to work. Others will become telecommuters, linked to their offices through computers and telephone lines. And as more people use improved mass transit, suburban families may be able to shed their second cars.

The planners cite life-style changes in Portland, Ore., which froze the number of parking spaces downtown and built a light rail line. Since opening in 1986, the rail line has attracted more than \$800 million of office, retail and residential development near train stations. "A lot of people are riding transit to downtown, and they are coming downtown not just for work but also for shopping and recreation," says Keith Bartholomew, staff attorney for a nonprofit land-conservation organization in Portland.

#### Changes in Bay Area

Lawrence Dahms, executive director of the Metropolitan Transportation Commission of the San Francisco Bay Area, also points to life-style changes. He says that in the mornings, commuters now line up along streets in Oakland and Berkeley to get rides to downtown San Francisco. By teaming up, the drivers and their passengers can use the high-occupancy vehicle lane approaching the Bay Bridge and save about 25 minutes compared with motorists driving alone. Mr. Dahms also says new Amtrak train service between San Jose and Sacramento has caught on fast, with ridership far above expectations.

In New Jersey, businesses are already reacting to the new policy. Steven J. Porycki, a developer who is president of SJP Properties in Parsippany, plans to spend more than \$20 million to restore Morristown's train station and build an office and retail complex next to it. "I'm excited about Morristown because of its proximity to rail transportation, which will become much more important in the future," he says. "The environment, commitment by the state to mass transit and the spiraling cost of the automobile are prodding commuters in the direction of rail."

Construction of office buildings next to Newark's train station also is turning up. "Mass transit has become something to entice people," says Alfred Sturzone, a vice president of Blue Cross and Blue Shield of New Jersey, which is moving in 2,500 employees from Florham Park. Blue Cross officials say employee turnover got as high as 25% a year there, double normal rates, partly because clerical workers found it difficult to reach the suburbs.

COMMITTEE MEETING TITLE JPACT

DATE 4-9-92 - 7:15 a.m.

NAME

AFFILIATION

Earl Blumhauer  
Portland

Jim Gardner  
Metro

Roy Rogers  
WASH. CTY.

BDB LIDDELL  
CLACK CTY

FRED HANSEN  
DEQ

Gerry Smith  
WSDOT

Don Forbes  
ODOT

Susan McLean  
Metro

Bruce Hagensen  
City of Vancouver

MIKE THORNE  
Part of Portland

Marjorie M. Schmidt  
Cities of Mult County

Dave Sturdevant  
CLARK County

TOM WALSH  
TRI-MET

~~Ed [unclear]~~  
City of Washington County

~~Ed [unclear]~~  
Clackamas Co.

Hauiline Anderson  
Multnomah County

RICHARD DEVAW  
METRO

Andy Cotugno  
Metro

✓ Rose Johnson  
Mult & CU

✓ Don Adams  
ODOT

✓ Tom Dechenne  
East Side Business

Karen Shackleton  
metro

Maie Fisher  
Metro

Tack Wilson  
Tri-Met

Pick FEENEY

COMMITTEE MEETING TITLE IPACT

DATE 4-9-92

NAME

AFFILIATION

✓ Karen Rabiner	Portland
✓ Keith Ahola	WSDOT
✓ Sutz Shyster	metro
✓ Ted Spence	ODOT
✓ John Kroll	EDOT
✓ Denny Moore	ODOT
✓ CRAIG LOMMICKA	Cities of Clackamas Co.
✓ TERRY COOK	GRESHAM
✓ BOB POST	TRI-MET
✓ LAURIE GARRETT	TRI-MET
✓ BRIAN CAMPBELL	PORT OF PORTLAND
✓ Carter MacNish	POP
✓ BARRINGTON	TRI-MET
✓ STEVE DOTTERRER	CITY OF CHICAGO
✓ Les White	C-TRAN
✓ Dean Lookingbill	IXE
✓ ROD SANDOZ	CLACKAMAS COUNTY
✓ Tom VanderZanden	Clackamas County
✓ Mark Landers	C-TRAN
✓ ERIC WARNER	WASH. CO.
✓ CLAY MOORHEAD	GRESHAM
✓ Bud Roberts	City of Beaverton