

## Bi-State Transportation Study

### Findings

1. Bi-state travel is an important aspect of the Portland regional transportation system and it is in the best interest of the region that this part of the system function properly. Of particular note are the following:
  - a. Peak-hour travel in the I-5 and I-205 corridors is of comparable importance as the other regional corridors although the severity of the transportation problem is not as great as that existing in other corridors;
  - b. Acceptable operation of I-5 during off-peak hours is important to truck operations into surrounding port, distribution and industrial locations;
  - c. I-205 is expected to function as an I-5 bypass for through traffic; and
  - d. Improved access to and from prospective lower Columbia River port development sites will become more important over time as Port of Portland properties become fully developed.
2. Improvements to I-5 are planned and funded to partially alleviate traffic problems on I-5. Furthermore, I-205 has surplus capacity and is capable of absorbing additional traffic growth. As such, the need for improvements to serve bi-state travel is a long-term rather than a short-term concern.
3. Several transportation issues that would be part of a comprehensive bi-state study merit further investigation irrespective of the scope and schedule of a bi-state study.
  - a. Cornelius Pass Road is inadequate to meet growing traffic problems between U.S. 26 and U.S. 30 and should be addressed irrespective of whether a western beltway is pursued.
  - b. LRT in the I-5 corridor has been identified as a viable transportation improvement from downtown Portland to Hayden Island or downtown Vancouver. Evaluation of an extension of this route into Clark County should be undertaken to determine whether it improves the viability of the corridor and to identify a potential route.
4. Likely transportation alternatives to serve bi-state travel could have significant impacts and benefits regionwide which

must be carefully evaluated prior to embarking upon the improvement, including:

- a. Consideration of whether or not to improve bi-state access raises significant questions regarding future growth patterns of the region that must be addressed in order to adequately determine long-range transportation needs;
  - Construction of new facilities through existing developed areas could have significant impact and identification of the need for and location of proposed facilities is important to preserve a right-of-way for future implementation.
  - Construction of new facilities through undeveloped areas could have significant impact on wetlands, forest lands, rivers and wildlife which must be carefully considered to avoid or minimize adverse impacts.
5. Insufficient information is available about the nature and volume of bi-state travel as well as the development objectives that would either be hindered by inaction or helped by possible improvements.

#### Proposed Actions

It is in the interest of the region to address bi-state travel concerns. It is important to better understand the nature of the long-range development and transportation issues in order to properly define the objectives to be met by improvement in bi-state accessibility. After the problems and objectives are properly defined, another decision will be required on whether or not to proceed with a comprehensive evaluation of alternative improvements. Aspects of the bi-state study that should be considered further, subject to the availability of resources, are as follows:

##### A. Land Use Planning

In order to evaluate the needs for major bi-state transportation improvements, it is important to define the long-range regional objectives for growth and urban form. As such, an evaluation of possible future development areas suitable for urbanization in the next 25-35 years should be identified taking into consideration development constraints, economic development objectives, environmental concerns and the need for public services. In addition, the implication of not significantly improving bi-state accessibility should be evaluated to determine the severity of congestion problems and the long-term effect in these development objectives.

This evaluation should be undertaken as a bi-state concern that includes adequate involvement throughout the Metro region, including Clackamas, Washington and Columbia

Counties.

B. Transportation Planning

Consistent with the annual budget process, the following transportation activities should be undertaken by Metro or the appropriate implementing jurisdiction:

1. Data and forecasts of bi-state travel movements should be improved and coordinated between Metro and Clark County IRC in order to agree on the scope of the problem to be addressed. This should include assessment of intraregional and interstate freight movements.
  2. Incremental improvements to the existing transportation system should be identified and the extent to which bi-state travel needs are met should be evaluated, including:
    - a. Implementation of planned improvements to I-5 at Portland Boulevard and at Marine Drive;
    - b. Implementation of incremental bus service expansion in the I-5 corridor;
    - c. Implementation of transportation management programs, including rideshare, vanpool, flextime, etc.
    - d. Identification of needed improvements on I-405 and I-5;
    - e. Identification of needed improvements to Cornelius Pass Road between U.S. 26 and U.S. 30; and
    - f. Determination of the bi-state travel needs of the elderly and handicapped community.
  3. Evaluation of the viability of extending the proposed LRT in the I-5 corridor into Clark County should be evaluated.
- C. Upon definition of the regional development objectives and transportation problems affecting bi-state travel, alternative transportation improvements to be considered in a further bi-state study should be identified.
- D. Financial participation from Oregon in the comprehensive study recommended by Clark County Intergovernmental Resource Center to the Washington Legislative Transportation Committee is not recommended. Instead, an agreement should be reached between Oregon and Washington jurisdictions on the financing of the work elements described above.

7 RECEIVED DEC 7 1988

December 6, 1988

JPAC c/o Andy Cotugno  
Metropolitan Service District  
2000 S.W. First Av.  
Portland OR 97201

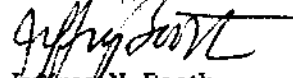
Dear Mr. Cotugno:

I am writing to share my profound concern over the proposed North phase of the Westside bypass and third Columbia River bridge. After seeing possible alignments at a November 14 meeting for the Linnton Land Use Plan, I have concluded that this project would be a cultural and environmental disaster. This freeway would:

- 1) provide little, if any, benefit to any of the residents along its route. Instead, it would destroy unique, fragile parklands and wildlife habitats for the sake of connecting Washington and southern Clark counties;
- 2) encroach on Forest Park, adversely affecting its wild character;
- 3) block migration routes from the Coast Range into Forest Park;
- 4) destroy the rural character of lands north of Sunset Highway, in particular the Cornelius Pass area and possibly Sauvie Island;
- 5) possibly destroy wet land habitat north of the Rivergate industrial area in the vicinity of Kelly Point;
- 6) traverse the steep north slope of the Tualatin mountains and the narrow south bank of the slough along highway 30, creating an ugly, congested blight on the landscape.

Portland's northwest "wilderness corridor" that extends from the very heart of the city to the Coast Range is a unique, irreplaceable resource that would be destroyed by any extension of the Westside bypass. For the sake of our city's liveability, I hope you will act to ensure that the Westside bypass is never extended beyond the Sunset Highway.

Sincerely,

  
Jeffrey M. Booth  
1100 N. Princeton St.  
Portland, OR 97203



CITY OF

# PORTLAND, OREGON

DEPARTMENT OF PUBLIC WORKS

1 RECEIVED DEC 6 1988

Earl Blumenauer, Commissioner  
1220 S.W. 5th Avenue, Room 407  
Portland, Oregon 97204  
(503) 248-5577

6 December 1988

Dick Waker, Chair  
Joint Policy Advisory Committee on Transportation  
METRO  
2000 SW First Ave.  
Portland, OR 97201

Dear Mr. Waker:

Due to the attendance of four Council members at the NLC meeting in Boston, the City will not be represented at the December JPACT meeting. I do want to express support for two very important agenda items.

1. Portland supports the proposed Regional Position on the Bi-State Study. The regional position calls for interstate cooperation without pre-approving new travel corridors whose purpose has not been clearly identified.
  - a. The two state region must cooperate, but it must be on a broader basis than simply transportation. Two specific issues immediately come to mind. Both Oregon and Washington have recreational and wildlife habitat areas affected by the contemplated highway corridor whose high value require the development of land use policies before new transportation facilities are proposed. (The attached letter from the Park Bureau discusses this concern more fully.) Recently DEQ reported that carbon monoxide violations in Vancouver may result in EPA's rejection of the entire region's air quality plans. Oregon, and in particular downtown Portland, have worked hard to achieve compliance with air quality standards. Our discussions with Clark Co. and Washington need to address these issues.
  - b. The region has already adopted specific projects and plans for the interstate travel corridor. I am particularly concerned that the north transitway line, which is already in the RTP, not be held up because of discussions of possible new highway corridors.
2. I also want to support adoption of the Regional Transportation Funding proposal. Commissioner Lindquist successfully brought our committee to an overall financing strategy which realistically provides for both transit

6 December 1988

Page 2

and highway needs. I urge JPACT to adopt it for presentation to state and federal officials.

On a personal note, I want to thank you for your years of service as chair of JPACT. You have kept JPACT together and moving forward through some difficult issues. Best wishes in your new endeavors.

Sincerely,

A handwritten signature in cursive script, reading "Earl Blumenauer". The signature is written in dark ink and is positioned below the word "Sincerely,".

Earl Blumenauer

cc: Portland City Council

Attachment



CITY OF PORTLAND  
BUREAU OF PARKS AND RECREATION

1120 S.W. 5TH, ROOM 502  
PORTLAND, OREGON 97204-1976  
(503) 796-5193



MIKE LINDBERG, Commissioner

CLEVE WILLIAMS, Superintendent

December 5, 1988

Commissioner Earl Blumenauer  
City Hall  
1220 S.W. 5th Avenue  
Portland, OR 97204

Dear Commissioner Blumenauer:

The Portland Bureau of Parks and Recreation supports action taken by TPAC at its November 30th meeting recommending against funding by the State of Oregon for the so-called "Third Bridge Study" proposed by Clark County IRC. We agree with TPAC's conclusion that such a study should not be undertaken until there is better understanding of the nature of the bi-state transportation problem and until alternatives and other issues have been addressed.

Beginning with the Oregonian's September 4th article on the proposed study, the Parks Bureau has been besieged with inquiries from concerned citizens regarding the "proposed extension of the Westside Bypass through Forest Park and Smith & Bybee Lakes". We have since learned that the schematic map published by the Oregonian could be described as a premature illustration of a single alternative to be addressed by the proposed study. However, we have also learned that many question the wisdom of undertaking a costly study that appears to have omitted consideration of alternatives and that could well be contrary to desirable urban development when the full range of values are taken into account.

