

STAFF REPORT

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

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

CONSIDERATION OF RESOLUTION NO. 88-896 FOR THE  
PURPOSE OF APPROVING THE FY 1989 UNIFIED WORK  
PROGRAM (UWP)

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Date: March 25, 1988

Presented by: Andy Cotugno

PROPOSED ACTION

This resolution would: 1) approve the UWP containing the transportation planning work program for FY 1989, and 2) authorize the submittal of grant applications to the appropriate funding agencies.

TPAC has reviewed the UWP and recommends approval of Resolution No. 88-896.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1989 UWP describes the transportation planning activities to be carried out in the Portland/Vancouver metropolitan region during the fiscal year beginning July 1, 1988. Included in the document are federally funded studies to be conducted by Metro, Intergovernmental Resource Center of Clark County (IRC), Tri-Met, the Oregon Department of Transportation (ODOT), and local jurisdictions. Adoption of this resolution begins the third year of the overall direction and funding established in the five-year Prospectus, adopted in May 1986, and the specific work program for FY 89. This work program is for the third of the four-year commitment of funding from ODOT, Section 9 and the Interstate Transfer Regional Reserve. It includes an increase in ODOT and Interstate Transfer funding from \$100,000 to \$150,000 due to recent federal funding cuts. Approval of the work program accomplishes the annual required approval for use of these funds.

The UWP matches the projects and studies reflected in the proposed Metro budget to be submitted to the Tax Supervisory and Conservation Commission.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1988, in accordance with established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 88-896.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING THE	)	RESOLUTION NO. 88-896
FY 1989 UNIFIED WORK PROGRAM	)	
	)	Introduced by the Joint
	)	Policy Advisory Committee
	)	on Transportation

WHEREAS, The Unified Work Program describes all federally-funded transportation planning activities for the Portland/Vancouver metropolitan area to be conducted in FY 1989; and

WHEREAS, The FY 1989 Unified Work Program indicates federal funding sources for transportation planning activities carried out by the Metropolitan Service District, Intergovernmental Resource Center of Clark County, the Oregon Department of Transportation, Tri-Met and the local jurisdictions; and

WHEREAS, Approval of the FY 1989 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, The FY 1989 Unified Work Program is consistent with the proposed Metropolitan Service District budget submitted to the Tax Supervisory and Conservation Commission; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District hereby declares:

1. That the FY 1989 Unified Work Program is approved.
2. That the Transportation Improvement Program is amended to increase the Interstate Transfer allocation to Metro transportation planning by \$50,000.
3. That the FY 1989 Unified Work Program is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.

4. That the Metropolitan Service District Executive Officer is authorized to apply for, accept and execute grants and agreements specified in the Unified Work Program.

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

Mike Ragsdale, Presiding Officer

KT/sm  
5348C/453  
03/28/88

STAFF REPORT

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

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

CONSIDERATION OF RESOLUTION NO. 88-897 FOR THE  
PURPOSE OF AMENDING THE TRANSPORTATION  
IMPROVEMENT PROGRAM FOR THE TRANSIT CAPITAL  
IMPROVEMENTS

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Date: March 29, 1988

Presented by: Andrew Cotugno

PROPOSED ACTION

1. Adopt a five-year transit capital program to maintain current operations plus construct new facilities required for future expansion;
2. Amend the allocation of Section 3 "Trade" funds accordingly;
3. Allocate new Interstate Transfer funds;
4. Authorize the application for new Section 3 Discretionary funds; and
5. Adopt miscellaneous other amendments and policies to ensure full implementation of the five-year program.

TPAC unanimously recommended adoption of the proposed resolution.

FACTUAL BACKGROUND AND ANALYSIS

By Resolution No. 87-833, Metro endorsed Tri-Met's Five-Year Transit Development Plan. In general, the plan provides for two general capital needs:

1. The first priority to maintain existing operations including replacement of an aging fleet and routine costs for parts, equipment, shelters and other costs.
2. The second priority to construct new transit stations, park-and-ride lots and bus lanes required for future expansion of the system.

