



**METRO**

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

# Memorandum

Date: February 5, 1987

To: JPACT

From: *AC* Andrew C. Cotugno, Transportation Director

Regarding: Next JPACT Meeting

- . The JPACT meeting of February 12 has been canceled; please mark your calendar for the following meeting on March 12.
- . Progress is being made on several items of concern which were communicated to our Congressional delegation in Washington, D.C.
  - a) We have been told that our "carryover" Interstate Transfer highway funding is no longer frozen and is available for spending.
  - b) The Surface Transportation Act is progressing through Congress; it has been adopted by the Senate and House and is now in Conference Committee.

ACC:lmk



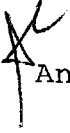
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# Memorandum

Date: March 5, 1987

To: Joint Policy Advisory Committee on Transportation

From:  Andrew C. Cotugno, Transportation Director

Regarding: FY 88 Unified Work Program

Attached for your review and comment is a draft of the FY 88 Unified Work Program. A number of comments have been received by TPAC and will be reflected in the final draft. Approval of the document is scheduled for the April 9 JPACT meeting.

The UMTA/FHWA joint review will be held March 11 at Metro and Intergovernmental Resource Center in Clark County.

ACC:lmk

Attachment

REGIONAL TRANSPORTATION PLANNING  
IN THE PORTLAND-VANCOUVER METROPOLITAN AREA

**DRAFT**

FISCAL YEAR 1988 UNIFIED WORK PROGRAM

METROPOLITAN SERVICE DISTRICT  
TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT  
CLARK COUNTY INTERGOVERNMENTAL RESOURCE CENTER

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I. A. REGIONAL TRANSPORTATION PLAN: UPDATE AND REFINEMENT

The adopted RTP provides the region with a comprehensive policy and investment blueprint for an effective long-range transportation system. As a result of demographic and economic events since the original adoption of the RTP, the basic assumptions of the Plan are being re-evaluated to ensure the most cost-effective mix of transit, highway and rideshare programs are included.

Program Objectives:

1. Prepare and adopt the RTP Update to reflect the following:
  - a. A reassessment of highway and transit service policies. Determine if transit objectives are realistic and should continue to be maintained in the plan.
  - b. Revised highway and transit improvement programs, as needed.
  - c. Evaluation of alternative highway improvement requirements assuming limited growth in transit service. Service would grow only to the point where it can be afforded with existing revenue sources.
  - d. Update of financial aspects of the RTP consistent with the programs enacted as a result of the Oregon Roads and Transit Finance Studies.
  - e. Presentation of highway and transit improvements considering extension of the forecasts from 2005 to 2010 and reflecting updated models.
2. Maintain and refine the RTP as needed to include:
  - a. Process requests for amendments to the RTP as needed based upon results of local comprehensive plan updates and other transportation studies underway.
  - b. Review local comprehensive plans for consistency with the RTP with a particular emphasis during periodic plan review and update; review significant transportation issues with TPAC and JPACT; implement a program to obtain consistency during the local jurisdiction's or RTP's next review or update process.

- c. Adopt a Regional Minor Arterial system consistent with local comprehensive plans. Identify inconsistencies, perform technical analysis (as required), and coordinate resolution of inter-jurisdictional disagreements; amend the FAU system accordingly.
- d. Provide review and technical analysis as required to evaluate the Tri-Met Five-Year Transportation Development Plan (TDP) for consistency with the adopted RTP.
- e. Assist Tri-Met as needed in elderly and handicapped service planning; adopt appropriate amendments to the RTP.

Expenses:

Metro: Personnel	\$133,927
M & S	3,500
TOTAL	<u>\$137,427</u>

Revenues:

88 PL/ODOT	\$ 43,678
88 Sec. 8	50,999
ODOT	30,000
Metro Match	<u>12,750</u>
TOTAL	<u>\$137,427</u>

I. B. REGIONAL TRANSPORTATION PLAN: PRIVATIZATION

Program Objectives:

Define and establish programs and policies to ensure private enterprise participation in the planning and provision of mass transit service.

Proposed Program

1. Continue privatization Task Force to address private enterprise transit issues. (Metro/Tri-Met)
2. Continue involvement in planning and decision-making. (Tri-Met/Metro)
3. Identify transit markets and types of transit service which may be appropriate for implementation by the private sector (peak, owl, feeder, new service, etc.). (Tri-Met/Metro)
4. Identify operating characteristics of and potential cost savings resulting from contractual service. (Tri-Met/Metro)
5. Adopt a long-range private enterprise transit policy to be incorporated into the RTP and a process to resolve disputes. Ensure policy addresses January 24, 1986, Federal Register guidance on private enterprise participation in Urban Mass Transportation programs. (Metro/Tri-Met)

Expenses:

Revenues

Metro: Personnel	\$30,000	FY 88 Sec. 8	\$14,000
		FY 87 Sec. 8	10,000
Tri-Met: Personnel	11,000	Metro Match	6,000
TOTAL	<u>\$41,000</u>	FY 87 Sec. 9 - 2017	8,800
		Tri-Met Match	2,200
		TOTAL	<u>\$41,000</u>



## I. C. SOUTHEAST CORRIDOR STUDY

The adopted RTP recognized several outstanding transportation issues in the Southeast Corridor. Begun in 1987, this study will identify, evaluate and define the effects of different transportation investments and policies in the Corridor to address specific issues, and, upon adoption by the Policy Committees after public hearings, recommend improvement strategies for inclusion in affected state, regional (RTP) and local plans.

### Program Objectives:

1. Define a transportation program to minimize excessive traffic impacts on Johnson Creek Boulevard between S.E. McLoughlin Boulevard and S.E. 45th in accordance with the following principles:
  - To identify methods to address the transportation needs of the area, particularly the east-west traffic pattern across the Willamette River and between I-205 and McLoughlin Boulevard;
  - To meet the needs of both existing and planned land use patterns;
  - To protect existing residential and environmentally sensitive areas;
  - To ensure problems existing in parts of the area are not simply transferred to other areas; and
  - To identify an acceptable truck routing pattern.

The study will address at a minimum the area bounded by Holgate, I-205, Highway 224 and the Willamette River.

2. Provide input to and coordinate development of an improvement strategy for the McLoughlin/224/212 Corridor from downtown Portland to U.S. 26. Ensure consistency between proposed improvements to serve regional traffic and plans for serving subregional traffic problems in the Johnson Creek Corridor (ODOT will be principally responsible for providing project design and cost information).
3. Evaluate the adequacy of Willamette River crossings, in particular, the Sellwood and Ross Island bridges, and define the approach for providing needed capacity consistent with the capacity of the surrounding highway system and taking into consideration recommendations for serving Highway 224/212 and Johnson Creek Corridor traffic. Consider the adequacy of existing bridges, options for upgrading or replacing existing bridges and new bridge location alternatives (ODOT and Multnomah County will be principally responsible for providing bridge project design and cost information).

4. Refine the transit service design, particularly as it relates to relief of traffic problems in the McLoughlin/224/212 corridor, along Johnson Creek Boulevard and across the Sellwood and Ross Island Bridges. Provide support to the Phase I Alternatives Analysis as it relates to transit investments between Milwaukie, Oregon City and Clackamas Town Center.
5. Complete and distribute reports documenting the analyses, evaluations, conclusions and recommendations of the Technical Advisory Committees on the preferred investment strategies and policies.
6. Staff Policy Committee public hearings and deliberations on recommended strategies and policies.
7. Develop final reports and transmit recommendations of the Policy Committees to affected state and local jurisdictions for inclusion in their plans.
8. Amend adopted RTP to include final recommendations of the study.

Products:

1. Preliminary staff reports and Final Reports documenting analysis, evaluation of alternatives and project recommendations.
2. Recommendation for inclusion in RTP and other pertinent state and local plans.