At this juncture I think that it is important that you know that the Parks Bureau, in keeping with its commitment to preserve the City's investment at Forest Park, is opposed to any action that directly or indirectly threatens the park or the wildlife corridor linking Portland to the Coast Range. We are also committed to preserving Smith and Bybee Lakes in North Portland. At the present time we are working with the Port of Portland, with other property owners, and with many interested citizens to refine and adopt a management plan

designed to insure natural resource and recreational values at the lakes.

It is my hope that you and the other members of JPACT agree that infrastructure development must support a broad range of needs and values rather than attempt to define them. For this reason and in consideration of our commitments noted above, I ask you to recommend against funding the proposed "Third Bridge Study".

Sincerely,

A handwritten signature in black ink, appearing to read "Cleve Williams", with a long horizontal stroke extending to the right.

Cleve Williams, Superintendent  
Bureau of Parks and Recreation

cc: Commissioner Mike Lindberg  
JPACT, c/o Mr. Andy Cotugno, Metro





# SAUVIE ISLAND GRANGE

Number 840

RECEIVED DEC 6 1988

18143 N.W. Reeder Road  
Portland, Oregon 97231

December 3, 1988

JPAC c/o Andy Cotugno  
Transportation Department of Metro  
2000 S.W. 1st  
Portland, Oregon 97201

Dear Mr. Cotugno,

It has come to the attention of the Sauvie Island Grange #840 that a third bridge is being considered from Washington to Oregon. We understand that some of the plans under consideration would come across the island.

After discussion, I was instructed to write voicing our objection to anything touching onto the island. According to LCDC now, the island is suppose to be reserved for farming and wildlife and this plan seems to be hypocritical to the policies they are trying to enforce now.

If such a plan were to be carried out, more than one bridge would have to be constructed which certainly would not be cost effective.

We have a membership of over 200 residents of the island and would appreciate being but on record as opposing this project.

Sincerely,

Jean Fears, Secretary  
Sauvie Island Grange #840

Joint Policy Advisory Comm.  
on Transportation  
Metro

2000 SW First Avenue  
Portland OR 97201-5398  
Attn. Mr. A. Cotugno

Robert G. Dreyfuss  
2104 NW 127th St  
Vancouver WA 98685  
December 2, 1988

7 RECEIVED DEC 2 1988

Dear Sir

It has come to my attention that your Dec. 8<sup>th</sup> Meeting agenda calls for discussion of a proposal to fund a study of transportation between the Metro and Clark County regions. Further that this proposal might be presented by the Intergovernmental Resource Center of Vancouver.

It is my view, based on opinions expressed by elected officials and private citizens in Clark County, that there is no general support for either undertaking or funding such a study if it is in any way similar to what was presented to the Clark County Commissioners in October.

Any study that addresses the possibility of a third road crossing for the Columbia River in Clark Co. should not be undertaken prior to full public discussion and consensus in Clark County and the affected areas in Oregon.

Sincerely  
Robert Dreyfuss

December 3, 1988

RECEIVED DEC 5 1988

Joint Policy Advisory Committee on Transportation  
METRO  
2000 S.W. First Avenue  
Portland, OR 97201-5398

Dear Committee Members,

At a September 9, 1988 Bi-State Policy Advisory Committee meeting at which the Vancouver-based Intergovernmental Resource Center made its presentation concerning the "Third-Bridge Study," Dean Lookingbill (IRC's Transportation Director) said, "It's also important to recognize that in this Phase I study the private sector is a very major issue."

That is precisely the problem. The third-bridge push came about quite suddenly and has gained frightening momentum because a few powerful people, with political clout, want to open up the Vancouver Lake lowlands to industrial development.

As a result, the IRC is spending a lot of energy and taxpayer dollars to try to convince Oregon that a third bridge is needed. In fact, the IRC has become an advocate of a bridge - even before the proposed study.

As it pursues various "studies", the IRC staff ignores Clark County's Comprehensive Landuse Plan. Even before Lookingbill said it, many of us knew that the private sector is the IRC's primary concern. The wishes of the majority of citizens and the livability of our community do not rank high at IRC.

It is my understanding that at your December 8th meeting you will be taking action on IRC's proposal that you support the Third-Bridge Study. I believe the objectives of the study are unclear, confusing the two issues of congestion reduction and creation of new development opportunities. Specifically, into the Vancouver Lake lowlands.

I urge the members of J-PACT to encourage the State of Washington to allocate its study funds to coordinate the Vancouver link with Oregon's light rail plans.

Sincerely,



Mary Lou Moser  
5600 NE 45 St.  
Vancouver, WA 98661

17 RECEIVED DEC 5 1988

December 3, 1988

J-PACT  
Metro  
2000 S.W. 1st Avenue  
Portland, Oregon 97201-5398

Gentlemen:

According to the J-PACT agenda for the meeting December 8 there are items for approval of a regional position on the Bi-State Study and a funding proposal for it. There is much dismay being expressed by people in Clark County over the speed with which the study is being pushed along without a vital first step that seeks public input in advance. The views of Clark County residents should certainly be heard before a study which includes the possibility of a third bridge into this county is undertaken. Valuable money and time will be saved by focusing the study more precisely after receiving public comment.

Please do not agree to participate in or help fund the study until there has been ample opportunity for affected citizens to be heard.

Sincerely,

*Phyllis Clausen*

Phyllis Clausen  
400 Monterey Way  
Vancouver, WA 98661

Bette Jean M. Richards  
18529 N. W. Logie Trail  
Portland, Oregon 97231-1905

1 RECEIVED DEC 2 1988

Dear Sirs,

I am concerned about the third  
Columbia Bridge and Westside Bypass.

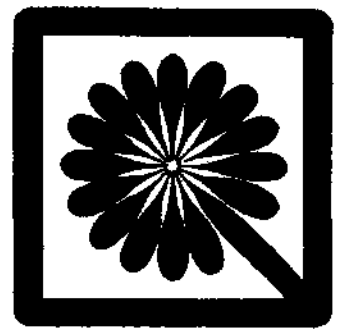
Portland has two important resources in  
Savvie Island and Forest Park. When choosing  
this city as a home, my husband and I  
considered these aspects as most desirable.

Now when friends and family visit us from  
Seattle, they love these special places too, as  
many tourists and future Oregonians do,  
because they are not duplicated anywhere  
in the United States.

I urge you to not support this  
idea of destroying these 2 unique natural  
resources. Portland and its vicinity will keep  
it's appeal to many if this project is  
stopped now!

Sincerely, BJR Richards

# Northwest District Association



*Let's Plan for Livability*



November 24, 1988

Andy Cotugno, Director  
Transportation Planning  
Metropolitan Service District  
2000 SW 1st  
Portland, Oregon 97201

Dear Mr. Cotugno:

The Board of the Northwest District Association adopted a policy statement on November 21st regarding the "Westside Bypass" and third bridge proposal which JPACT will be discussing on December 8th. Would you be kind enough to distribute this position paper to all the JPACT members in advance of the meeting? We appreciate your help in this. Also, we would like copies given to the members of the Metro Council, except for Hansen and Ragsdale who received their copies with personal letters. The statement is attached.

Any other use you may feel would be helpful for distributing our point of view, which needless to say we consider compatible with good regional planning, would be fine. If our highlighting of points is too sketchy and you feel there are people who need further amplification, please don't hesitate to let me know and we will attempt to talk with these people. My number is 241-9339.

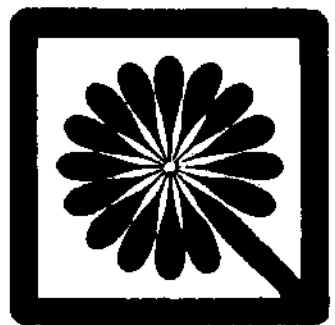
Thank you very much for your attention.

Sincerely,

Steve Fosler, President  
Northwest District Association

# Northwest District Association

Policy statement adopted by the  
Northwest District Association  
Board of Directors, November 21, 1988



*Let's Plan for Livability*



The Northwest District Association opposes, for the following reasons, funding the bi-state study proposed by the Washington Intergovernmental Resource Center of a third north-south freeway route and a third highway bridge across the Columbia River:

- **Confused Objectives:** The objectives of the study are unclear, confusing the two issues of congestion reduction and creation of new development opportunities. Our metropolitan region has rejected using freeway construction as a tool for promoting urban development of rural lands.
- **Westside Impacts:** A beltline freeway in Northeast Washington County would go through land set aside for agricultural use, creating enormous pressure for development and shifting of the Urban Growth Boundary. Such development would be extremely detrimental to Forest Park, and would generate traffic which would further strain the capacity of already burdened streets in Northwest Portland.
- **Light Rail:** Light rail in the I-5 corridor would add capacity while fostering healthier development within the Urban Growth Boundary. Light rail in the corridor has been evaluated as viable; preliminary engineering should be undertaken immediately. The State of Washington should allocate its study funds to coordinate the Vancouver link with Oregon's light rail plans.
- **Limited Resources:** Resources for transportation planning in the region are limited. If there is money in ODOT for studies, this money should be allocated to relevant problems that Portland has previously identified, such as improving the urban link between the Sunset Highway and I-405.
- **Existing Westside Link:** A means for expediting industrial traffic between Washington County and Clark County already exists in the present Burlington Northern freight line which extends over Cornelius Pass and across the rivers. Planners should focus on exploiting this valuable resource.
- **Freeways:** Adding freeways does not relieve congestion.
- **Oregon's Land Use Laws:** Necessary land use approvals have not been obtained for the segment of the Westside bypass from the Sunset Highway south to I-5 through Washington County.

Our analysis leads us to recommend, "More trains, not more lanes."

1 RECEIVED DEC 7 1988

Dec. 4, 1988

Joint Policy Advisory  
Commission on Taxes  
2% Metro  
2000 S.W. 1st. Ave.,  
Portland, Oregon 97201

A. Cotugno, Chairman  
Dear Sir:

At a recent meeting of the  
Clark County Natural Resources  
Council, it was unanimous  
that from our findings, a majority  
did not want to spend millions  
on a third bridge, that is not  
needed or wanted, across the  
Columbia River between Portland  
and Vancouver.