This resolution deals with the comprehensive capital package and recommends the most appropriate use of all available and potential transit capital funding sources.

The projects considered in this assessment include:

1. All those recommended in the Five-Year TDP;
2. Projects currently allocated Section 3 "Trade" funds;
3. Two projects currently funded with Interstate-4R funds; and
4. The addition of light rail vehicles for MAX and an expanded MAX convention center station.

Currently committed transit funding sources are sufficient to meet the capital needs of current operations, but if the expansion projects are to be implemented, additional funding must be obtained.

Funding sources considered in this resolution are as follows:

Section 9 -- These funds are provided by Urban Mass Transportation Administration (UMTA) on a formula basis and are primarily intended for routine capital purposes. This source was as high as \$15.8 million per year and was assumed in the TDP to continue at \$12.5 million/year. This estimate has, however, been revised to approximately \$10 million per year due to recent budget cuts.

Section 3 "Trade" -- Section 3 funds are generally committed by UMTA on a project-by-project discretionary basis. The region received a \$76.8 million Letter of Intent in 1982 for bus-related purposes. \$48.3 million has been received to date and \$28.5 million remains to be received within the next four years. The projects to which these funds are currently allocated were re-evaluated and a number of amendments are recommended here.

Section 3 Discretionary -- Since these funds are awarded on a competitive basis, not all projects under consideration can be considered for funding from this source. As such, only selected projects are recommended to be pursued.

Interstate-4R -- ODOT has committed Interstate-4R funds toward two park-and-ride lots adjacent to Interstate freeways. These were re-evaluated and an amendment is recommended here.

Interstate Transfer -- A small amount of Interstate Transfer funding (\$1.26 million) is currently committed to transit purposes but not specific transit projects. This funding is recommended to be allocated to the five-year capital program. In addition, the Regional Reserve is \$7.2 million and could be allocated toward the five-year capital program.

Banfield Full-Funding Agreement -- Depending upon the disposition of claims, up to \$4 million of funding committed to the Banfield LRT project could be left over. A portion of these funds are recommended to be used for MAX-related park-and-ride lots, pending settlement of claims.

## Alternatives Available

The first alternative would be to take a conservative approach and limit the program to capital requirements associated with operation of the current system. This could be accomplished within currently available Section 9 and Section 3 "Trade" funds and would provide a reliable source of funds for this critical component of the five-year capital program.

The second alternative would be to seek new Section 3 Discretionary funding from UMTA. It is likely, however, that due to the competitive national environment, not all projects would be successfully funded. As such, only the most viable projects are recommended for this source: light rail vehicles and an expanded MAX convention center station.

The third option would be to fund the five-year capital program with the remaining Interstate Transfer funding available to the region. In combination with Section 3 Discretionary funds, sufficient Interstate Transfer funds from the Regional Reserve are available to fully fund all transit capital needs.

The final option would be to prioritize the candidate expansion projects and defer the lower priorities to be considered at a later date.

## Recommendation

A combination of the above alternatives are recommended, including:

1. fully funding of capital projects required to maintain current operations;
2. application for new Section 3 Discretionary funds for the most competitive projects and use of available Banfield Full-Funding Agreement funds to several MAX-related park-and-ride lots;
3. deferral of a portion of the expansion capital program to be considered at a later date; and
4. allocation of a portion of the Interstate Transfer Regional Reserve.

In addition, policies are established to deal with reallocation of funds that may become available from new sources, the contingency and cost savings or dropped projects.

A final aspect of the resolution deals with the issue of local match. For the past several years, funding has been allocated to projects for which local match has not been available. As a result, available funds have not been spent while other projects have gone unfunded. This resolution identifies as a regional priority use of

future State Transit Capital Assistance for the capital projects required for continued operations. The expansion projects are therefore the local match responsibility of the local jurisdictions and must be committed within 18 months of scheduled construction. If not, the funds will be reallocated to other unfunded components of the program.

THE EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 88-897.