Expenses:

Personnel	\$165,823
M & S	5,250
TOTAL	<u>\$171,073</u>

Revenues:

FY 87 PL	\$ 26,432
FY 88 (e) (4)	53,525
FY 87 (e) (4)	\$43,000
ODOT	31,082
Metro Match	13,116
ODOT Match	3,918
TOTAL	<u>\$171,073</u>

## I. D. PHASE I ALTERNATIVES ANALYSIS

### Program Objectives:

1. Complete the "sketch" assessment of the remaining transitway corridors identified in the RTP for which a Phase I analysis has not yet been completed. These include: a) I-5 South/Barbur Blvd.; b) Sunset LRT extensions; and c) Milwaukie LRT extension from Milwaukie to Lake Oswego. On the Eastside, the feasibility of the following LRT extensions may be evaluated: a) from Milwaukie to Oregon City via McLoughlin; b) Milwaukie to Clackamas Town Center; and c) I-205 from Clackamas Town Center to Oregon City.
2. Determine feasibility of LRT on Macadam Avenue to Lake Oswego with possible extension to Tualatin. Perform cost, ridership, and operations analyses. Analyze low-cost options such as single track with passing tracks. Also examine trolley and bus service expansion alternatives.
3. Complete prioritizing LRT corridors. Define each corridor as: a) part of the "Priority LRT Program" for which a Phase II Alternatives Analysis/DEIS should be considered; or b) a secondary corridor, which may have long-range potential for light rail, but for which no further alignment studies should be initiated at this time; or c) a corridor which should be dropped from further consideration for LRT.
4. Define the staging strategy for the "Priority LRT Program" to include in the RTP based upon, but not limited to, the following factors: timing of the need for expanded transit capacity, timing of growth, cost-effectiveness of the facility and degree to which transit-supportive land uses can be expected.
5. More detailed work will follow as required and defined by the "sketch" assessment, including:
  - a. Completion of full "Phase I" work program for corridors recommended to be included in "Priority LRT System" to provide data comparable to Milwaukie, Bi-State and I-205 corridors;
  - b. Identification of alignments to be protected for corridors not included in "Priority LRT System" but desired to be retained for further consideration; and
  - c. Completion of downtown alignment and operations plan.

6. Complete evaluation of the RTP "all-bus" system and the "committed" all-bus system, as compared to the "Priority LRT System." In particular, analyze operation problems resulting from an all-bus system in downtown Portland and capital improvements required in the trunk route corridors to support such a system.

#### Relation to Previous Work:

The Regional LRT System Plan Scope of Work (approved in FY 1983) has served as an overall guide for the Regional LRT studies, under which studies in the Milwaukie, Bi-State and I-205 corridors have been undertaken. Prior to initiating further full Phase I studies for remaining transitway corridors identified in the RTP, a "sketch" assessment was performed to limit the full "Phase I" work program assessment to those corridors found to be most promising.

Work on various Westside branches and extensions will build upon the results of the Westside Corridor Project Draft Environmental Impact Statement (DEIS) (March 1982) and Preferred Alternative Report (January 1983).

Work on Eastside corridors will build upon the results of the Milwaukie and Bi-State corridor studies conducted as Part One of the Regional LRT System Plan.

#### Products:

1. Phase I Alternatives Analysis and "Sketch" LRT assessment recommendations and resulting amendments to the RTP.
2. A "Priority LRT System Plan" and financing alternatives for those corridors proven to be most cost-effective.
3. Alignment descriptions for those corridors not part of the priority system, but still considered feasible.

#### Responsibilities:

Metro is responsible for the overall conduct of the study, coordination of the Oregon decisions, Oregon public involvement, technical analysis associated with travel forecasts, impact analysis and cost-effectiveness evaluation.

Tri-Met is responsible for definition of alternatives including engineering analysis, capital costing and operations costing.

The Intergovernmental Resource Center of Clark County (IRC) is responsible for coordinating Washington decisions for the Bi-State Study and for Washington public involvement.

Portland, Clackamas County, Washington County, Multnomah County, ODOT and the Port of Portland will participate in the Technical Advisory Committee and assist with public involvement as appropriate.

Expenses:

Metro: Personnel	\$100,250
M & S	<u>14,750</u>
	115,000
Tri-Met: Personnel	5,000
M & S	<u>23,817</u>
	28,817
 TOTAL	 \$143,817

Revenues:

FY 88 (e) (4)	\$ 46,475
FY 86 (e) (4) - 9011	\$ 50,000
FY 85 (e) (4) - 9010	1,275
FY 84 (e) (4) - 9008	23,817
FY 86 Sec. 9 - 2017	4,000
Tri-Met Match	1,000
Metro Match	<u>17,250</u>
 TOTAL	 \$143,817

II. A. DATA, GROWTH MONITORING AND FORECASTS

Regional Data Base Maintenance

Objectives:

1. Current and past data: to update housing, demographic and economic data on an annual basis.
2. Forecasts: Forecasts will be produced for both the long-range (22 year, 2010) and short-range (five-year) futures. This will be a major effort this year as every fifth year a major forecast update, involving representatives from both the public and private sector, is undertaken. The forecasts will be to the geographic areas of region, county, and census tract, with estimates to traffic zone for transportation planning purposes. A 15-year future will be interpolated and a "buildout" analysis provided.
3. Provide socio-economic data and forecasts to local jurisdictions within the following budgets:

Portland	\$11,833
Washington County	7,301
Clackamas County	5,174
Multnomah County	4,859
Port of Portland	5,333
Tri-Met	2,500
ODOT	2,500
	<u>\$39,500</u>

Relation to Previous Work:

A continuation of the annual work required to maintain a satisfactorily updated data base for both transportation and general planning.

Products:

Computer files and hardcopy of the following sets of information:

1. 1987 Updates by Traffic Zones

Persons - by age and sex  
Households - by size and income  
Dwelling Units - by type  
Employees - by place of work by SIC

2. 1992 and 2009 Forecasts by Traffic Zones

Persons - by age and sex  
Households - by size  
Dwelling Units - by type  
Employees - by place of work by retail/non-retail

3. A 2002 interpolation and a "buildout" estimate of the data in 2 (above) will be compiled.

Expenses:

Personnel	\$193,833
M & S	<u>4,750</u>
TOTAL	\$198,583

Revenues:

FY 88 PL/ODOT	\$ 34,867
FY 88 Sec. 8	55,540
FY 87 SEc. 8	4,000
FY 88 Sec. 9	2,000
ODOT	2,500
Metro	98,676
Tri-Met Match	<u>500</u>
TOTAL	\$198,083

II. B. TRAVEL MODEL REFINEMENT

Objectives:

1. Maintain an up-to-date travel-forecasting model based on project changes, land use changes, and projected transit and highway investments.
2. Continue to improve and refine the travel-forecasting models, as appropriate, to enhance the decision-making process served by the model outputs.

Relation to Previous Work:

This is a continuing process to improve travel modeling and forecasting for this region.

Products:

1. Particular effort will be placed on development of an integrated route patronage model for Tri-Met and on improved modeling of CBD travel.
2. A literature search and improved method of calculating "external" trips.
3. A literature search and improved method of forecasting "commercial" traffic.
4. 1998 forecasts for staging analysis.

Expenses:

Personnel	\$125,795
M & S	4,800
TOTAL	<u>\$130,595</u>

Revenues:

FY 88 PL/ODOT	\$ 51,645
FY 88 Sec. 8	31,560
FY 88 Sec. 9	31,600
Metro Match	12,140
Tri-Met Match	3,650
TOTAL	<u>\$130,595</u>



II. C. TECHNICAL ASSISTANCE

Program Objective:

Provide travel analysis and forecasts as needed by local agencies and jurisdictions.

Relation to Previous Work:

This is an ongoing service which has been provided to member jurisdictions on a request basis.