Our citizens had recently worked  
hard on a Habitat consortium to  
keep our lowlands for the



benefit of our people as trails,  
parks, wildlife, etc.

The industrialist sector imply  
this new bridge is for moving  
people, but since this can be  
handled much better and cheaper  
by light rail, we surmise they  
would like to fill in another  
wetland for industry.

We cannot keep paving over  
all our open spaces if we  
want to maintain some  
semblance of a healthy  
environment.

A Vancouver Environmentalist,

Burnice Morecroft  
203 S.E. 102<sup>nd</sup> Ave.  
Vancouver, WA., 98664

**Forest Park Neighborhood Association**  
1819 Northwest Everett, #205  
Portland, Oregon 97209

December 6, 1988

Andy Cotugno  
Transportation Director  
METRO  
2000 SW First Avenue  
Portland, Oregon 97201

Dear Andy,

The Forest Park Neighborhood Association, at its December 5th meeting, voted overwhelmingly (by 94%) for the following resolution:

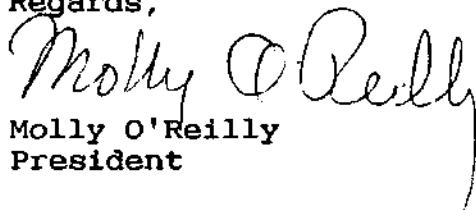
**The Forest Park Neighborhood Association wishes to go on record opposing the plan to construct a freeway across the west hills north of US 26 and wishes to express its desire to support the plans to study the land use question as a whole prior to committing itself to one specific transportation mode.**

Neighbors expressed strong concerns about damage to valuable natural areas and parks, accelerated development of lands planned to remain farm and forest and rural, congestion of arterial roads directly into Portland resulting from such development, little apparent need for such a thoroughfare, and projected high costs of such a freeway.

As a result the Board of the Forest Park Neighborhood Association strongly urges you to reject funding the comprehensive study proposed by the IRC at the J-PACT meeting later this week. If one of the most frequently mentioned options to be studied is unacceptable before the examination process begins, the purpose of such a study becomes highly questionable. We are also concerned about undertaking a major study having the specific goal of siting a bridge and its connecting arterials.

Instead, we encourage you to focus energy and study funds as recommended by T-PACT. We also urge you to examine a known problem: I-5 congestion to Vancouver. This is a problem of concern to all metro area residents. Light rail in that corridor is feasible and would be an effective means of moving large numbers of people in an established transit corridor.

Regards,

A handwritten signature in cursive script, reading "Molly O'Reilly". The signature is written in dark ink and is positioned above the printed name and title.

Molly O'Reilly  
President

RECEIVED DEC 7 1988

115 W 31<sup>st</sup>  
Vancouver 9866

TO: Metro

from: Thom McConathy

Conservation Chairman, Sucksdorfea Chapter, Washington  
Native Plant Society  
Secretary, Carter Park Neighborhood Association,  
Vancouver, Washington

RE: Third Bridge Over Columbia River

The decision of need for a third bridge is, in my mind, falsely predicated on a perceived though non-popularly held conviction that such a bridge would fulfill some mutual (Vancouver-Portland) need for growth.

Without such a bridge destroying the environment to the East and West of Vancouver, I believe Vancouver will develop into a balanced community employing more of our own people within our community rather than being subjugated to a second class bedroom community of Portland. Presently in Clark County there is a crisis in the non-incorporated urban area of a lack of infrastructure and planning to support further urban development. Clark County has not provided services necessary and vital to an urban area, yet has opposed annexation of these areas to the city of Vancouver while relying on the city to provide haphazard infrastructure outside the city's boundaries without the necessary planning that is vital to such development.

A joint city-county planning agreement for the non-incorporated urban area has just been entered into this month, but if Metro could look back upon its own beginnings, it would realize that this agreement will be many years in arriving at the many particulars necessary to provide for the needs of this growing urban area.

It is popularly believed that the primary impetus driving the growth (commercial and residential) of Vancouver and Clark County has been the quantity and quality of those aspects associated with quality of life; i.e., Vancouver was selected as a 1977-78 All American City.

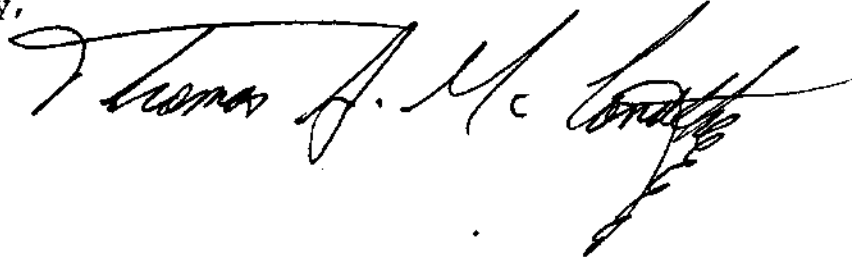
High on the list of such amenities, in Portland as well as in Vancouver, would be the Columbia River Gorge to our East and the immensely productive Wetland Open Space Agriculture Land to our West. The Washington Native Plant Society and the Carter Park Neighborhood Association, along with many others, are vitally interested in maintaining and enhancing these quality of life aspects and issues, and would oppose a third bridge impacting either of these areas.

We would recommend a third bridge only after alternatives have been exhausted and under the condition that it be located to the North of us in Kalama or Longview so as to cause the least environmental impact to Washington or Oregon.

Governmental and developmental entities that have so far advanced the idea of a third bridge would not do so publicly since constituent sentiment greatly opposes this concept.

By far, the greatest burdened thoroughfare is the I-5 corridor. It is our belief that through enhancing of this existing corridor and pursual of light rail and other obvious alternatives, our community interests would be best served.

Yours truly,

A handwritten signature in black ink, appearing to read "Thomas J. McLaughlin". The signature is written in a cursive style with a large, sweeping initial "T" and a long, horizontal flourish extending to the right.

TM/bjb

JEFFREY L. MILLER, AIA  
ARCHITECT

325 N.W. TWENTY-FIRST AVE. SUITE 204  
PORTLAND, OREGON 97204  
503/222-2234

RECEIVED DEC 6 1988

December 5, 1988

JPAK  
c/o Mr. Andy Cotugno  
Transportation Dept. of Metro  
2000 S. W. 1st  
Portland, OR 97201

Dear Mr. Cotugno:

As an architect and a graduate of The School of Urban Studies at Boston University and a student of urban planning at Massachusetts Institute of Technology, I would like to go on record as being very much opposed to the concept of a beltway linking Hillsboro with Vancouver.

Perhaps the Portland metropolitan area's greatest "livability" asset is the proximity of a highly developed urban environment to that of the open spaces of rural, semi-rural and forested lands. Sadly, in the last two decades we have seen urban sprawl push these two very different environments further and further apart with strip development and often times poorly conceived commercial, industrial and retail "parks", all designed specifically to respond to the requirements of the automobile. When there is so much inner-urban land underused and misused it is tragic to see our magnificent countryside for which our state is so well known, paved over for automobile storage. (Roads, parking lots, driveways and garages cover more land than any other use in the developed suburban metro area.)

The area to the northwest of our city is the last area left unscathed in this way. Mostly due to the existence of Forest Park, this is the city's last uninterrupted link to the wilderness. It is a life line that allows Oregon native flora and fauna to come directly into our city. It is unique. It is something no other major city in America can claim.

To sever this life line with a beltway will not only end the world's only inner urban wilderness but will urbanize the city's last tract of inner-urban countryside.

Furthermore a beltway will further encourage the "livability confounding" practice of commuting allowing people to live in one place and work a long ways off, the downfall of the once "oasis paradise" which has become Los Angeles.

Mr. Andy Cotugno  
December 5, 1988  
Page - 2

A freeway would further decentralize the metropolitan area, further deteriorate air quality, further indebt the state, further diminish an urban environment's most valuable amenity, "open space" and destroy Portland's last inner urban rurality.

A good city grows upward not outward. People go where access is easy. A freeway connecting Hillsboro to Vancouver will only further disperse urban dwellers and encourage the patchwork development of our most pristine suburban sector.

Sincerely,



Jeffrey L. Miller

JLM:ts

308 NE 124th Avenue  
Vancouver, WA 98684  
December 6, 1988

Joint Policy Advisory Committee  
on Transportation  
Metro  
2000 SW 1st Avenue  
Portland, OR 97201-5398  
Attn: Mr. A. Cotugna

Gentlemen:

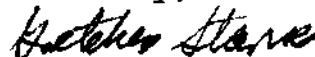
You should know that not everyone in Clark County supports the study of a possible third bridge which the Intergovernmental Resource Center is proposing. Up to now, there has been little in the way of public participation in the decision to go forth with this study. In fact, to many of us, it appears that the study - and project - may be railroaded through with little thought given to consequences or reasonable alternatives.

My concerns are several. The route that is most discussed for this third bridge is one that would cut through the Vancouver Lake lowlands. This area has what is probably the most valuable wildlife habitat in Clark County. Any discussion of the use of public transportation to relieve the congestion on the I-5 bridge has been little and late. I fear that a third bridge in this vicinity would increase development and destroy the wildlife habitat. I ask you to not approve funding of this study at this time.

Should you decide to fund it, please attach several conditions to it. Insist on extensive public participation. Insist that public transportation and a light rail system be given at least equal, if not more, weight than a highway through the Vancouver Lake lowlands. Insist that the wetlands and wildlife habitat be protected. Insist that secondary effects and development pressure be thoroughly studied.

Thank you for your consideration of my concerns.

Sincerely,



Gretchen Starke



1 RECEIVED DEC 3 1988

2900 N. W. Alpine Lane  
Camas, WA 98607  
December 6, 1988

Joint Policy Advisory Committee on Transportation  
2000 S. W. First Avenue  
Portland, OR 97201

Re: Item on agenda for 12-8-88 meeting regarding approval of regional  
position on bi-state study of a third bridge over the Columbia River

Gentlemen:

It is my sincere hope that those appointed to make the bi-state study of  
a third river crossing will do very thorough research into all aspects  
of such a crossing and that the study will not be dominated by any special  
interest groups.