AC/sm  
9220C/540  
04/01/88

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 88-897
TRANSPORTATION IMPROVEMENT	)	
PROGRAM FOR THE TRANSIT CAPITAL	)	Introduced by Rena Cusma,
IMPROVEMENTS	)	Executive Officer

WHEREAS, Resolution No. 87-833 endorsed the Five-Year Transit Development Program developed by Tri-Met which identified a capital shortfall of \$14.5 million which has subsequently been updated to \$29 million in order to implement the full \$104.75 million capital program; and

WHEREAS, Tri-Met has completed an evaluation of remaining projects in the Section 3 "Trade" program; and

WHEREAS, Federal funding currently available to the Portland region for capital purposes is UMTA Section 9 in the amount of \$32.88 million and UMTA Section 3 "Trade" funds in the amount of \$28.5 million; and

WHEREAS, There remains \$7,238,578 in the Interstate Transfer Regional Reserve and \$1.26 million in surplus Interstate Transfer "Transit" funds, a portion of which will be required in order to implement transit capital projects required for future service expansion; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District endorses Attachments A and B as the regional five-year transit capital program.

2. That the Transportation Improvement Program is amended to reflect Section 3 "Trade" allocations in accordance with Attachment C.

3. That the Transportation Improvement Program is amended to transfer Interstate - 4R funds from Lents Park-and-Ride to Tigard Park-and-Ride.

4. That the Transportation Improvement Program is amended to authorize application for \$14.4 million in Section 3 Discretionary funding for light rail vehicles and convention center area transit improvements.

5. That the Transportation Improvement Program is amended to revise the scope of the Banfield LRT project to include additional park-and-ride lot capacity within currently committed funds (Banfield Full-Funding Agreement), subject to settlement of outstanding claims.

6. That the Transportation Improvement Program is amended to allocate \$1.26 million of surplus Interstate Transfer Transit funds toward bus acquisition.

7. That the Transportation Improvement Program is amended to allocate \$2.1 million from the Interstate Transfer Regional Reserve for establishment of a TDP Reserve for buses in the event funding is not available from other sources, cost savings or because projects are dropped due to lack of local match.

8. That funding that becomes available from new sources, cost savings, projects that are dropped or from contingency will be used for the following priorities:

- a. First, for projects identified on Attachment A as funded in the event required for cost increases or lack of funding from the identified source;
- b. Second, for projects identified on Attachment A as unfunded; and
- c. Third, to reduce the use of the \$2.1 million Interstate Transfer TDP Reserve.

9. That the regional priority for use of future state transit capital assistance is established for projects identified in Attachment D.

10. That the projects identified in Attachment E are the responsibility of local jurisdictions to provide local match commitment which must be available within 18 months of scheduled construction. In the event local match is not committed, the federal funding allocation will be transferred to other approved projects.