Products:

1. Metro assistance for
  - Staff Assistance to obtain data and forecasts and/or evaluate a particular transportation problem
  - Computer Usage
  - Training
2. Technical Assistance to the jurisdictions will be based on a budget allocation as follows:

Portland	\$23,364
Multnomah County	32,928
Washington County	37,748
Clackamas County	33,549
Port of Portland	5,510
Tri-Met	10,000
ODOT	10,000
	<u>\$153,099</u>

Requests for services must be made by the appropriate TPAC members; suburban jurisdictions should channel their request through the TPAC representative in the cities of that county. Includes increased budget of \$23,333 for each of these counties through a special two year grant; remaining \$36,109 will carry over into FY 89.

3. Complete an assessment of travel problems in the Cornell/Barnes/Burnside corridor and develop recommended improvements for inclusion in the Washington County and Portland comprehensive plans and, as needed, in the RTP. Proposed Budget: \$16,000.

Expenses:

Revenues:

Metro: Personnel	\$144,099
M & S	25,000
Unappropriated	<u>\$ 36,109</u>
TOTAL	<u>\$205,208</u>

FY 88 PL/ODOT	\$ 73,590
FY 88 Sec. 9	8,000
ODOT TA Expansion	106,108
Tri-Met Match	2,000
Metro	5,510
ODOT	<u>10,000</u>
TOTAL	<u>\$205,208</u>

## II. D. BANFIELD AFTER ASSESSMENT PROGRAM

### Program Objectives:

1. Determine if there is a bias toward light rail as a mode of transportation, using Tri-Met's 1987 Regional Transportation Survey and 1987 highway and transit counts. Use results to improve travel models.
2. Document impacts of LRT on transit and highway travel, and development impacts associated with the rail.

### Relation to Previous Work:

Tri-Met is expected to conduct a corridor travel behavior survey in the spring of 1987 which will be important in determining who uses the LRT and why. Also, a report documenting highway and transit travel conditions before the completion of the Banfield light rail line, but following completion of the Banfield highway improvements, was completed by Metro in January 1987. Another report describing development impacts related to the light rail through October 1986 is expected to be completed by March 1987. The first report will provide the baseline for which to compare highway and transit travel conditions and travel behavior in the corridor since the rail has opened. The latter will provide the benchmark for tracking development impacts.

The results of the 1985 Regional Transportation Survey have been used in describing pre-Banfield travel behavior. In addition, Metro's travel models are being re-estimated with the survey results and calibrated to actual on-board transit census and traffic counts.

### Products:

1. Banfield Corridor "After" Trends Report: Document 1987 travel conditions, travel behavior, and other base data to be eventually used to assess the impacts of the LRT project.
2. Revised travel-forecasting models for general application in transportation planning. (To include behavioral changes with LRT, if any.)
3. Addition of LRT behavior changes to the model.

### Responsibilities:

Metro will provide overall project coordination, calibrate the models to 1987 conditions, and compile and produce a Banfield "After" trends report in the beginning of FY 1988.

Expenses:

Metro: Personnel	\$80,600
M & S	<u>4,900</u>
	85,500
Tri-Met: Personnel	40,000
TOTAL	\$125,500

Revenues:

FY 87 Sec. 9	\$30,000
FY 88 Sec. 9	\$70,400
Metro Match	8,550
Tri-Met Match	<u>16,550</u>
TOTAL	\$125,500

### III. A. TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a federally required document setting forth funding for transportation improvements identified in the RTP, including project length, termini, estimated total costs, federal funds to be obligated by program year, identification of recipient and state and local agencies responsible for carrying out the project.

#### Program Objectives:

1. Allocate available federal funding for the program year by establishing project priorities and individual jurisdiction budgets. Included will be the incorporation of ODOT's Six-Year Highway Improvement Program and development of a firm FAU funding program.
2. Monitor funding status of applicable federal funds including project authorizations and obligations. Major emphasis will be placed on Interstate Transfer funds (highway and transit), Urban Mass Transportation Administration (UMTA) grants and Federal-Aid Urban funds. Maintain overall status of the above by clear distinction of: UMTA (e)(4) grants broken into Banfield and all other; highway and transit by jurisdiction; and UMTA grants set forth under the UMTA Act.
3. Adopt the FY 1988 TIP annual update including the assessment of air quality conformity (October 1985).
4. Publish monthly and quarterly TIP updates.
5. Provide generalized support to state and local jurisdictions by conducting specialized cost studies.
6. Update the Federal-Aid Urban boundary as required.

#### Relation to Previous Work:

TIP updates and ongoing project priority setting.

#### Products:

1. FY 1988 TIP and periodic updates.
2. FY 1988 funding priorities.

Expenses:

Metro: Personnel	\$115,500
M & S	<u>2,500</u>
TOTAL	\$118,000

Revenues:

FY 88 PL/ODOT	\$ 22,000
FY 88 Sec. 8	25,741
FY 87 (e) (4)	33,000
FY 88 Sec. 9	20,000
Tri-Met Match	5,000
ODOT Match	5,000
Metro Match	<u>7,259</u>
TOTAL	\$118,000

### III. B. COORDINATION AND MANAGEMENT

#### Program Objectives:

1. Internal management of the Transportation Department toward implementation of the Unified Work Program (UWP).
2. Provide support to various Metro committees; coordinate with ODOT, Tri-Met and local jurisdictions.
3. Provide documentation to Federal Highway Administration (FHWA) and UMTA of departmental activities, including Intergovernmental Project Review, monthly and quarterly progress reports.
4. Document and update FY 88 Title VI Report.
5. Provide for staff development through performance evaluations and training.

#### Relation to Previous Work:

This work element is ongoing and carries over each year.

#### Products:

1. FY 1988 Unified Work Program.
2. Execution and monitoring of various pass-through agreements.
3. Required documentation to FHWA and UMTA.
4. Monthly progress reports to the TPAC.
5. Quarterly progress and financial reports to UMTA and ODOT.
6. Minutes, agendas and documentation.
7. Management of department staff time, budget and products.
8. Interdepartmental coordination.
9. Periodic review with FHWA and UMTA on UWP progress.
10. Required Title VI documentation to UMTA.
11. Respond to changes in FHWA/UMTA planning requirements.

Expenses:

Metro: Personnel	\$104,750
M & S	<u>8,250</u>
TOTAL	\$113,000

Revenues:

FY 88 PL/ODOT	\$42,000
FY 88 Sec. 8	47,800
FY 87 Sec. 8	5,000
ODOT	5,000
Metro Match	<u>13,200</u>
TOTAL	\$113,000

#### IV. ODOT PLANNING ASSISTANCE

##### Program Objectives:

Major accomplishments for FY 1988 by the Metro/Region Branch include supporting Metro and other agencies in the RTP update. Major assistance emphasis will also be given to the local plan updates and Southeast Corridor Study. Work activities will include:

##### FY 1988 HPR PROGRAM

1. Continued support of the Southwest Subarea analysis.
2. Access Management Study support (Beaverton).
3. Westside and Eastside Plan Updates.
4. Traffic count updates.
5. Local land use development and traffic impact reviews.
6. RTP update including other subarea analyses (Johnson Creek area, McLoughlin/224/212 Corridor, Beaverton subarea).
7. Transit station and park-and-ride developmental reviews.
8. Small city transportation analysis. City of Portland central city planning support (Macadam Corridor, South Waterfront).
9. Continue state/City of Portland highway jurisdictional study.
10. Policy and technical coordination with regional planning, local agencies, TPAC, the Joint Policy Advisory Committee on Transportation (JPACT), State of Washington regional planning (Regional Resource Center), Washington County Transportation Coordinating Committee (WCTCC), Clackamas County Transportation Committee, East Multnomah Transportation Committee and coordination of administration of programs with Metro.
11. Participate in the Regional Banfield Assessment Program.

##### Expenses:

ODOT: Personnel	\$168,500
M & S	<u>11,000</u>
	\$179,500

##### Revenues:

HPR/ODOT	\$179,500
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AC/sm  
5032C/446-6



## I. EFFICIENCY PLANNING

### A. Transit Performance Analysis

#### Program Objectives:

1. Development of on-time performance indicators, bus and rail.
2. Continued analysis and development of indicators of agency productivity. Improved extraboard, garage, and light rail performance indicators.
3. Continued development and improvement of light rail ridership model.
4. Development of in-house performance database.
5. Continued development of Route Performance database.