Hopefully, there will be a citizens' advisory committee made up of a widely  
diverse group of people. Also, an open invitation to the public should be  
extended in order that anyone who is interested may be included in the citizens'  
advisory group.

There are many alternatives to consider such as light rail and the possibility  
of a new by-pass freeway leading from Woodburn extending northward on the  
west side of Beaverton and crossing the river near Longview to connect with  
I-5 north of Longview.

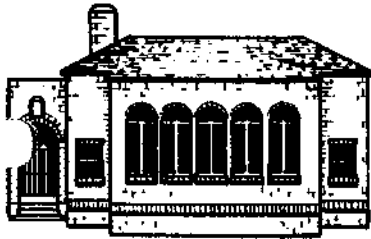
My deep concern is that there is a special interest group in Vancouver which  
is seeking a third river bridge with its northern end located in the Vancouver  
Lake lowlands to facilitate industrialization of that area. I firmly believe  
that the wetlands in that area should be preserved and the beauty and tranquility  
of Vancouver Lake be preserved. A bridge in that area would certainly impact  
these sensitive areas contained therein.

Very sincerely,

*Mrs. Rosalee MacRae*

Mrs. Rosalee MacRae

cc: IRC of Clark County



# LINNTON

## Community Center

10614 NW. St. Helens Rd.  
Portland, Oregon 97231  
1-503-286-1344

November 29, 1988

Joint Policy Advisory Committee  
On Transportation  
c/o Mr. Andy Catagno  
Metro Transportation  
2000 S.W. First Avenue  
Portland, Oregon 97201

Dear Committee:

The communities of Linnton, Sauvies Island, Forest Park and the Skyline Ridge are very concerned about the proposed North leg of the West Side Bypass and a third Columbia River Bridge.

These communities contain wetlands which would be adversely affected and are protected by Oregon's Comprehensive Plan. The wild life corridor from the coastal ridge to Forest Park is unique and should not be disturbed.

Highway 30 is the third most heavily traveled road in Oregon. Additional traffic congestion could not be tolerated. Putting in a bypass for the convenience of Clark and Washington counties will have disastrous consequences for Linnton, Sauvies Island, Forest Park and the Skyline Ridge.

We urge you to consider other possibilities such as light rail. Don't fund a study for this project; rather fund a study that will examine alternatives to this proposal. Protect Oregon's scenic beauty, wild life corridor and Highway 30 from total congestion.

Very truly yours,

Linnton Community Center  
Board of Directors

By Joan Chase  
Executive Director



# LINTON

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Very truly yours,

Linnton Community Center  
Board of Directors

By Joan Chase  
Executive Director



## Citizens for Better Transit

2717 SW Spring Garden St  
Portland, Oregon 97219  
(503) 244-7787

December 8, 1988

Joint Policy Advisory Committee on Transportation  
Metropolitan Service District  
2000 S.W. First Avenue  
Portland, OR 97201-5398

We wish to record our opposition to any Oregon funding of the proposed Bi-State study of the Willamette and Columbia river bridges and highways linking the Washington County Westside bypass with Vancouver and Clark County Washington.

Our opposition to the Westside bypass was recorded earlier at various hearings; it is primarily based on economics since we are aware that there are sizable funding shortfalls for various transportation projects in this Metro Area with much higher, more reasonable priorities.

We also base our opposition on reasonable indications that, very likely, these projects are in conflict with Oregon Senate Bill 100, our state-wide land use planning law.

We finally oppose the spending of study moneys on them because we are convinced that low-cost, low-impact alternatives do exist which ought to be pursued instead at this time.

Accordingly we recommend that a Federal Alternative Analysis study be immediately funded and initiated for the Interstate Light Rail corridor, parallel to the I-5 freeway North corridor. This project, coupled with the Railbus alternative project to both the East and Westside highway bypasses, is indeed a low-cost, low-negative-impact alternative to the study now being proposed by the Washington State Intergovernmental Research Center.

R.J. Polani  
Chairperson



**METRO**

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

# Memorandum

Date: November 30, 1988  
To: JPACT  
From: *AC* Andrew C. Cotugno, Transportation Director  
Regarding: JPACT REGIONAL TRANSPORTATION FUNDING PROPOSAL

Attached is the transportation funding proposal as recommended by the JPACT Finance Committee and TPAC. It is recommended that JPACT approve the principles of this funding proposal in order to proceed with the seeking of legislative review and action.

AC/sm  
0366D/D5

## JPACT REGIONAL TRANSPORTATION FUNDING PROPOSAL

### AREAS OF CONSENSUS

#### I. General Principles

- A. There is consensus on the transportation priorities and funding target for the next 10 years in the following major categories (see Attachment A):

Regional Highway Corridors  
Urban Arterials  
LRT Corridors  
Transit Operations and Routine Capital

- B. The region should link together the planning for the funding of highway and transit improvements.

#### II. Regional Highway Corridors

- A. The region should seek state highway funding for the full cost of priority interstate and regional highway corridors (from IA above).
- B. The region endorses increased state and federal funding programs in order to obtain the improvements being sought, including increasing the state gas tax in increments of 2¢ per year and an increase in the state vehicle registration fee.
- C. The state should convert its vehicle registration fee to one imposed on the basis of value rather than the current flat fee.

#### III. Urban Arterials

- A. A vehicle registration fee, at a level up to that collected by the state, is favored as the first source of funding for a regional urban road preservation and improvement program. The fee should be imposed by Metro with the allocation to projects by the Joint Policy Advisory Committee on Transportation (JPACT). There should be a minimum allocation guaranteed to local governments and the balance allocated on the basis of regional priorities through JPACT. Implementation procedures are outlined in Attachment B.
- B. The vehicle registration fee should include a truck fee to maintain cost responsibility.
- C. If the Oregon Department of Transportation (ODOT) arterials are included in a regional arterial program (in addition to city and county roads), sufficient revenues

should be sought to fund the extra cost. Consideration should be given to seeking state funding toward the urban arterial program or a higher level Metro vehicle registration fee as alternative sources.

#### IV. Transit

Transit financing requirements for the region deal with the need for increased annual revenues for routine capital purposes and expanded operations as well as for the capital cost for new LRT corridors. In the long term, a fundamental change to transportation finance in the region is required to allow needed regional highway and transit facilities to be funded through the same source. In the short term, a variety of incremental extensions of existing approaches are recommended.

##### A. Constitutional Amendment

A state constitutional amendment should be sought to allow the region the flexibility to use currently restricted transportation-related sources (i.e., gas taxes and vehicle registration fees) for transit purposes. Such an amendment should be targeted at giving the region the flexibility to use its resources for either highway or transit purposes. As such, a constitutional amendment that is permissive rather than mandatory is proposed and one that only affects local or regional funding sources.

##### B. LRT Funding

The region should pursue three LRT corridors during the next decade as the next major step toward a regional LRT system: Westside, Milwaukie and I-205. The Westside and Milwaukie will be implemented through the use of UMTA Section 3 funds (federal) with a proposed partnership between the state, region and private sector for the local match. The I-205 corridor cannot use UMTA Section 3 funds but does have the advantage of using Interstate funds now set aside for completion of bus lanes and funding may be available for vehicles. State and regional funds for I-205 are also proposed but the level of funding has not been finalized pending further study.

1. The first priority for UMTA Section 3 funding is Westside LRT; thereafter, Milwaukie LRT. Up to 75 percent UMTA funding should be sought. UMTA Section 3 funding will not be sought for the I-205 LRT project.
2. Local matching funds for the three LRT corridors should come from the following sources:
  - a. A new regional transit funding source (see Section C.2. below) should be adopted to provide the regional share toward all three corridors.

- b. State matching funds should be sought for all three corridors over a 3-6 biennium period.
- c. Private sector funding should be committed toward construction commensurate with benefits received.

Specific methods are recommended as follows:

- To include LRT capital funding in various tax increment funding programs in place or under consideration in the Central City, along the I-205 LRT and along the Westside LRT.
- To establish a special transit assessment district around all LRT stations to reflect the private sector benefits realized from these major transportation investments.
- To negotiate LRT station cost-sharing where the station is located with direct connection to private developments.
- Public acquisition of land will be sought around existing and planned LRT stations to be leased out for private development; long-term lease revenues will assist in reducing or eliminating operating costs of LRT.

Preliminary estimates are that these mechanisms would yield 10-20 percent toward the capital cost of the proposed projects.

- 3. Prior to adopting the proposed new regional transit funding source, it will be necessary to complete the "preliminary engineering" for the Westside LRT project and the "alternatives analysis" for the I-205 and Milwaukie LRT projects in order to determine the scope, cost and timing of these projects. This will, in turn, provide the basis for finalizing the funding level to be adopted for the new regional funding source.
- 4. LRT construction will not proceed without an increased source of operating funds.

#### C. Transit Operations and Routine Capital

- 1. An increased source of funds should be established for routine capital, and the incremental expansion of LRT operations and bus service. Preliminary costs (as of March 1) are as follows:



	<u>Pre-LRT</u>	<u>Post-LRT</u>
Routine Capital	\$ 8 m.	\$ 9.6 m.
Operating		
LRT	--	2.8
Elderly and		
Handicapped Service	--	1.2
LRT Feeders	--	2.6
Other Bus Services	1.2	3.5
Debt Payment	1.5	1.5
TOTAL	<u>\$10.7 m.</u>	<u>\$21.2 m.</u>

2. Funding sources to pay for increased ongoing operations and routine capital, as well as for a capital fund for the regional share of LRT match, are recommended as follows:
  - a. Increased UMTA Section 3 and Section 9 funding.
  - b. Continuation of state funding toward routine capital at \$3.3 million a year.
  - c. Increase cigarette tax of 1¢ (\$1.2 million/year) toward special needs transit.
  - d. After implementation of a \$10 million a year Arterial Fund (such as through a vehicle registration fee), \$3 million in FAU funds will be dedicated to transit capital.
  - e. The payroll tax should be extended to include all employers including local governments and private, nonprofit corporations. However, in order to minimize impacts on local budgets and tax bases, it should be phased in over a five-year period. This will raise up to \$5.2 million at full implementation (0.6 percent) on all employers.
  - f. Increased transit revenues through a payroll tax to be paid by employees rather than employers.