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

Mike Ragsdale, Presiding Officer

AC/sm  
9220C/540  
03/29/88

## ATTACHMENT A -- SUMMARY TRANSIT CAPITAL PROGRAM

Priority 1	Cost	Section 9	Section 3				Interstate	Local Match Required	Committed
			Trade	Discretionary	F.F.A. (e) (4)				
Standard Buses	\$ 35.19 m.	\$15.55 m.	\$ 9,440,000	--	--	\$ 3.36 m.	--	\$6.84 m.	
Small Buses	1.50	1.20	---	---	---	---	---	.30	
INT Buses	2.57	2.06	---	---	---	---	---	.51	
Maintenance Vehicles	.30	.24	---	---	---	---	---	.06	
Parts & Equipment	14.10	11.28	---	---	---	---	---	2.82	
Westside P.E.	1.99	1.59	---	---	---	---	---	.40	
Merlo Road	.29	--	230,000	---	---	---	---	.06	\$ .06 m.
RVs	15.0	--	---	\$12.0 m.	---	---	---	3.00	
Support Serv./Conting.	2.9	--	2,312,106	---	---	---	---	.58	
<b>Priority 2</b>									
Route Terminus	.30	.24	---	---	---	---	---	.06	
Shelters	.40	.32	---	---	---	---	---	.08	
Accessible Stops	.50	.40	---	---	---	---	---	.10	
Transit Transfers	2.05	--	1,643,656	---	---	---	---	.41	.41
Washington County TSM	1.53	--	1,220,000	---	---	---	---	.31	
Morrison Buslane	.1	--	78,240	---	---	---	---	.02	
J.W. Transfers	.5	--	400,000	---	---	---	---	.10	
Convention Center	3.0	--	---	2.4	---	---	---	.60	.60
North Mall	10.0	--	8,000,000	---	---	---	---	2.00	2.00
<b>Priority 3</b>									
MAX Park-and-Ride	2.5	--	---	---	\$2.0 m.	---	---	.50	
Tigard Park-and-Ride	1.6*	--	---	---	---	---	\$ .38 m.	.26	
Unset Transit Center	6.53	--	5,220,000	---	---	---	---	1.31	.91
Lake Oswego T. C.	1.6*	--	---	---	---	---	---	.32	
Washington Sq. T. C.	.4*	--	---	---	---	---	---	.08	
Lents Park-and-Ride	.41*	--	---	---	---	---	---	.03	
Oregon City P-and-R	1.2*	--	---	---	---	---	.32	.25	
<b>TOTAL</b>	<b>\$105.51 m.</b>	<b>\$32.88 m.</b>	<b>\$28,544,002</b>	<b>\$14.4 m.</b>	<b>\$2.0 m.</b>	<b>\$3.36 m.</b>	<b>\$ .70 m.</b>	<b>\$20.11 m.</b>	

Tigard Park-and-Ride, Lake Oswego Transit Center, Washington Square Transit Center, Lents Park-and-Ride, Oregon City Park-and-Ride authorized to proceed with alternate funds or through cost savings of other approved projects.

## ATTACHMENT B

Priority 1	FY'88	FY'89	FY'90	FY'91	FY'92	Total Federal
Section 9						
Standard buses	0	0	2.96	7.34	5.25	15.55
Small buses	1.20	0	0	0	0	1.20
SNT Buses	0	0.52	0.52	0.52	0.52	2.06
Maintenance vehicles	0.01	0.07	0.07	0.04	0.05	0.24
Parts & Equipment	1.90	2.76	2.42	2.20	2.00	11.28
Westside PE/FEIS	1.59	0	0	0	0	1.59
Sub-total	4.70	3.35	5.97	10.10	7.82	31.92
Section 3						
Standard buses	0	5.06	4.38	0	0	9.44
Merlo Access Rd.	0.23	0	0	0	0	0.23
LRV's	0	0	0	6.00	6.00	12.00
Support Services/ Contingency	0	0.58	0.58	0.58	0.58	2.32
Sub-total	0.23	5.64	4.96	6.58	6.58	23.99
e(4)						
Standard buses	0	1.26	0	0	2.1	3.36
Sub-total	0	1.26	0	0	2.1	3.36
TOTAL	4.93	10.25	10.93	16.68	16.50	59.27
Priority 2	FY'88	FY'89	FY'90	FY'91	FY'92	Total Federal
Section 9						
Route terminus sites	0	0.06	0.06	0.06	0.06	0.24
Shelters/Amenities	0	0.08	0.08	0.08	0.08	0.32
Accessible stops	0	0.10	0.10	0.10	0.10	0.40
Sub-total	0	0.24	0.24	0.24	0.24	0.96
Section 3						
Transit Transfers	0	0.41	0.41	0.41	0.41	1.64
Wash. Co. TSM	0	0	0	0	1.22	1.22
Morrison Bus lane	0	0.01	0.07	0	0	0.08
S.W. Transfers	0	0	0.40	0	0	0.40
Convention Center LRT Station	2.40	0	0	0	0	2.40
North Mall Ext.	0	0.80	3.60	3.60	0	8.00
Sub-total	2.40	1.22	4.48	4.01	1.63	13.74
TOTAL	2.40	1.46	4.72	4.25	1.87	14.70