#### Relation to Previous Work:

The Monthly Performance Report provides systemwide performance measures for both the bus and rail system. Next steps are: 1) To develop and add several indicators that illustrate extraboard performance; 2) Develop an on-line performance database; and 3) To develop on-time performance.

The light rail ridership estimation model has been developed, but needs to be updated through ridership surveys to maintain accuracy.

#### Products:

1. On-time, extraboard, light rail and garage performance analyses and reports in addition to current performance analysis.
2. SQL (real time) performance database.
3. Detailed route performance data accessible on micro-computers for use in service planning and analysis.
4. Accurate light rail ridership estimates.

#### Expenditures:

Tri-Met     \$113,000

#### Revenues:

OR-90-2017	\$24,000
FY88 Sec. 9	66,400
Tri-Met Match	<u>22,600</u>
	\$113,000

I. EFFICIENCY PLANNING

B. Transit Service Efficiency Program

Program Objectives:

1. Develop new Technical Methods to aid schedule writing process.
2. Apply TSEP standards to existing lines.

Relation to Previous Work:

This continues the work started previously. The ISM program has been delayed because of continued budget cuts and the time pressures of regular Schedule Department activities. It is anticipated that the ISM program will be completed by the end of this year. The review of lines applying TSEP standards is an ongoing activity.

Products:

1. Computerized Interactive Schedule Maker.
2. Package of service adjustments to improve the efficiency of the service.

Expenditures:

Tri-Met      \$136,000

Revenues:

OR-90-0017	\$108,800
Tri-Met Match	<u>27,200</u>
	\$136,000

## I. EFFICIENCY PLANNING

### C. Automated Customer Contact Report System

#### Program Objectives:

1. Plan a database operating file of Tri-Met service that can be correlated to customer contact reports and field observations of daily service.
2. Plan an administrative process for identifying service problems and needs by using the database, establishing priorities for addressing the problems, and a procedure for timely resolution of the issues and response to internal and external audiences including customers and the general public.
3. Plan an administrative process and communication program that involves consumers and employees directly in quality assurance endeavors and trouble-shooting.
4. Plan a quality improvement program focusing on customer relations by front line employees.

#### Relation to Previous Work:

Work is currently in progress on automating the Customer Contact Report System which is funded by a Section 9 grant. This process is being planned to increase transit service quality control and productivity by using the data collected from Customer Contact Reports once the system is complete by June 30, 1987.

This proposal will plan the means by which service-related data can be correlated with the customer reports to achieve a more comprehensive evaluation of service performance as well as a plan for communicating with an involving all employees in the program.

#### Products:

1. Improved quality of service to the user of the system as well as improved response time to customers and management staff seeking information from the system.
2. Database operating profile of Tri-Met service quality with information from Customer Contact Reports, employee field observations, and daily service reports.
3. Increased productivity in transit service and personnel through automation of daily service reports and field observations.

4. Greater utilization of Tri-Met employees, especially front line employees in achieving quality assurance and customer satisfaction.

Expenditures:

Tri-Met \$85,000

Revenues:

OR-90-2007	\$ 8,000
FY88 Sec. 9	60,000
Tri-Met Match	<u>17,000</u>
	\$ 85,000

## I. EFFICIENCY PLANNING

### D. Labor Productivity Analyses

#### Program Objectives:

1. Analyze the impacts that incentive programs, family-oriented programs, and workers' compensation programs have on improving labor productivity.
2. Assess Tri-Met employees' needs regarding family-oriented services, health/wellness programs, and safety training.
3. Conduct peer group comparisons of absenteeism/attendance programs, incentive programs, workers' compensation programs, and safety programs.
4. Develop statistical cost/benefit studies that include recommended courses of action, specific areas targeted for improvement, and implementation strategies.

#### Relation to Previous Work:

An incentive program rewarding individual attendance was initiated in early FY87 with apparent positive results thus far. Given the success of this effort to date, it may be appropriate to augment the incentive approach to include safety and health wellness/fitness. It may also be appropriate to expand the scope of the initial effort from individual accomplishment to peer group accomplishments.

Workers' compensation analysis at Tri-Met has been handicapped due to difficulties in obtaining or interpreting meaningful historical comp data. With the recent implementation of Fred S. James & Company's JIMI System, Tri-Met has direct micro-computer access to its workers' compensation database stored on James' mainframe computer. Tri-Met is now positioned to undertake a rigorous statistical analysis of comp claim trends and tendencies, in order to identify specific areas of comp cost control and prevention.

Recognition of the impact that family issues can have upon worker productivity has been increasing in recent years. One result of this increased awareness has been the development of an agreement with a private day-care facility (located near Tri-Met headquarters) to provide day-care services to Tri-Met employees. Other family-related services may be pertinent to employees; many of these potential services may be issues addressed as part of contract negotiation efforts.

Products:

1. Statistical database profile and diagnostic analyses of workers' compensation patterns and tendencies that can be used by the workers' comp administrators.
2. Assessment of employees' needs and opinions regarding family-oriented services, safety training, and incentive programs.
3. Peer group based analysis of safety and health/wellness incentive programs and family-oriented services.
4. Comprehensive report that includes cost/benefit analyses, recommended courses of action, specific areas targeted for improvement, and implementation strategies.

Expenditures:

Tri-Met     \$ 84,700

Revenues:

FY88 Sec. 9	\$ 67,760
Tri-Met Share	<u>16,940</u>
	\$ 84,700

## II. INFORMATION SYSTEMS PLANNING

### A. Management Information and Control Planning

#### Program Objectives:

1. Continue planning for a network of computer applications that capture information available to decision makers. This information is needed to support the strategic planning process, to analyze the performance of the agency, and to control operations.
2. Implement selected computer applications that are cost effective and that give management the control necessary to adjust activities in specific areas to meet goals.
3. Develop an organization-wide records retention program, including records retention policies and procedures for paper, film, and computer tape records.
4. Make recommendations for improving present records retention program.

#### Relation to Previous Work:

This project addresses planning needs identified as a result of previous work in the area of management information systems. Because of staffing limitations, only a small number of computer applications can be designed and implemented each fiscal year. This project continues this effort from the previous year.

#### Products:

Needs assessment, functional specifications, and programming specifications for selected applications within the applications development plan. Specific applications will be selected based upon identified needs.

Records retention policy and plan for present and future records. Inventory of stored paper, film and computer records.

Plan and specifications for improving present records retention program.

#### Expenditures:

Tri-Met \$166,000

#### Revenues:

OR-90-2017	\$ 65,000
FY88 Sec. 9	67,800
Tri-Met Match	<u>33,200</u>
	\$166,000

## II. INFORMATION SYSTEMS PLANNING

### B. Financial/Economic Forecasting and Planning

#### Program Objectives:

1. Support policy analysis by providing management with financial projections of policy alternatives. Policy areas supported would be: Budget planning, Five Year Financial Plan, additional revenue planning, labor cost projections, fare analysis and planning, long-range financial planning support for the Regional Transportation Plan, and information support for labor negotiations.
2. Continue refinement of financial and economic forecasting models. Build peak/off-peak differential costs into model. Build new labor rules into cost model.
3. Develop risk measurement techniques to assist in risk retention/insurance decision making process.

#### Relation to Previous Work:

1. A peak/off-peak labor cost model has been developed under the transit service efficiency program but has not been tested or computerized, or integrated into the financial forecasting system.
2. Existing financial and economic forecast models were developed with assistance from Grants OR-90-2003 and OR-90-2005. This work both continues model refinement and also serves policy planning in ongoing agency efforts to plan and implement cost containment measures, and to develop adequate local operating and capital funding.