AC/sm  
9482C/534

Attachment A

JPACT Regional Transportation  
10-Year Priorities

Cost vs. Revenues

I. Regional Highway Corridors	<u>Interstate</u>		<u>Other</u>	
Total Cost of 10-Year Priorities (including inflation)	\$489 m.		\$439 m.	
Less project funding currently committed	238		97	
Less state and federal funding likely to be available	50		61	
Unfunded Balance	\$201 m.		\$282 m.	
	\$483 million			
II. LRT Corridors	<u>Westside</u>	<u>Milwaukie</u>	<u>I-205</u>	<u>Mall LRT</u>
Total Cost of 10-Year Priorities	\$300 m.	\$88 m.	\$89 m.	\$75 m.
Less anticipated federal funds	150-225	44-66	17-25	38-56
Unfunded Balance	\$75-150 m.	\$22-44 m.	\$64-72 m.	\$19-38 m.
	\$180-304 million			
III. Urban Arterials	<u>State</u>		<u>City/County</u>	
Total Cost of 10-Year Priorities (including inflation)	\$203 m.		\$335 m.	
Less project funding currently committed	77		99	
Less federal, state and local funding likely to be available*	0		41	
Unfunded Balance	\$126 m.		\$195 m.	
	\$321 million			

\* These federal highway funds could alternatively be committed to transit capital if a replacement arterial funding source is adopted.

IV. Transit Operations and Routine Capital	<u>Pre-LRT Expansion</u>	<u>Post-LRT Expansion</u>	
Increased Annual Funds Required			
Routine Capital	\$ 8.0 m.	\$ 9.6 m.	
Expanded LRT Operations	--	2.8	
Expanded Bus Operations	1.2	6.0	
Debt Retirement	<u>1.5</u>	<u>1.5</u>	
Unfunded Balance	\$10.7 m./yr.	\$19.9 m./yr.	
V. Road Maintenance	<u>Current</u>	<u>5-Year</u>	<u>10-Year</u>
City/County Annual Needs	\$92.6 m.	\$112.6 m.	\$137 m.
Funds Available	<u>63.6</u>	<u>79.7</u>	<u>81.8</u>
Unfunded Balance	\$29 m./yr.	\$ 33 m./yr.	\$55 m./yr.

ACC:lmk  
8-17-88  
a:/jpactpri

## Attachment B

### Urban Arterial Fund

OBJECTIVE: To implement a local option vehicle registration fee to create a regional Urban Arterial Fund for the Portland region for modernization and preservation capital improvements. Allocation of funding is proposed as a cooperative process through JPACT.

#### State Legislation Required

As part of a bill allowing counties throughout Oregon to impose a local option vehicle registration fee, include additional language to:

Authorize imposing of a local option vehicle registration fee up to the level collected by the state for Multnomah, Clackamas and Washington Counties by ordinance of the Metropolitan Service District upon request of the three county commissions with annual allocation of the funds to projects within the cities and counties of the Metro district by the Joint Policy Advisory Committee on Transportation and distribution of the funds attributable to the area outside the Metro district to the county commissions on the basis of estimated registered vehicles.

#### Process

1. State Legislature adopts local option registration fee authority.
2. Metro defines ordinance to impose and administer the vehicle registration fee and circulates to local jurisdictions.
3. Multnomah, Clackamas, and Washington County Commissions adopt resolutions requesting Metro to impose a three-county vehicle registration fee. (This is especially important for the area outside the Metro boundary.)
4. Metro Council adopts ordinance imposing fee.
5. DMV establishes procedures, collects the fee and disburses revenues to Metro.
6. Metro Council adopts annual budget including capital appropriation of the amount of revenue available for arterial improvements.
7. Revenues disbursed directly to counties for portion of fee attributable to area outside Metro boundary; county commissions administer.

8. JPACT adopts "minimum allocation" for urban portions of three counties and Portland (recommend 75 percent minimum).
9. County Transportation Coordinating Committees and Portland define projects using "minimum allocation" and candidates for "regional allocation."
10. JPACT approves projects using "minimum allocation" and allocates regional portion of funds and authorizes disbursement of current fiscal year funds.
11. Funds disbursed to implementing jurisdiction by Metro.
12. Audit sent to JPACT at close of fiscal year documenting amount of funds spent on the authorized project and amount carried forward to next fiscal year.

1 RECEIVED DEC 7 1988



## CITY OF MILWAUKIE

November 29, 1988

JPACT  
Richard Waker, Chairman  
c/o Metro  
2000 S.W. 1st Ave.  
Portland, OR 97201-5398

RE: Regional Transportation Funding Proposal

Dear Mr. Waker:

We are pleased that the region is pursuing a funding proposal for transportation projects. We have some concerns about the proposal we'd like you to consider.

We agree that State highway corridors and urban arterials should have an increased funding source. We are concerned about the method of allocation however. It is possible that local jurisdictions may contribute to but not receive the benefit (road improvements) of the additional funding.

Most importantly, we support the Transit-LRT funding proposals. It is important to amend the constitution to allow vehicle registration fees to be used for LRT funding. People who drive vehicles contribute to traffic congestion and should help pay for part of the solution.

The McLoughlin LRT Corridor is important for several reasons:

- It will increase access and trips to downtown Portland without using valuable parking space or increasing air pollution,
- relieve congestion on McLoughlin,
- reduce travel time for commuter, truck, and business trips,
- improve transit service to S.E. Portland, Milwaukie, and surrounding areas (through use of park and ride lots and feeder bus service),
- "it is essential to have a significant increase in transit in the Milwaukie Corridor by the mid-1990s to ensure that McLoughlin Boulevard operates at an acceptable level of service and to avoid traffic infiltration into local neighborhoods . . . and, found LRT to be the most promising transit alternative." (March 1987 memorandum from Metro), and
- it is an integral part of Milwaukie's riverfront and downtown renewal plan.

Letter to JPACT  
RE: Regional Transportation Funding Proposal  
November 29, 1988

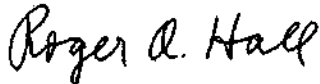
We agree that the Westside and McLoughlin LRT corridors are the region's first and second priorities. We believe these projects are critical for the transportation benefits they produce. Because funding for LRT operations is limited, it should be secured for all the corridors before proceeding with construction of any LRT corridor. The I-205 LRT should not disrupt the regional priority list. It should not proceed ahead of the other two corridors, especially if there is an operational cost concern.

We believe that the McLoughlin LRT should go to the DEIS and P.E. stage. The "alternatives analysis" was completed in 1984 (by Metro and Tri-Met). We encourage Metro and Tri-Met to start the DEIS process as soon as possible. We need to establish the corridor alignment and begin planning for it.

Lastly, the list of needs are many and the potential funding sources small. The region may not be successful in securing all the needed sources. If that occurs, we suggest that the LRT corridors be maintained as priorities. They are essential to the safe operation of the adjacent roadways. Building more or wider highways without LRT will only create more air pollution, more noise, more neighborhood disruption, a less than optimal transportation system, and a less attractive metropolitan area.

You and the subcommittees are to be commended for your far-sighted funding proposals. If we can be of help in your efforts, let us know.

Sincerely yours,



Roger A. Hall  
Mayor, City of Milwaukie  
for the City Council

RH/mgh

cc: JPACT members  
Andy Cotugno, Metro Transportation Director

STAFF REPORT

Agenda Item No. \_\_\_\_\_

Meeting Date \_\_\_\_\_

CONSIDERATION OF RESOLUTION NO. 88-1020 FOR THE  
PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT  
PROGRAM TO ALLOCATE INTERSTATE TRANSFER FUNDS FOR  
THE JOHNSON CREEK EXTENSION PROJECT

Date: November 29, 1988

Presented by: Andy Cotugno

PROPOSED ACTION

This resolution would transfer \$600,000 of Interstate Transfer funds from Beaver Creek Road construction to the Johnson Creek Extension portion of the Lester interchange project.

TPAC has reviewed this TIP amendment and recommends approval of Resolution No. 88-1020.

FACTUAL BACKGROUND AND ANALYSIS

Clackamas County has requested that \$600,000 of Interstate Transfer funds be transferred from its Beaver Creek Road project to the Johnson Creek portion of the Lester interchange project.

The purpose behind the transfer is to supplement state modernization funds currently programmed for the segment of Johnson Creek Boulevard from 82nd Avenue to I-205 and for adjacent street connections in the immediate project area.

The balance remaining in the Beaver Creek Road project will be applied to Phase 1 intersection and roadway improvements to accommodate traffic on Beaver Creek Road on an interim and near-term basis. The future phases of the project will depend on development of the area (which has not occurred as planned) and will be defined at a later date as development occurs.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 88-1020.

BP:lmk  
11-29-88  
Pettis.A



BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING	)	RESOLUTION NO. 88-1020
THE TRANSPORTATION IMPROVEMENT	)	
PROGRAM TO ALLOCATE INTERSTATE	)	Introduced by Richard Waker,
TRANSFER FUNDS FOR THE JOHNSON	)	Chair, Joint Policy Advisory
CREEK EXTENSION PROJECT	)	Committee on Transportation

WHEREAS, Clackamas County has requested that \$600,000 be transferred from its Beavercreek Road project to the Johnson Creek portion (Johnson Creek Extension from I-205 to 82nd Avenue) of the Lester interchange project; and

WHEREAS, The noted amount will supplement state modernization funds currently assigned to the Johnson Creek portion; and

WHEREAS, Clackamas County has provided assurances that construction of Beavercreek Road will be accomplished for Phase 1 consisting of intersection and roadway improvements using the remaining balance; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District authorizes the transfer of \$600,000 from Beavercreek Road construction to the Johnson Creek Extension.