Priority 3	FY'88	FY'89	FY'90	FY'91	FY'92	Federal	
Section 3							
Sunset T.C./P&R	0	3.7	1.52	0	0	5.22	
Sub-total	0	3.7	1.52	0	0	5.22	
FFA							
MAX Park & Rides	0	0	0	1.2	0.8	2	
Sub-total	0	0	0	1.2	0.8	2	
Interstate 4R							
Oregon City P & R	0	0.32	0	0	0	0.32	
Tigard Park & Ride	0	0.38	0	0	0	0.38	
Sub-total	0	0.7	0	0	0	0.7	
Other							
Tigard P & R	0	0.9	0	0	0	0.9	
Oregon City P & R	0	0.88	0	0	0	0.88	
Lake Oswego T.C.	0	1.28	0	0	0	1.28	
Washington Sq. T.C.	0	0	0	0	0.32	0.32	
Sub-total	0	3.06	0	0	0.32	3.38	
TOTAL	0	7.46	1.52	1.2	1.12	11.3	
GRAND TOTALS	Federal	7.33	19.17	17.16	22.13	19.49	85.27

# ATTACHMENT C

## Section 3 Trade Funds

	<u>Current Authorization</u>	<u>Proposed Change</u>	<u>Proposed Authorization</u>	<u>Amount Remaining</u>
Banfield LRT	\$20,150,000	0	\$20,150,000	0
Tigard Transit Ctr.	1,020,866	0	1,020,866	0
Oregon City Transit Ctr.	840,140	0	840,140	0
Portland T. Transfers	2,692,976	0	2,692,976	\$1,643,656
North Terminal	1,040,000	0	1,040,000	0
Beaverton Park-and-Ride	811,200	0	811,200	0
Sunset Transit Center	8,489,235	0	8,489,235	5,220,000
Merlo Garage	6,188,093	0	6,188,093	0
Hillsboro Transit Ctr.	1,574,619	0	1,574,619	0
Beaverton Transit Ctr.	3,333,600	0	3,333,600	0
Glisan Buslane	363,200	0	363,200	0
Milwaukie Transit Ctr.	18,000	0	18,000	0
Park-and-Ride Engineering	295,494	0	295,494	0
North Burnside TSM	78,240	0	78,240	0
SUBTOTAL	\$46,895,663	0	\$46,895,663	\$6,863,656
Bus Purchases	\$ 5,564,800	+\$ 8,483,608	\$14,048,408	\$ 9,440,000
Merlo Road	388,538	+230,000	618,538	230,000
North Mall Extension	2,944,000	+5,196,000	8,140,000	8,000,000
Support Serv./Conting.	4,055,061	+82,371	4,137,432	2,312,106
SUBTOTAL	\$12,952,399	+\$13,991,979	\$26,944,378	\$19,982,106
Westside Reserve	\$ 105,559	-\$ 105,559	0	0
Airport Transit Center	1,700,000	-1,700,000	0	0
Lake Oswego Transit Ctr.	1,200,000	-1,200,000	0**	0
Tigard Park-and-Ride	1,565,217	-1,565,217	0*	0
Oregon City Park-and-Ride	1,200,000	-1,200,000	0*	0
Wash. Co./Beaverton TSM	3,653,543	-1,093,583	\$ 2,559,960	\$ 1,220,000
Lovejoy Ramp	28,160	-28,160	0	0
Southwest Transfers	1,200,000	-800,000	400,000	400,000
Wash. Sq. Transit Ctr.	320,000	-320,000	0**	0
Tanasbourne Transit Ctr.	560,000	-560,000	0	0
Tualatin Transit Ctr.	720,000	-720,000	0	0
Downtown Portland TSM	4,699,460	-4,699,460	0	0
SUBTOTAL	\$16,951,939	-\$13,991,979	\$ 2,959,960	\$ 1,620,000
GRAND TOTAL	\$76,800,000	0	\$76,800,000	\$28,465,762

\* Oregon City Park-and-Ride and Tigard Park-and-Ride to be funded through  
FAI-4R.

\*\*Lake Oswego Transit Center, Washington Square Transit Center authorized to  
proceed with alternate funds or through cost savings of other approved  
projects.