#### Products:

1. Financial and economic forecasting analysis used in budget planning and analysis.
2. Five Year Financial Plan
3. Improvements to financial forecasting and fare revenue forecasting models.

#### Expenditures:

Tri-Met \$ 95,000

#### Revenues:

OR-90-2017	\$ 20,000
FY88 Sec. 9	56,000
Tri-Met Match	<u>19,000</u>
	\$ 95,000



## II. INFORMATION SYSTEMS PLANNING

### C. Maintenance Management Information System Planning

#### Program Objectives:

1. Design and development of two components of a comprehensive maintenance information system: Right-of-way and staff management.

#### Relation to Previous Work:

The bus and rail vehicle history and inventory sub-system of the MMIS were implemented in fall 1986 (rail), and spring 1987 (bus). The design and development of the Right-of-Way and Staff Management is an extension of the project which seeks to integrate all of the many components of information inherent to a transit maintenance operation.

Although vehicle maintenance will be fully operational for bus and rail after March 1987, two to three months will be used to fine tune the system. Two enhancements to the vehicle sub-system will be addressed: The ability to track non-revenue vehicle repair and inventory, and major components of a bus.

Concurrently, an assessment of manpower and resource requirements for the development of both the right-of-way and staff management is underway. The actual course of design and development will be determined following this assessment.

#### Products:

1. Completion of manpower and resource requirements for right-of-way and staff management.
2. Non-Revenue Vehicle Tracking: Major activities include the development of repair codes; inventory of non-revenue vehicles; development of preventive maintenance program. The result will be the ability to track non-revenue vehicle history in order to make better informed decisions on vehicle life, and replacement.
3. Major Component Tracking: Major activities include the further development of repair codes for buses which includes the detail necessary for component rebuild; inventory of all major components; development of procedures to track the movement of major components throughout the shop. This is the most ambitious enhancement to the vehicle maintenance and history. The information provided should address areas such as component life and component failure.

4. Begin the detailed design and program development of right-of-way and staff management sub-systems of the MMIS.

The right-of-way sub-system will eventually automate maintenance scheduling and analysis for traction power, rail signals, and trackage.

The staff management sub-system will provide information to do loss-time and labor distribution analysis.

Expenditures:

Tri-Met     \$150,000

Revenues:

FY88 Sec. 9	\$120,000
Tri-Met Match	<u>30,000</u>
	\$150,000

### III. PROJECT PLANNING

#### A. Capital Program Planning

##### Program Objectives:

1. Coordinate the scheduling, funding, siting and conceptual design of Tri-Met's capital program with other jurisdictions and internally within the agency.
2. Prepare a short-term and long-term capital acquisition program for Tri-Met.
3. Prepare an analysis of transit facility developmental opportunities.
4. Prepare the capital components for the annual update of the TDP and the Strategic Plan.
5. Work with local jurisdictions on proposed transit centers, park-and-ride lots, transit priority measures, TSM measures, road improvements, and transportation plan revisions.

##### Relation to Previous Work:

The capital program is prepared annually and revised as necessary throughout the year to meet updated requests and needs. Capital program components will also be included in the annual update of the TDP and the Strategic Planning Process.

As in previous years, staff will combine project development work on new and emerging capital project proposals, continue technical participation in ongoing local and regional transportation plan revisions, and maintain a transit presence in the road development/improvement review process.

Staff will also be analyzing the types of complementary facilities that may be accommodated at or near transit facilities.

##### Products:

1. Annual Tri-Met capital budget.
2. Input to State and Federal capital grant application.
3. Capital component of the TDP and the Strategic Plan.

4. Site and conceptual design work supporting documentation and local approvals for newly proposed projects.
5. Analysis of complementary facilities to be located at or near transit facilities.
6. Transit revisions to regional and local jurisdictional plan updates.

Expenditures:

Tri-Met     \$176,000

Revenues:

	OR-90-2007	\$ 11,200
	OR-90-2017	60,000
	FY88 Sec. 9	69,600
City of Portland		12,800
Tri-Met Match		22,400
		<u>\$176,000</u>

### III. PROJECT PLANNING

#### C. Final Packaging Reports

##### Program Objectives:

1. To encourage public/private partnerships, consistent with local plans and UMTA policies, with the private sector on the Banfield LRT and at major transfer stations such as Sunset by utilizing incidental surface and air rights. To increase transit ridership by implementing key private development and services in close proximity to the transit station. To leverage transit and other public improvements with private investment. To lessen operating costs to transit by maintenance agreements with the private sector as a part of an overall public/private partnership. To improve the quality of the transit environment with public and private amenities. To demonstrate value capture techniques and increase local revenue through development of benefit assessment districts with the private sector.

##### Relation to Previous Work

The original EIS for the Banfield LRT contained reference to joint development and value capture in the Land Use Technical Report, which discusses implementation mechanisms including special zoning districts, transit station development districts, joint development/value capture, and others. The conclusion of that program and other previous packaging resulted in the successful negotiation of a new \$7.5 million youth and family center at Gateway, which has been approved by Tri-Met, the YMCA and UMTA. Tri-Met and the YMCA have undertaken an Alternative Site Analysis Study at Gateway to determine ways to leverage the proposed YMCA facility with additional private investment. This study shows possibilities of better utilization of the land resulting in more parking spaces and a better parcel configuration for future private development. Land for the Sunset Transit Center was successfully negotiated with the private sector contributing \$850,000.

##### Products:

The final packaging reports will determine the optimum footprint for the private development at stations on the LRT and at major transfer stations such as Sunset for incidental surface and air rights to be developed consistent with local plans and UMTA policies with the private sector. These packaging reports will consist of:

- land utilization analysis
- alternative schematic site plans of sufficient detail to make offering to developers
- transit modal split analysis of various alternative configurations
- cost analysis of public improvements and cost penalty, if any, of proposed development
- pro forma
- lease revenue stream/transit modal split scenarios
- preparation of offering document
- preparation of implementation plan
- implementation of value capture techniques resulting in financial participation by the private sector.

Products:

1. Report documenting benefit assessment negotiations and final arrangements
2. Private task force recommendations and endorsement
3. Implementation program to carry out task force recommendation.

The slower than expected pace of the YMCA fund raising and the lengthy negotiations for private sector participation in the Sunset Transit Center resulted in some carryover funding.

Tri-Met will assist in negotiating joint development and shared use agreements at Gateway and at other stations on the Banfield LRT where market conditions are favorable, and at key timed transfer stations and park-and-ride lots where market conditions are favorable.

Expenditures:

Tri-Met     \$ 45,600

Revenues:

OR-90-2007	\$ 16,480
FY88 Sec. 9	20,000
Tri-Met Match	<u>9,120</u>
	\$ 45,600

#### IV. SERVICE PLANNING, ANALYSIS AND EVALUATION

##### A. Service Development Planning

###### Program Objectives:

1. Maintain ongoing planning activities
2. Improve effectiveness of service

###### Relation to Previous Work:

This project builds upon previous service planning efforts. It will begin to implement the new Transit Development Plan and will involve more mid-range planning efforts.

###### Products:

1. Annual Service Plan
2. Quarterly Service Reports

###### Expenditures:

Tri-Met     \$184,000

###### Revenues:

FY88 Sec. 91	\$147,200
Tri-Met Match	<u>36,800</u>
	\$184,000

#### IV. SERVICE PLANNING, ANALYSIS, AND EVALUATION

##### B. Market Segmentation Analysis

###### Program Objectives:

1. To analyze the trip-making characteristics of existing riders.
2. Develop better patronage estimates for future light rail alignments, and route structures to feed those rail alignments, by analyzing transit trip movements before and after light rail.
3. To recommend to management future route structure alternatives that will improve the productivity of existing service, and provide for expansion into viable transit markets.