2. That the Transportation Improvement Program be amended to incorporate this action.

3. That the action is consistent with the Regional Transportation Plan Update and Affirmative Intergovernmental Project Review is hereby given.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1988.

Mike Ragsdale, Presiding Officer

CONSIDERATION OF ORDINANCE NO. \_\_\_\_\_ FOR THE PURPOSE  
OF UPDATING THE ADOPTED METROPOLITAN SERVICE DISTRICT  
REGIONAL TRANSPORTATION PLAN

Date: November 28, 1988

Presented by: Andrew Cotugno

PROPOSED ACTION

To release the draft Regional Transportation Plan Update for public information and comment and a public hearing as described in Attachment A. The results of the public comment process will be brought before TPAC, JPACT and Metro Council prior to formal adoption of the plan update. This action has been approved by TPAC.

FACTUAL BACKGROUND AND ANALYSIS

In July 1982, Metro adopted, by ordinance, the Regional Transportation Plan (RTP). The adopted RTP provides for the Metro Council to formally update the RTP on a regular basis to incorporate as appropriate:

1. the findings, recommendations and/or decisions arising from major transportation planning studies;
2. new highway, transit, bicycle and/or pedestrian improvements or programs necessary to meet the objectives of the adopted RTP;
3. significant new information regarding transportation-related conditions/choices, new federal and state laws, and/or the population and employment forecasts used in the RTP; and
4. additional or revised policies, strategies or expressions of regional intent regarding the transportation system or its implementation, including the identification of additional outstanding issues to be addressed.

The RTP was last updated by Metro Council in 1983. By adopting Ordinance No. \_\_\_\_\_. Council recognizes the significant actions that have taken place regarding the region's transportation system in the past five years and amends the adopted RTP to include the 1988 Update (itemized in Staff Report B, attached), the highlights of which are as follows:

1. includes the recommendations and improvements associated with the final report of the Southwest Corridor Study previously adopted by Council Resolution No. 87-763, which (among other improvements)

identifies the need for a new highway facility in the Tualatin-Hillsboro corridor subject to findings of consistency with Statewide Land Use Planning Goals;

2. includes the recommendations and improvements associated with the Multnomah County Transportation Master Plan Update Phase I, which (among other improvements) identifies the need for a new or improved principal arterial connection from I-84 to U.S. 26 in the Gresham area subject to the selection of a preferred corridor alignment and findings of consistency with Statewide Land Use Planning Goals;
3. includes the recommendations and improvements associated with the Oregon Department of Transportation's (ODOT) Highway 224/212 Sunrise Corridor reconnaissance, which identifies the need for improvements on existing and new rights-of-way in the Sunrise Corridor between McLoughlin Boulevard and U.S. 26 subject to the selection of a facility design, (freeway vs. expressway) and findings of consistency with Statewide Land Use Planning Goals;
4. includes the decision to pursue the McLoughlin (to Milwaukie) and I-205 (from Portland International Airport to Clackamas Town Center) light rail transit improvements in addition to the Sunset LRT over the next 10 years;
5. includes the initial list adopted by the Joint Policy Advisory Committee on Transportation (JPACT) of 10-year priority improvements (as well as other improvements demonstrated by analysis to be needed within the next decade), which will serve as a guide in the development of new transportation funding resources;
6. commits the region to pursue additional funding resources for capital improvements and operations and maintenance in four specific areas of the overall transportation system: major regional highway corridors; light rail transit lines; urban arterials; and bus service expansion.
7. Includes a variety of other improvements to the existing transportation system identified as needed since the last update;
8. sets forth a refined process for consistency among the RTP, local land use plans, and Statewide Land Use Planning Goals, which ensures that consideration of other values (environmental, land use) in addition to transportation-related needs occurs in the RTP decision-making process;
9. presents a current estimate of the transportation-related financing situation in light of the cost associated with meeting the estimated need and the committed and anticipated revenues available to fund the RTP; and
10. includes the adoption of the year 2005 population and employment forecast (soon to be updated to 2010) contained in A Regional

Population and Employment Forecast to 1990 and 2005 (and subsequent updates) which represents Technical Appendix A of the RTP.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends release of the draft document for public information and comment and a public hearing.

JG/sm  
RTP.1

**ATTACHMENT A**

**Proposed RTP update adoption schedule**

Sept. 30	TPAC meeting	Review and comment on chapters 1,2,4,5 and 8
Oct. 21	TPAC mailing	Chapter 7; Introduction; Draft public involvement process
Oct. 28	TPAC meeting	Review and comment on mailed materials; distribution of chapters 3 and 6
Oct. 29-Nov. 15		Final draft of document; incorporate jurisdictional comments, final graphics; prepare summary document and staff report part A
Nov. 16	TPAC mailing	RTP summary; final document review; staff report part A
Nov. 23	TPAC meeting	Review and comment on summary/full document and staff report part A; forward summary and document to JPACT for public release
Dec. 1	JPACT mailing	RTP document/summary/staff report part A
Dec. 8	JPACT meeting	RTP document/summary/staff report part A release for review and comment
Dec. 10-Jan. 24		Notification of public hearing and open houses (see Jan. 15-23) and review period of material (stand-alone RTP summary, highlights of 1988 update. Send press packets to media and material to CPOs and to local jurisdictions for their distribution.
Dec. 27	To executive management	Ordinance, full document, supportive materials, staff report parts A and B, findings
Jan. 3	Metro Council	Ordinance, full document, supportive materials, staff report mailing parts A and B, findings
Jan. 12	Metro Council	First reading; assigned to Intergovernmental Relations Committee for public hearing
Jan. 15-23	Open house(s)	Invite CPOs, etc. from distribution list
Jan. 24	Public hearing	Intergovernmental Relations Committee
Jan. 27	TPAC meeting	Review of public testimony, ordinance, etc., forwarded to JPACT for adoption
Feb. 7	IRC meeting	Consideration of public testimony, if necessary

Feb. 9	JPACT meeting	Review of public testimony, ordinance, etc; adoption and recommendation to Metro Council to adopt
Feb. 9	Metro Council	Second reading, public hearing, adoption



**METRO**

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

# Memorandum

TO: JPACT

FROM: Dick Bolen, Regional Planning Supervisor *RUB*

SUBJECT: Draft Population/Employment Forecast- 1995 & 2010

DATE: November 30, 1988

Attached for approval is the draft 1995 & 2010 forecast of population, housing and employment for the region, its four counties and 20 county subareas.

Also included in this mailing is a copy of the complete forecast document, describing the process used to develop the forecast. This report includes census tract detail which JPACT is not being asked to adopt as part of the 1995 & 2010 forecast. The ongoing policy has been to adopt the forecast for the larger geographic areas (20 county subareas) and to permit jurisdictions to periodically make adjustments to the tract and traffic zone levels, provided that the subarea control totals are maintained.

This document has been reviewed by the member jurisdictions and is forwarded by TPAC with a recommendation for approval.





1995/2010 SUBAREA FORECAST

POPULATION

Subarea					Change			Percent Change		
	1980	1987	1995	2010	1980 - 87	1987 - 95	1995 - 2010	1980 - 87	1987 - 95	1995 - 2010
1	8193	8992	10113	11581	799	1121	1468	9.75%	12.47%	14.52%
2	314239	304462	302915	293390	-9777	-1547	-9525	-3.11%	-0.51%	-3.14%
3	79216	80890	87467	95121	1674	6577	7654	2.11%	8.13%	8.75%
4	75193	75855	79892	85231	662	4037	5339	0.88%	5.32%	6.68%
5	79516	86758	103324	136811	7242	16566	33487	9.11%	19.09%	32.41%
20	5846	6062	6958	6968	216	896	10	3.69%	14.78%	0.14%
Multnomah	562203	563019	590669	629102	816	27650	38433	0.15%	4.91%	6.51%
6	64319	63551	68149	71306	-768	4598	3157	-1.19%	7.24%	4.63%
7	17580	19523	28678	42972	1943	9155	14294	11.05%	46.89%	49.84%
8	43389	48492	60709	75244	5103	12217	14535	11.76%	25.19%	23.94%
9	24563	24812	28293	37586	249	3421	9353	1.01%	13.79%	33.13%
10	18681	21233	27448	40049	2552	6215	12601	13.66%	29.27%	45.91%
19	73371	75793	86100	100750	2422	10307	14650	3.30%	13.60%	17.02%
Clackamas	241903	253404	299317	367907	11501	45913	68590	4.75%	18.12%	22.92%
11	13317	15730	20109	27831	2413	4379	7722	18.12%	27.84%	38.40%
12	29240	35189	44798	54100	5949	9609	9302	20.35%	27.31%	20.76%
13	72875	78879	88931	94209	6004	10052	5278	8.24%	12.74%	5.93%
14	57702	70707	96803	139886	13005	26096	43083	22.54%	36.91%	44.51%
15	30950	33914	40309	62116	2964	8395	21807	9.58%	18.86%	54.10%
16	19837	21040	23482	31875	1203	2442	8393	6.06%	11.61%	35.74%
18	21662	22848	25926	29335	1186	3078	3409	5.48%	13.47%	13.15%
Washington	245583	278307	340358	439352	32724	62051	98994	13.33%	22.30%	29.09%
Clark 17	192206	208697	259499	353067	16491	50802	93568	8.58%	24.34%	36.06%
Region	1241895	1303427	1489843	1789428	61532	186416	299585	4.95%	14.30%	20.11%