# ATTACHMENT D

## Regional Priority for Local Match

	<u>Match Required</u>
Standard Buses	\$ 6.84 m.
Small Buses	.30
SNT Buses	.51
Maintenance Vehicles	.06
Parts and Equipment	2.82
Westside LRT	.40
LRVs	3.00
Route Terminus Sites	.06
Shelters	.08
Accessible Stops	.58
Support Service/Contingency	
TOTAL LOCAL MATCH REQUIRED	\$14.65 m.
Projected Local Match:	
Stripper Well	\$ 2.54 m.
Committed Tri-Met Match (FY 88, 89)	.92
Projected Tri-Met Match (FY 90, 91, 92)	4.74
Projected State Capital Assistance (FY 90, 91, 92)	7.50
TOTAL LOCAL MATCH AVAILABLE	\$15.70 m.
SURPLUS	\$ 1.05 m.

9220C/540

# ATTACHMENT E

## Local Jurisdiction Match Responsibility

	<u>Match Required</u>
Merlo Road	\$ .06 m.
Transit Transfers	.41
Washington County TSM	.31
Morrison Buslane	.02
Southwest Transfers	.10
Convention Center Transit Center	.60
North Mall Extension	2.00
MAX Park-and-Ride	.50
Tigard Park-and-Ride	.26
Sunset Transit Center	1.31
Oregon City Park-and-Ride	.25
Lake Oswego Transit Center	.32
Washington Square Transit Center	.08
Lents Park-and-Ride	.03
TOTAL LOCAL MATCH REQUIRED	<u>\$6.25 m.</u>
 Projected Local Match:	 \$ .06 m.
Merlo Road	
Transit Transfers	
Portland	.31
Tri-Met	.10
Convention Center Transit Center	.60
North Mall Extension	2.00
Sunset Transit Center	.90
Surplus State Transit Capital Assistance (See Attachment D)	<u>1.05</u>
TOTAL LOCAL MATCH AVAILABLE	\$5.02 m.
 SHORTFALL	 \$1.23 m.

9220C/540

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 88-_____
FY 1988 UNIFIED WORK PROGRAM	)	
	)	Introduced by Rena Cusma,
	)	Executive Officer

WHEREAS, The FY 1988 Unified Work Program was adopted in April 1987 by Resolution No. 87-754; and

WHEREAS, Changes to the Unified Work Program must be approved by the Council of the Metropolitan Service District and the federal funding agencies; and

WHEREAS, The FY 1988 Unified Work Program must be revised to accurately reflect revised task priorities and actual funding availability; and

WHEREAS, The Unified Work Program must be amended to include the Convention Center Light Rail Station Preliminary Engineering Task and budget of \$117,647; and

WHEREAS, The FY 1988 Transportation Improvement Program was amended by Resolution No. 88-859 to authorize the funds; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District hereby approves the amendments to the FY 1988 Unified Work Program.

2. That staff is directed to submit this Resolution and amendments to the federal agencies for approval.

3. That the Council of the Metropolitan Service District finds the project in accordance with the Regional Transportation Plan and gives Affirmative Intergovernmental Project Review approval.

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

Mike Ragsdale, Presiding Officer

KT/gl  
9393C/540  
04/13/88

### III. PROJECT PLANNING

#### C. Convention Center Light Rail Station - Preliminary Engineering

##### Program Objectives

The purpose of this preliminary engineering effort is to define:

- 1) the Oregon Convention Center light rail station;
- 2) the possible expansion and relocation of the Coliseum bus transfer facility;
- 3) the appropriate pedestrian amenities necessary for the Holladay Street transit components; and
- 4) review the impact of the Convention Center on the Coliseum LRT Station platform size and pedestrian movements.

The Oregon Convention Center is scheduled to open in the fall of 1990. A new light rail station, located adjacent to the plaza entrance of the Center is required to safely accommodate the projected convention passengers. This preliminary engineering project will determine the size of the station platform, appropriate sidewalk widths and amenities, the appropriate size and width of the station shelter and the exact orientation of the station with the Center plaza and surrounding land uses. The reconfiguration of the adjacent street network necessitates the evaluation of a relocated and possibly expanded Coliseum bus transfer facility. This preliminary engineering effort will recommend an appropriate design.