###### Relation to Previous Work:

1. Previous work has focused on collecting information about why people in the region use transit, and the demographics (including zone of residence) of riders and non-riders. Analysis has focused on what markets we are serving effectively, which markets are not fully tapped, and which are not viable transit markets.
2. Some data was collected on trips in the region, regardless of mode of travel. This provides very little transit specific data, since our regional mode split is only 4%. The last on-board origin-destination survey was conducted in 1983, shortly after the grid system was implemented. Since that time there have been substantial service cuts, and the light rail line has entered service. An on-board origin-destination survey is necessary to revise trip level information for transit.
3. Carry-over funds from this grant, FY86-87, will be used to supplement the funds budgeted below.

###### Products:

1. New origin-destination data for use by Tri-Met and Metro in analyzing the impacts of light rail and service cuts on trip-making behavior.
2. An analysis of when trips are made on Tri-Met, where they are coming from and going to, by whom, and for what purpose. This is critical information for continuing strategic planning efforts, and for future TDP analysis.



3. Trip level information for analysis of our existing markets, and our effectiveness in serving those markets.

Expenditures:

Tri-Met     \$130,000

Revenue:

OR-90-2017	\$ 64,000
FY88 Sec. 9	40,000
Tri-Met Match	<u>26,000</u>
	\$130,000

#### IV. SERVICE PLANNING, ANALYSIS AND EVALUATION

##### C. Banfield Before/After Study

###### Program Objectives:

1. See Metro submittal.
2. Develop better patronage estimates for future light rail alignments, and route structures to feed those rail alignments, by analyzing transit trip movements before and after light rail.

###### Relation to Previous Work:

In spring of 1985 a regional origin-destination survey was conducted by telephone to determine regional trip-making characteristics for all modes of travel. This post light rail study will be identical in order to determine the changes in regional travel characteristics due to the introduction of light rail.

This regional telephone survey will be in addition to the on-board transit origin-destination survey described under the "Service Efficiencies, Market Segmentation Analysis" grant. The regional telephone O-D survey provides very little transit specific data, since our regional mode split is only 4%. It does, however, provide origin-destination information for all modes of travel.

The onboard transit survey provides necessary origin-destination information for transit but does not provide needed information on other modes of travel. The last onboard origin-destination survey was conducted in 1983, shortly after the grid system was implemented. Since that time, there have been substantial service cuts, and the light rail line has entered service. An onboard origin-destination survey is necessary to revise trip level information for transit.

###### Products:

1. New regional origin-destination data for use by Metro in analyzing the impacts of light rail on trip-making behavior throughout the region.

###### Expenditures:

###### Revenues:

(See Metro Section)

## V. SPECIAL AREA PLANNING

### A. Civil Rights Planning

#### Program Objectives:

1. Complete a thorough analysis of MBE participation in Tri-Met contracts.
2. Identify areas of strength in the program which can be capitalized upon and areas of weakness which can be targeted for special efforts to resolve problems.
3. Develop a procedure to be used in establishing realistic project-specific MBE goals.
4. Revise and update, as necessary, Tri-Met's MBE policy statement.
5. Review and update submission of information relative to minorities in the urbanized area, as required by UMTA Title VI Circular 1160.1.
6. Develop and refine computerized system to maintain certification process.
7. Develop a MBE contract monitoring process.

#### Relationship to Previous Work:

The updated Title VI report is a required submission. Revising and updating Tri-Met's MBE policy is an ongoing process. The policy requires periodic updating to reflect current regulations and changing local conditions. An Inter-agency Directory of certified DBE/WBE firms has been developed and is currently in use. The computerized system needs to be further refined and maintained. Additionally, a process for monitoring contracts is now required by UMTA. This is a priority project which will require development of new procedures and methods to track MBE expenditures.

#### Products:

1. A program for improving Tri-Met's overall MBE level of participation in contracted services.
2. An individual project MBE goal-setting process.
3. A revised agency MBE policy statement.
4. An updated Title VI report for submittal to UMTA.

5. An automated Inter-agency MBE Directory.
6. An automated MBE contract monitoring system for submittal to UMTA.

Expenditures:

Tri-Met     \$ 13,000

Revenues:

FY88 Sec. 9	\$ 10,400
Tri-Met Match	<u>2,600</u>
	\$ 13,000

V. SPECIAL AREA PLANNING

C. Special Needs Transportation Planning

Program Objectives:

1. To plan for improved fixed-route and paratransit services for elderly and disabled persons in the Tri-County area.
2. To coordinate elderly and disabled citizen involvement in planning and managing special transportation services.
3. To review and analyze options for special transportation reporting methods and scheduling systems.
4. To develop plans and timeline for new methods and systems.

Relation to Previous Work:

This is ongoing SNT planning and citizen involvement work which builds upon OR-90-2017.

Products:

1. One citizens Committee on Accessible Transportation (CAT) meeting per month.
2. One yearly CAT report to the Tri-Met Board.
3. Monthly minutes and agendas for the CAT meetings distributed to over 200 interested citizens and groups.
4. Staff review and followup on citizen recommendations for changes in the policies or programs serving the elderly and disabled.
5. Planning for modifications or improvements to existing programs.
6. Plan and timeline for new ride reporting system and scheduling program.

Expenditures:

Tri-Met     \$ 72,000

Revenues:

OR-90-2007	\$ 12,000
OR-90-2017	4,000
FY88 Sec. 9	41,600
Tri-Met Match	14,400
	<u>\$ 72,000</u>

## V. SPECIAL AREA PLANNING

### D. Fare Policy Planning and Analysis

#### Program Objectives:

1. To analyze the existing fare structure in terms of our market segments and market potential.
2. To determine a fare structure that is consistent with the long-range strategic objectives of the agency, and that conforms to our target market goals.
3. To recommend to management a fare structure that meets both revenue goals and social benefit goals.
4. To ascertain public acceptance of alternative fare structures (peak/off-peak vs. distance based, etc.).

#### Relation to Previous Work:

1. Previous work has focused on the analytic tools of fare policy analysis. We now have the tools and ability to forecast revenue and ridership tradeoffs for fare structure alternatives.
2. Some work has occurred that analyzes the policy implications of maintaining Fareless Square and other specifics of the fare structure. The grant would extend that work to include the policy implications of zones fare, peak fares, and other larger fare policy issues, as they relate to Tri-Met.

#### Products:

1. A document that analyzes the current fare structure and how it came into being.
2. An analysis of the outstanding fare policy issues as they relate to Tri-Met (such as Fareless Square, off-peak discounts, and "round-tripping").
3. A recommended fare structure that is consistent with the strategic plan and five-year Transit Development Plan.
4. An analysis of the community support for alternative fare structures and trade-offs, such as retaining youth discounts or instituting a peak surcharge fare.

#### Expenditures:

Tri-Met     \$ 40,000

#### Revenues:

FY88 Sec. 9	\$ 32,000
Tri-Met Match	<u>8,000</u>
	\$ 40,000

V. SPECIAL AREA PLANNING

E. Physical Abilities/Medical Standards Project

Program Objectives:

1. Document the short and long-term physical requirements of the bus operator job.
2. Research tests which effectively simulate major or critical demands and/or link medical examination results to specific job requirements.
3. Develop an efficient framework for the administration of the pre-employment screening program.
4. Recommend physical and/or medical standards which would be indicative of the ability to perform the work with low risk of injury.
5. Validate the developed standards.

Relationship to Previous Work:

Presently, the District utilizes physical qualification requirements, as promulgated by the Department of Transportation, in the medical screening of applicants for the position of bus operator. These standards are minimum standards and do not consider all of the physical demands placed upon an operator in the performance of his/her duties. Due to the high incidence of loss time injuries experienced by the bus operator population, it appears that individuals with inappropriate physical capacity are being hired for this position. However, no guidelines exist to measure the applicant's physical capabilities. It is proposed that a pre-employment screening program be developed for the position of bus operator.

Products:

1. Reduction of costs due to injury, occupational illness, and excessive absences.
2. A mechanism to effectively screen workers which is legally defensible.
3. Compliance with federal and state laws/guidelines pertaining to handicapped discrimination.