1995/2010 SUBAREA FORECAST  
SINGLE FAMILY DWELLING UNITS

4.5

Subarea					Change			Percent Change		
	1980	1987	1995	2010	1980 - 87	1987 - 95	1995 - 2010	1980 - 87	1987 - 95	1995 - 2010
1	199	190	174	174	-9	-16	0	-4.52%	-8.42%	0.00%
2	95593	95810	96202	96202	217	392	0	0.23%	0.41%	0.00%
3	19793	21192	23422	26804	1399	2230	3382	7.07%	10.52%	14.44%
4	20990	22010	23653	25229	1020	1643	1576	4.86%	7.46%	6.66%
5	20511	23103	28029	40082	2592	4926	12053	12.64%	21.32%	43.00%
20	2021	2229	2606	2742	208	377	136	10.29%	16.91%	5.22%
Multnomah	159107	164534	174086	191233	5427	9552	17147	3.41%	5.81%	9.85%
6	18791	19740	21361	23231	949	1621	1870	5.05%	8.21%	8.75%
7	5625	6431	8689	13096	806	2258	4407	14.33%	35.11%	50.72%
8	13030	15221	18708	24720	2191	3487	6012	16.82%	22.91%	32.14%
9	6747	7224	8219	11774	477	995	3555	7.07%	13.77%	43.25%
10	5326	6262	7744	12846	936	1482	5102	17.57%	23.67%	65.88%
19	23412	26061	30215	37332	2649	4154	7117	11.31%	15.94%	23.55%
Clackamas	72931	80939	94936	122999	8008	13997	28063	10.98%	17.29%	29.56%
11	3331	4210	5750	7948	879	1540	2198	26.39%	36.58%	38.23%
12	7958	9911	13016	16245	1953	3105	3229	24.54%	31.33%	24.81%
13	17674	19111	21381	23344	1437	2270	1963	8.13%	11.88%	9.18%
14	15688	19348	25376	37233	3660	6028	11857	23.33%	31.16%	46.73%
15	8464	9604	11423	18233	1140	1819	6810	13.47%	18.94%	59.62%
16	5216	5707	6488	8860	491	781	2372	9.41%	13.68%	36.56%
18	6762	7576	8768	10351	814	1192	1583	12.04%	15.73%	18.05%
Washington	65093	75467	92202	122214	10374	16735	30012	15.94%	22.18%	32.55%
Clark 17	56645	64134	80506	111197	7489	16372	30691	13.22%	25.53%	38.12%
Region	353776	385074	441730	547643	31298	56656	105913	8.85%	14.71%	23.98%

1995/2010 SUBAREA FORECAST  
MULTIPLE FAMILY DWELLING UNITS

Subarea						Change			Percent Change		
		1980	1987	1995	2010	1980 - 87	1987 - 95	1995 - 2010	1980 - 87	1987 - 95	1995 - 2010
	1	6900	7679	8894	10607	779	1215	1713	11.29%	15.82%	19.26%
	2	41444	42091	43123	45407	647	1032	2284	1.56%	2.45%	5.30%
	3	19309	20185	21356	23386	876	1171	2030	4.54%	5.80%	9.51%
	4	9687	10111	10775	13891	424	664	3116	4.38%	6.57%	28.92%
	5	9429	10894	13159	16877	1465	2265	3718	15.54%	20.79%	28.25%
	20	122	120	117	117	-2	-3	0	-1.64%	-2.50%	0.00%
	Multnomah	86891	91080	97424	110285	4189	6344	12861	4.82%	6.97%	13.20%
	6	6407	6886	7687	8721	479	801	1034	7.48%	11.63%	13.45%
	7	1001	1578	3585	6306	577	2007	2721	57.64%	127.19%	75.90%
	8	3066	4340	6013	7078	1274	1673	1065	41.55%	38.55%	17.71%
	9	2078	2270	2707	3277	192	437	570	9.24%	19.25%	21.06%
	10	1690	2360	3825	4869	670	1465	1044	39.64%	62.08%	27.29%
	19	1747	1996	2399	3225	249	403	826	14.25%	20.19%	34.43%
	Clackamas	15989	19430	26216	33476	3441	6786	7260	21.52%	34.93%	27.69%
	11	1952	2210	2557	4432	258	347	1875	13.22%	15.70%	73.33%
	12	4861	5750	7263	9839	889	1513	2576	18.29%	26.31%	35.47%
	13	13768	16323	19519	22451	2555	3196	2932	18.56%	19.58%	15.02%
	14	5333	7905	13458	22534	2572	5553	9076	48.23%	70.25%	67.44%
	15	2826	3176	4096	7235	350	920	3139	12.38%	28.97%	76.64%
	16	2334	2532	2703	4437	198	171	1734	8.48%	6.75%	64.15%
	18	370	385	410	606	15	25	196	4.05%	6.49%	47.80%
	Washington	31444	38281	50006	71534	6837	11725	21528	21.74%	30.63%	43.05%
	Clark 17	15999	19857	25025	40414	3858	5168	15389	24.11%	26.03%	61.49%
	Region	150323	168648	198671	255709	18325	30029	57038	12.19%	17.80%	28.71%

## 1995/2010 SUBAREA FORECAST

## TOTAL EMPLOYMENT

Subarea					Change			Percent Change		
	1980	1987	1995	2010	1980 - 87	1987 - 95	1995 - 2010	1980 - 87	1987 - 95	1995 - 2010
1	82140	84391	94074	115772	2251	9683	21698	2.74%	11.47%	23.06%
2	125560	166040	176249	199101	-9520	10209	22852	-5.42%	6.15%	12.97%
3	70160	66444	69403	73145	-3716	2959	3742	-5.30%	4.45%	5.39%
4	18360	18875	19591	21461	515	716	1870	2.81%	3.79%	9.55%
5	25890	25460	29496	42239	-430	4036	12743	-1.66%	15.85%	43.20%
20	800	320	333	364	-480	13	31	-60.00%	4.06%	9.31%
Multnomah	372910	361530	389146	452082	-11380	27616	62936	-3.05%	7.64%	16.17%
6	26990	26085	28413	32095	-905	2328	3682	-3.35%	8.92%	12.96%
7	13410	14509	20104	31171	1099	5595	11067	8.20%	38.56%	55.05%
8	10290	11529	13904	16745	1239	2375	2841	12.04%	20.60%	20.43%
9	10120	11977	13452	17361	1857	1475	3909	18.35%	12.32%	29.06%
10	7400	10873	13558	21520	3473	2685	7962	46.93%	24.69%	58.73%
19	11100	11489	12655	15688	389	1166	3033	3.50%	10.15%	23.97%
47 Clackamas	79310	86462	102086	134580	7152	15624	32494	9.02%	18.07%	31.83%
11	7450	8643	12267	22091	1193	3624	9824	16.01%	41.93%	80.08%
12	21350	22299	26279	31778	949	3980	5499	4.44%	17.85%	20.93%
13	48330	53452	62323	72945	5122	8871	10622	10.60%	16.60%	17.04%
14	10040	12540	21592	48354	2500	9052	26762	24.90%	72.19%	123.94%
15	11790	16047	20970	37294	4257	4923	16324	36.11%	30.68%	77.84%
16	5530	5983	7112	10460	453	1129	3348	8.19%	18.87%	47.08%
18	2970	4172	5180	6801	1202	1008	1621	40.47%	24.16%	31.29%
Washington	107460	123136	155723	229723	15676	32587	74000	14.59%	26.46%	47.52%
Clark 17	59139	64451	79474	113005	5312	15023	33531	8.98%	23.31%	42.19%
Region	618819	635579	726429	929390	16760	90850	202961	2.71%	14.29%	27.94%



**METRO**

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

# Memorandum

Date: November 28, 1988

To: JPACT

From: Richard Brandman, *Richard* Transportation Planning Manager

Regarding: Springwater (Bellrose) Line Acquisition

Attached to this memo is a draft letter from JPACT to the Portland City Council which endorses the City's entering into an agreement with ODOT and the Portland Traction Company to acquire the PTC's Springwater line (commonly referred to as Bellrose) at their December 14 meeting. This line commences at McLoughlin Boulevard just inside the Milwaukie city boundary and extends through southeast Portland and beyond to Gresham and Boring. While the line crosses through several jurisdictions, Portland has agreed to simplify matters by holding title to the entire line in the short term.

The Springwater line is currently an operating rail corridor. In 1987, approximately 150 carloads traveled east of McLoughlin Boulevard. If the railroad continues to operate, the railroad overcrossing at McLoughlin Boulevard would have to be reconstructed when the McLoughlin widening project takes place in 1991. If this agreement is entered into, the PTC will initiate abandonment proceedings with the Interstate Commerce Commission which would allow them to discontinue service on the line if the application is successful.

Public benefits resulting from acquisition of this railroad would be a substantial savings to the McLoughlin Boulevard highway project, as well as preservation of an important corridor for future recreational and transportation uses. The actual savings to the McLoughlin project resulting from not constructing the overcrossing and salvaging fill material is estimated at \$2,385,800. The negotiated agreement that the Oregon State Highway Department would pay the Portland Traction Company is \$1.5 million, resulting in a net savings of \$885,800 in project costs.

In addition to saving costs for the McLoughlin Boulevard project, acquisition of the Springwater line will result in public ownership of a corridor which is a significant portion of the 40-mile loop. Both Portland and Gresham are committed to trail development if the line is acquired. In the long term, this corridor may also have potential as a transitway. The Southeast Corridor Citizens Advisory Committee is currently exploring that issue.

Attachment



**METRO**

**DRAFT**

2000 SW First Avenue  
Portland, OR 97201-5396  
(503) 221-1646  
Fax 241-7417

December 8, 1988

The Honorable J.E. "Bud" Clark  
Mayor, City of Portland  
1220 SW Fifth Avenue  
Portland, Oregon 97204

Dear Bud:

Metro's Joint Policy Advisory Committee on Transportation (JPACT) would like to take this opportunity to strongly endorse the agreement before you to take title to the Portland Traction Company's Springwater line. This line, which runs from east of McLoughlin Boulevard in the city of Milwaukie, through southeast Portland and out to Gresham and Boring represents a tremendous opportunity to preserve an existing transportation corridor for future recreational and/or transportation uses.

As you know, acquisition of this line, together with planned trail development by Portland and Gresham, would go a long way towards completion of the 40-mile loop. In addition, preservation of the corridor would allow future consideration of rail transit, should that become a viable option at some point in the future.