Products: Complete preliminary engineering on:

1. Oregon Convention Center LRT Station.
2. Relocated Bus Transfer facility.
3. Appropriate pedestrian amenities for the station area.

##### Expenditures

Tri-Met     \$117,647

##### Revenues

e(4)	\$100,000
OCC	<u>17,647</u>
	\$117,647

1 RECEIVED MAR 16 1988

# GLADSTONE



City Hall  
525 Portland Avenue  
Gladstone, OR 97027  
(503) 656-5223

Police Department  
535 Portland Avenue  
Gladstone, OR 97027  
(503) 656-4253

Fire Department  
525 Portland Avenue  
Gladstone, OR 97027  
(503) 656-4253

Public Library  
135 E. Dartmouth  
Gladstone, OR 97027  
(503) 656-2411

Senior Center  
1050 Portland Avenue  
Gladstone, OR 97027  
(503) 656-7701

City Shop  
18595 Portland Avenue  
Gladstone, OR 97027  
(503) 656-7957

March 15, 1988

Andy Cotugno  
METRO  
2000 S. W. 1st  
Portland, OR 97201

RE: Letter Written to Wade Byers

Enclosed is a letter that was written to Mayor Wade Byers from Susan Lester, Damascus Community Association, regarding her concerns about the Highway 212 Sunrise Corridor Plans.

Mayor Byers would like to turn this letter over to JPACT for their discussion. Please include this letter in your next Agenda packet.

CITY OF GLADSTONE

Verna Howell  
City Recorder

Encl.

Mayor Wade Byers  
525 Portland Ave.  
Gladstone, Oregon 97023



Susan Lester  
Damascus Community Association  
16796 S.E. Royer Rd.  
Clackamas, Oregon 97015

658-5083

## FOR YOUR INFORMATION

Dear Mr. Mayor,

I was pleased to note the comments by Ron Partch, your city administrator, in the North Clackamas Review (Feb. 25) about the "need to maintain livability" in looking forward to the year 2000. It seemed that perhaps the philosophy of Gladstone and that of my community of Damascus might be similar in many ways.

We are a rural/residential community that prides itself on its uniqueness, its high livability, its excellent schools and relatively low crime rate. Our school bond levy will be paid off in about a year and with our current zoning the growth rate is controlled. We should therefor be able to avoid sewers and high taxes and maintain a high quality of life that will become even more precious as the years pass.

It is with urgent concern that we have begun to address the issue of the Highway 212 Sunrise Corridor plans being made by the county and ODOT. The extensive media hype produced by the small group of private business interests called The Sunrie Corridor Group has raised our concerns that the best interests of Damascus and Boring are not being addressed in this project.

The Damascus Community Association, which I chair, has formed a standing Committee on Transportation Issues. Through that committee's research we have discovered that the monetary figures that are anticipated to be spent mean that 1/3 to 1/2 of all the transportation monies for the next 20 years will be spent on the Hwy 212 Sunrise Corridor project alone.

At the February 29th. Public Testomony Meeting of ODOT we appeared to obtain "standing" and were concerned to hear numerous public testimony describe the Sunrise Corridor project as a 3 lane (with plans for 5) commercial type road complete with commercial "strip" zoning all the way to Boring and Hwy 26.

As you are aware, the Urban Growth Boundary ends at the Rock Creek Junction (Hwy 224 & 212) intersection). The Comprehensive Plan for the State is generally against strip commercial plans and there are specific requirements for highways and roads which traverse "rural" areas which are distinct from "urban" area requirements.

At the June meeting of the Damascus Community Association (which drew a large attendance) the community made clear that a 5 lane plus expressway plan was not acceptable. The community generally expressed the wish for less grandiose plan, one which did not disrupt or down grade our community but still accomplished the two obvious needs (to move the traffic efficiently and make for better traffic safety).

I have been informed that as a member of JPACT you are in a position to influence the outcome of this project. Since Damascus does not have a city government to represent its interests and needs we rely upon the better judgement and caring of individuals in local government who care about the quality of life of the county as an integrated whole.