Expenditures:

Tri-Met \$ 50,000

Revenues:

FY88 Sec. 9	\$ 40,000
Tri-Met Match	10,000
	<u>\$ 50,000</u>

## VI. LONG-RANGE PLANNING

### A. Strategic Planning

#### Program Objective:

Strategic Planning was initiated by Tri-Met in 1985 to improve executive decision making. For the purposes of the District, Strategic Planning is defined as the process of systematically identifying opportunities and threats that lie in the future which, in combination with other relevant internal and external data, will provide a basis for making better short-term decisions.

#### Relation to Previous Work:

The initial steps of a strategic planning process were begun in 1985 as recommended by the Committee on Mass Transit Policy. Since then the District has completed two annual strategic planning cycles. Strategic planning is a critical element in the District's planning cycle. Policy direction set in the strategic plan is operationalized in the Transit Development Plan and the annual budget.

#### Products:

The strategic planning process is designed to produce a series of products including:

1. Implementation and refinement of an annual planning cycle.
2. A situational audit (annual) which includes a critical assessment of Tri-Met's strengths and weaknesses, an analysis of external trends and forces impacting the District, and a synthesis of the aforementioned factors.
3. A document analyzing public perceptions of Tri-Met, and the acceptance by the public of Tri-Met's Strategic Plan will be complete in support of situational audit.
4. A Strategic Policy Option analysis which results in the development of a strategy for Tri-Met which defines critical choices and tradeoffs.
5. A revised Five Year Strategic Plan which sets forth the District's five year vision and identifies areas for emphasis (more/the same/less).



6. Identification of annual goals and priorities which will be emphasized during the annual budget building process.

Expenditures:

Tri-Met     \$112,000

Revenues:

FY88 Sec. 9	\$ 89,600
Tri-Met Match	<u>22,400</u>
	\$112,000

VI. LONG RANGE PLANNING

B. TDP Annual Update

Program Objectives:

1. To annually revise the TDP and update all technical information and five year plans in light of Tri-Met's strategic planning process.
2. To review the TDP draft document with local jurisdictions prior to the Board's approval.

Relation to Previous Work:

The annual update of Tri-Met's five year plan will rely on the previous year's Board approved document. This annual revision and update process will be a key component of the agency's annual planning cycle.

Products:

1. Five-year operations and capital development plan based upon an analysis of strategic alternatives and financing constraints.
2. A five-year financing plan to accommodate regional transit service and capital needs.

Expenditures:

Tri-Met \$ 33,000

Revenues:

OR-90-2017	\$ 16,000
FY88 Sec. 9	10,400
Tri-Met Match	<u>6,600</u>
	\$ 33,000

**Program Administration**

Program Objectives:

1. Monitor and ensure that Planning's program activities and expenditures conform with the UWP.
2. Ensure that appropriate grant file documentation of activities and expenditures is provided for.
3. Provide quarterly financial and progress reports for all UWP planning projects to UMTA and Metro
4. Initiate requests for any required budget revisions, grant amendments, and UWP amendments.

Relation to Previous Work:

Grants administration is an ongoing process.

Products:

1. Quarterly financial and progress reports.
2. Budget revisions, grant amendments, UWP amendments.

Expenditures:

Tri-Met     \$   6,000

Revenues:

OR-90-2017	\$	2,400
FY88 Sec. 9		2,400
Tri-Met Match		<u>1,200</u>
	\$	6,000

rm/weston/eff.pla

uwp88  
3/3/87

FY 88 UNIFIED WORK PROGRAM FUNDING SUMMARY

-----federal funding-----

-----CARRYOVER-----

	88 PL/DDOT	88 SEC 8	88 E(4)	88 DDOT	88 SEC 9	29-9012 87 E(4)	29-9011 86 E(4)	29-9010 85 E(4)	29-9008 84 E(4)	88-0045 87 SEC 8	90-2007 87 SEC 9	T A EXPAN	90-2007 86 SEC 9	88 HPR	LOCAL MATCH	TOTAL	
<b>METRO</b>																	
RTP UPDATE/REFINEMENT	43678	50999		30000											12750	137427	
RTP PRIVITIZATION/METRO		14000							10000						8000	30000	
TRI NET											8800				2200	11000	
SOUTHEAST CORRIDOR	26432		53525	35000		43000									13116	171073	
PHS I ALT ANALYSIS/METRO			46475				50000	31500							17250	145225	
TRI NET									23817		4000				1000	28817	
DATA, GROWTH MONITORING	34867	55540		2500	2000					4000					99176	198083	
TRAVEL MODEL REFINEMENT	51645	31560			31600										15790	130595	
TECHNICAL ASSISTANCE	73590			10000	8000							106108			7510	205208	
BANFIELD AFTER/METRO					38400						30000				17100	85500	
TRI NET					32000										8000	40000	
TRANS IMPROVE PROGRAM	22000	25741			20000	33000									17259	118000	
COORDINATION/MANAGE	42000	47800		5000						5000					13200	113000	
															0	0	
															0	0	
<b>Metro SUBTOTAL</b>	294212	225640	100000	82500	132000	76000	50000	31500	23817	19000	42800	106108	0	0	0	230351	1413928
<b>DDOT PLANNING ASSIST</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179500	179500
<b>TRI NET</b>																	
EFFICIENCY PLANNING					194160					132800		8000			83740	418700	
INFORMATION SYSTEMS PLAN					243800					85000					82200	411000	
PROJECT PLANNING					89600					60000		27680			44320	221600	
SERVICE PLAN ANALY/EVAL					211200					40000					62800	314000	
SPECIAL AREA PLANNING					124000					4000		12000			35000	175000	
LONG RANGE PLANNING					100000					16000					29000	145000	
PROGRAM ADMINISTRATION					2400					2400			0	0	1200	6000	
<b>Tri-Net SUBTOTAL</b>	0	0	0	0	965160	0	0	0	0	0	340200	0	47680	0	338260	1691300	
<b>GRAND TOTAL</b>	294212	225640	100000	82500	1097160	76000	50000	31500	23817	19000	383000	106108	47680	0	568611	3284728	

Note: PL/DDOT is \$249,856 comprised  
of \$222,522 (89.06%) federal share  
and \$27,334 (10.94%) DDOT match  
and \$44,356 FY88 carryover

JOINT RESOLUTION OF THE  
COUNCIL OF THE METROPOLITAN SERVICE DISTRICT  
AND OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT ) RESOLUTION NO. 87-\_\_\_\_  
THE PORTLAND METROPOLITAN AREA IS )  
IN COMPLIANCE WITH FEDERAL TRANS- ) Introduced by the Joint  
PORTATION PLANNING REQUIREMENTS ) Policy Advisory Committee  
) on Transportation

WHEREAS, Substantial federal funding from the Urban Mass Transportation Administration (UMTA) and Federal Highway Administration (FHWA) is available to the Portland metropolitan area; and

WHEREAS, FHWA and UMTA require that the planning process for the use of these funds comply with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, Satisfaction of the various requirements is documented in Attachment "A"; now, therefore,

BE IT RESOLVED,

That the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1987.

\_\_\_\_\_  
Richard Waker, Presiding Officer

APPROVED by the Oregon Department of Transportation State  
Highway Engineer this \_\_\_\_\_ day of \_\_\_\_\_, 1987.

\_\_\_\_\_  
State Highway Engineer

## ATTACHMENT A

### Metropolitan Service District Self Certification

#### 1. Metropolitan Planning Organization Designation

The Metropolitan Service District (Metro) is the MPO designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties, Oregon.

Metro is a regional government with 12 directly elected Councilors and an elected Executive Officer. Local elected officials are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see attached membership). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose local governments" as required by USDOT.