JPACT understands that this agreement became possible only through a truly cooperative effort of the Oregon Department of Transportation, the Federal Highway Administration, the City of Portland and Metro. The result is preservation of a valuable resource and an estimated savings of almost \$900,000 to the McLoughlin Boulevard highway project. For these reasons, we urge you to pass the resolution before you.

Sincerely,

Richard Waker, Chair  
Joint Policy Advisory Committee  
on Transportation

RW:lmk

CC: Portland City Council  
Don Adams

Executive Officer  
Rena Cusma

Metro Council

Mike Ragsdale  
Presiding Officer  
District 1

Corky Kirkpatrick  
Deputy Presiding  
Officer  
District 4

Richard Waker  
District 2

Jim Gardner  
District 3

Don DeJardin  
District 5

George Van Bergen  
District 6

Sharon Kelley  
District 7

Elsa Coleman  
District 8

Tanya Collier  
District 9

Larry Cooper  
District 10

David Knowles  
District 11

Gary Hansen  
District 12



## CITY OF GRESHAM

Community & Economic Development Department  
1333 N.W. Eastman Parkway  
Gresham, Oregon 97030-3825  
(503) 661-3000

December 7, 1988

Commissioner Mike Lindberg  
City of Portland  
1220 SW Fifth Avenue  
Portland, OR 97204

RE: Acquisition of Portland Traction Co. Right of Way  
(McLoughlin Blvd. to Boring)

Dear Mike:

I understand that Portland is ready to adopt an acquisition agreement with Oregon Department of Transportation and the Portland Traction Company. As was stated in my earlier letter of April 18, 1988, the City of Gresham has a strong interest in the proposed public acquisition of the Portland Traction Co. line, between Portland and Boring, across South Gresham, since it is proposed for re-use as part of the 40-Mile Loop trail in Gresham's Comprehensive Plan of 1988.

Gresham has taken several important steps in 1988 to support this proposal.


1. The Gresham Parks Bond Measure, passed in November 1988, funds Phase I trail development in Gresham of the "Johnson Creek Trail" section of the 40-Mile Loop from Main City Park, west to the Portland city limits (2.4 miles).
2. The 1988 Parks Master Plan, which has been incorporated in our 1988 Comprehensive Plan update, calls for development of the entire Traction Company right-of-way in Gresham (from the west City limits to SE Palmbled Road - 4.5 miles) as part of the 40 mile loop.
3. The Transportation Plan element of the 1988 Comprehensive Plan update supports abandonment of the Portland Traction Company right-of-way for recreational trail use.
4. Gresham has acquired key pieces of linear greenway along Johnson Creek, parallel to the Portland Traction Co. line, in the past decade. The 1988 amendments to the Comprehensive Plan will be adopted by the Council on December 20.

December 7, 1988  
Commissioner Mike Lindberg  
Page 2

We recognize that a detailed recreational trail plan, based on broad public involvement, must be prepared by Portland and Gresham, to address trail management and compatibility issues, before formal trail development and public use occur. Properly managed and developed, the South Gresham segment of the 40 mile loop holds great promise to become an attractive, first class, regional recreation facility. Cities, such as Boston, have long used regional trails along greenways as attractive parts of regional bicycle routes, for both recreation and commuting. Outside of Airport Way, the 40-Mile Loop will be the first of many new transportation/recreation linkages that will join our cities in the future.

City transportation and parks staff have worked closely with your office and Portland Parks, for the past two years, on the acquisition issue. Richard Ross, Transportation Planner is the lead on this project until the Portland Traction Co. line is formally abandoned. Then, Jean Keating, Parks Coordinator, will head up our efforts to actually plan and implement trail development. Please let us know if there is anything further that Gresham can do to assure the successful acquisition of this line. We look forward to working further with Portland, and other interested jurisdictions, in building this exciting recreation link between our cities.

Sincerely yours,



Larry Deyo  
Mayor

LD:RR:se

Enclosure: Parks Master Plan Map, 1988

cc: F. Wallace Douthwaite, City Manager  
Diane Jones, CED Director  
John Andersen, Community Dev. Director  
Richard Ross, Transportation Planner  
Jean Keating, Parks Coordinator  
City Council  
Andy Cotugno, METRO  
Mary Ann Cassin, Portland Parks Bureau  
Don Zinzer, Clackamas Co. Parks  
Paul Yarborough, Multnomah County DES





# Port of Portland

Box 3529 Portland, Oregon 97208  
503/231-5000  
TLX: 474-2039

November 28, 1988

Joint Policy Advisory  
Committee on Transportation  
Metropolitan Service District  
2000 S.W. First Avenue  
Portland, OR 97201

## JPACT Members:

There has been extensive discussion of the I-205 Light Rail Transit Corridor over past months by various regional committees. There has also been discussion concerning a lead agency for various transportation financing proposals. The Port has analyzed the proposed project from the standpoint of its aviation and real estate interests, its role as a regional player in transportation planning, and has discussed the project with Port Commission members. The Port wishes to take this opportunity to comment on the proposed project.

The Port feels there are many unanswered questions about this proposed line. Future discussion of the line will benefit from more detailed study of the costs and feasibility of the project. Of particular interest are capital and operating cost calculations, ridership estimates, alternative revenue projections, analysis of funding mechanisms, and segmenting the line.

Without answers to these questions and others, it is very difficult for the Port to make major commitments. The Port wishes to assist in determining the feasibility of this portion of the community's light rail system.

We believe that the I-205 Light Rail Corridor should be in the regional package. The I-205 Line has merit as a transportation and economic development project. I-205 traffic volumes are increasing much more rapidly than projected, particularly south of Gateway, with much land yet to develop or redevelop. Capacity problems are already being experienced at I-205 freeway interchanges.

We support moving ahead with the "Alternatives Analysis/Preliminary Engineering" phase of the process. Further, we support use of the I-205 busway federal funds or interstate transfer funds as the federal share of the cost of alternatives analysis. Withdrawal of the busway

Page 2  
November 28, 1988

funds should occur only if the study shows that a light rail line is appropriate. The Port will commit to fund 30 percent of the necessary local match in an amount not to exceed \$135,000 to complete this analysis phase.

We are committed to working with other regional players to determine the feasibility of the project and the various funding mechanisms. The Port wishes to be an active partner in identifying and seeking answers to the tough questions that must be asked.

We will participate in the planning of the proposed transportation system as a partner, but we have no interest in serving as the lead agency on any piece of this or other transportation projects. Additionally, the Port has no desire to be an issuing agency for bonds nor the collector of assessments for transportation projects. These activities are not consistent with the Port's role in the community.

We will defer commitment to capital funding of the system until the alternatives analysis is complete and the feasibility, cost, and phasing issues are resolved. Once the project costs and other funding sources are more clearly defined, the level of our financial participation will be measured against other Port transportation and economic development priorities.

The Port looks forward to working with the region on these challenging transportation issues.

Yours very truly,

A handwritten signature in cursive script, reading "Robert L. Woodell". The signature is written in dark ink and is positioned above the typed name and title.

Robert L. Woodell  
Executive Director

## COMMITTEE MEETING TITLE

JPACT

DATE

12/8/88

NAME	AFFILIATION
G- Mike Ragodake	Metro
M- George Jan Benjamin	Metro
M- Wade Byers	Cities of Clackamas County
M- Gary Lemich	WSDOT
M- Bob Bothmann	ODOT
M- Vern Veysey	Clark Co.
MA- Mary Vagay	Vancouver City Council
M- Bonnie Hays	Washington County
M- FRED HANSEN	OREGON DEPT. OF ENVIRONMENTAL QUALITY
M- Jim Gardner	Metro
M- Ed Diergeist	Clackamas Co.
MA- Bob Post	TRI-MET
S- Andy Cohen	Metro
M- RICHARD WAKER	METRO
M- Pauline Anderson	Multnomah County
M- Tom Brian	Washington Co. cities
M- Marjorie D. Schumak	Cities of Multnomah County
G- Bebe Rucker	Port of Portland
G- CHRIS WRENCH	Northwest District Association
MR. GRANT KELTNER	NORTHWEST EXAMINER
G- Keith Ahola	WSDOT
G- RICHARD N. ROSS	CITIES OF MULT. CO/GRESHAM
G- Michael C. Houck	Audubon Society of Portland
G- Eric Grimm	Self
G- MARY LOU MOSER	Vancouver, WA
G- Robert G. Dreyfuss	Clark Co. Natural Resources Council
G- DANA Knaulke	Metro

## COMMITTEE MEETING TITLE \_\_\_\_\_

DATE \_\_\_\_\_

12/8/88

## NAME

## AFFILIATION

G- Bill Stark

Clackamas Cities (att)

G- JAMES R. EMERSON

N.W. MULTNOMAH COUNTY RESIDENT

G- KARIN F. HUNT

WEST MULTNOMAH SOIL CONSERVATION  
DISTRICT / CPSR-SKYLINE NEIGHBORHOOD ASSOC.

G- George Souder

CPSR / Skyline Neighborhood Ass.

G- De Mooney

Resource Center

S- Richard Brandman

Metro

G- Molly O'Reilly

Forest Park Neighborhood Assn.

Med Lee Penhagun

H.W. Examination

G- BRUCE KLANER

WV. COUNTY

G- Howard Harris

DEX

G- GRACE Crunican

Pdx

G- STEVEN DOTTERER

PORTLAND

G- Roy Polani

CBT

G- TOM VANDERZANDEN

CLACKAMAS COUNTY

Med Harry Hilderbrand

The Oregonian

G- Phil Bogue

Tri-Met

G- Ted Spence

O.D.O.T

G- Les Hamer

TRI-MET

G- Bob Starn

city of Portland

S- Karen Thackston

Metro

G- Dick Feeney

TLI-MET

S- RYAN SPATER

METRO

G- Ken McFarling

Ore Assn of R/Wg Psages

G- Charles Vessinger

Sawie Is.

G- Jim Sjutin

PORTLAND PARKS

G- Dick Feeney

Tri-Met