Our concern is that the Sunrise Corridor project, as represented so far, does not show in its design a distinction between the portion that is in the urban growth boundary and in commercial and industrial zones and the portion that is outside the urban growth boundary and in rural and residential zones.

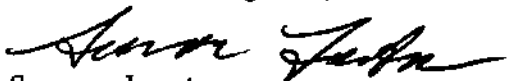
Intelligently controlled urbanization should be the key concept in all of the plans made by county and city government. Planning for the costs in dollars that a major road project will incur in the areas of crime control, fire protection, local taxes for schools and utilities should be mandatory. We look forward to seeing these issues addressed in this project. We look forward to seeing the road design itself take shape in a manner which does not violate the State Comprehensive Plan for Transportation.

We ask--do the cities of Clackamas County truly want to see their own transportation and road improvement projects potentially take a back seat to this costly Hwy 212 project for the next 20 years.

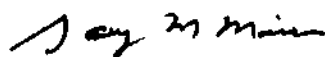
Do the Cities of Clackamas County have anything to gain by allowing a strip commercial zoning through our rural area when they currently hold acres of vacant industrial and commercial land?

This letter is sent in the hopes that the obvious commonality of goals and regional interests that we share can bring our efforts here in Damascus at influencing the outcome of this road project together with your own goals of preserving the quality of life for your neighborhoods so that 20 years from now we will not be reflecting upon what a nice place Gladstone and Damascus was to live in.

With warm regard,



Susan Lester  
Chair - Damascus Community Association



Gary Miner  
Transportation Committee

3/3/88

TRI-COUNTY  
METROPOLITAN  
TRANSPORTATION  
DISTRICT  
OF OREGON



TRI-MET

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

March 28, 1988

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

Dear Mr. Waker:

Effective immediately I will be Tri-Met's new representative on the Joint Policy Advisory Committee on Transportation. The new alternate for JPACT will be Bob Post. In addition, I will also be the new representative on the JPACT Finance Committee.

I look forward to working with you and the JPACT members as we continue to address the major transportation issues facing our region.

Sincerely,

James E. Cowen  
General Manager

JEC:lhf

COMMITTEE MEETING TITLE JPACT

DATE 4-14-88 7:30am

NAME

AFFILIATION

M- <u>Earl Blumenauer</u>	<u>Portland</u>
M- <u>Bob Woodell</u>	<u>Port of Portland</u>
M- <u>RICHARD WAKER</u>	<u>METRO</u>
M- <u>Pauline Anderson</u>	<u>Multnomah County</u>
M- <u>Wade Byers</u>	<u>Cities of Clackamas County</u>
M- <u>Jim Cowen</u>	<u>TRI/MET</u>
M- <u>Bruce Hays</u>	<u>Washington County</u>
M- <u>Don Lindquist</u>	<u>Clackamas County</u>
M- <u>George Vann Bergen</u>	<u>Metro</u>
M- <u>Bob Bohman</u>	<u>ODOT</u>
G- <u>Ted Spure</u>	<u>ODOT</u>
G(MA) <u>Patricia MacNicol</u>	<u>PORT OF PORTLAND</u>
G- <u>STEVE FOSLER</u>	<u>UNDA</u>
G- <u>Rick Kuchin</u>	<u>ODOT</u>
G- <u>Wm Moore</u>	<u>ODOT, Transit</u>
G- <u>Susie Johnson</u>	<u>Mult Co.</u>
G- <u>Bebe Rucker</u>	<u>Port of Portland</u>
G- <u>Richard Ross</u>	<u>CITIES OF MULT CO.</u>
S- <u>Karen Shackleton</u>	<u>Metro</u>
G- <u>Ted Spure</u>	<u>ODOT</u>
G- <u>Grace Crunican</u>	<u>Portland</u>
G- <u>Steve Dotterer</u>	<u>"</u>
S- <u>Andy Cotugno</u>	<u>Metro</u>
G- <u>Lee Thomas</u>	<u>Tri-Met</u>