#### 2. Agreements

Though cooperative working agreements between jurisdictions are no longer required, several are still in effect:

- a. A basic memorandum of agreement between Metro and the Intergovernmental Resource Center (Clark County) which delineates areas of responsibility and necessary coordination and defines the terms of allocating Section 8 funds.
- b. An agreement between Tri-Met, Public Transit Division of ODOT and Metro setting policies regarding special needs transportation.
- c. An intergovernmental agreement between Metro, Tri-Met and ODOT which describes the roles and responsibilities of each agency in the 3C planning process.
- d. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds and Metro and Tri-Met for use of UMTA funds.
- e. Bi-State Resolution -- Metro and Intergovernmental Resource Center (Clark County) jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.

#### 3. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban boundary.

#### 4. Transportation Plan

The Regional Transportation Plan was adopted on July 1, 1982. The document has had one approved housekeeping update (October 1983) and is undergoing a major update. The short-range Transit Development Program (TDP), the detailed transit operations plan for the region, was adopted in 1980 and is currently being updated by Tri-Met. The TDP is a prerequisite for approval of federal transit assistance and continued delay jeopardizes the region's certification. UMTA has indicated that lack of an updated TDP results in an insufficient basis for federal transit grant approvals.

#### 5. Transportation Improvement Program

The FY 88 TIP will be adopted in August 1987 and will be amended continuously throughout the year. Future amendments will include authorization of FY 87 Interstate Transfer funds; updates of the Section 3 Letter-of-Intent Program, the Section 9 Capital Program and the state modernization program.

#### 6. Public Involvement

Metro maintains a continuous public involvement process through citizen members on technical advisory committees, newsletters and press releases. Major transportation projects have citizen involvement focused specifically on the special needs of the project. Of particular emphasis during FY 87 was involvement in the Southwest Corridor study. This involved creation of a special citizens committee and review by various town halls, community groups and business associates. As the Southeast Corridor Study enlarges, a citizen group will be formed and actively involved in the study process.

#### 7. Air Quality

Oregon's State Implementation Plans for ozone and carbon monoxide were both adopted by Metro and DEQ and approved by EPA in 1982.

The Metro area is projected to be in compliance with both the ozone and the carbon monoxide standard by 1987. The SIPs do not contain new control measures on transportation modes in order to reach attainment; rather, they rely on existing commitments, programs and federal emission controls. Current efforts are focusing on increasing the transit mode split throughout the region and particularly to downtown Portland.

#### 8. Civil Rights

Metro's Title VI submittal for FY 1985-86 was submitted to UMTA in September 1985. UMTA approved the Title VI report with the next update due in September 1987. Since the FHWA review in June 1981, Metro has developed full plans for DBE, Equal Opportunity and Citizen participation.

9. Elderly and Handicapped

An Interim Special Needs Transportation Service Plan is in effect. Appropriate parts of the new Special Needs Plan were adopted as a portion of the RTP.

10. Disadvantaged Business Enterprise Program (DBE)

A revised DBE Program was adopted by the Metro Council in December 1984. Overall agency goals were set for DBE's and WBE's as well as contract goals by type. The annual goal for all Department of Transportation-assisted DBE's is 10 percent and WBE's is 3 percent. The DBE Program is very specific about the RFP, bidding and contract process. In FY 87, no contracts were executed using Department of Transportation funds. The DBE/WBE goal may be partially met this fiscal year as some contractual work may be done.

11. Public/Private Transit Operators

Tri-Met and C-TRAN are the major providers of transit service in the region. Other public and private services are coordinated by these operators.

C-TRAN contracts directly for commuter service with Evergreen Stage Lines. This contract supplements Tri-Met and C-TRAN service between Portland and Vancouver.

On a test basis, private operators are providing regular service eliminated by Tri-Met. Evergreen Stage Lines is providing service on the Westover line. A private cab company (Broadway Cab) did provide the late night owl service, but recently terminated their service due to funding problems. Both Broadway and Evergreen are seeking demonstration funds from UMTA to allow for a one year transition period (from public to private operations) to rebuild patronage to former levels. In addition, the Buck Medical Service provides service on the Molalla to Oregon City line and on the Milwaukie Transit Center to Clackamas Town Center line.

Tri-Met also contracts for elderly and handicapped service with private entities such as the Broadway/Radio Cab Joint Venture and Special Mobility Services, Inc., and public agencies such as the Community Action Agencies of Clackamas and Multnomah Counties. Tri-Met also coordinates those agencies using federal programs (UMTA's 16(b) (2)) to acquire vehicles. Service providers in this category include Clackamas County Loaves and Fishes, the Jewish Community Center, Special Mobility Services, Inc. and others.

Tri-Met and Metro are also implementing a work program to ensure additional private sector participation in provision of transit service as soon as practicable. Special airport



transit services are also provided in the region (RAZ Transportation and Beaverton Airporter Services). Involvement with these services is limited to special issues.

6932C/491-2



**METRO**

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

# Memorandum

Date: February 19, 1987

To: TPAC/JPACT

From: *AC*  
Andrew C. Cotugno, Transportation Director

Regarding: Railroad Abandonments/Acquisitions

This scenario is intended to provide a status report on efforts underway associated with the possible abandonment or sale of three railroad corridors in the Portland metropolitan area. The similarity involved in each case is the potential for public benefit resulting from each action and the complication of obtaining necessary acquisition funds. This is intended as an information exchange to assist in determining whether any coordinated actions are necessary or desirable.

1. Southern Pacific-Jefferson Street Branch - downtown Portland to Lake Oswego.
  - . Activities being coordinated through a Macadam Corridor Policy Committee.
  - . Approved by ICC for abandonment August 1984.
  - . One-year option and operating lease purchased by City of Portland in January 1987 with \$130,000 support from Lake Oswego, Multnomah County, Clackamas County and Metro.
  - . \$975,000 committed by the Oregon Legislature Emergency Board to pay up to 50 percent of the costs of acquisition and associated legal and title costs.
  - . Bids being solicited to establish interim excursion service by July 4, 1987.
  - . Feasibility study of long-range rail transit options now underway by Metro.
  - . Public and private fund-raising to pay for remainder of purchase price and associated legal and title fees and costs of immediate rehabilitation and brush removal now underway.

2. Portland Traction Company-Bellrose Line - Marquam Bridge to Milwaukie via Willamette River to Gresham via Johnson Creek to Boring.
  - . Jointly owned by Southern Pacific and Union Pacific who are interested in selling.
  - . Parts of the corridor are identified as a route on the Regional Bicycle Plan, one of the potential LRT routes to Milwaukie and parts of the Multnomah County "40-mile loop."
  - . One of the shippers on the line is interested in purchasing the trackage, removing the tracks east of McLoughlin Boulevard to use in rehabilitating the tracks west of McLoughlin Boulevard and continuing to provide freight service to the shippers in the vicinity of McLoughlin and Highway 224.
  - . After removal of track east of McLoughlin Boulevard, there is likely to be a request for abandonment filed with the ICC.
  - . If the route is abandoned east of McLoughlin Boulevard, the cost of the new railroad bridge over McLoughlin Boulevard (@ \$2 million) can be saved.
  - . Portland is investigating the possibility of purchase of right-of-way; Metro is setting up coordination with other jurisdictions.
3. Burlington Northern - Northwest Portland through the West Hills at Cornelius Pass through the Sunset Corridor, Beaverton, Tigard and Tualatin.
  - . Total trackage extends from Northwest Portland, through Washington County, then to Albany; possibility of a shared track agreement with Southern Pacific would result in elimination of at least the segment from Northwest Portland through Washington County.
  - . Elimination of the railroad would result in \$6-10 million of reduced road construction costs, could provide an alternate right-of-way for the Sunset LRT and could provide right-of-way for possible road projects.
  - . Proposal currently on hold pending possible sale of branch line by Burlington Northern to a local operator. Transaction must conclude before possibility of shared track arrangement can be reached with Southern Pacific.
  - . Washington County is pursuing and coordinating with Washington County Transportation Coordinating Committee.

CONSIDERATION OF APPROVAL OF THE "DRAFT"  
SOUTHWEST CORRIDOR CONCLUSIONS, RECOMMENDATIONS  
AND EVALUATION OF ALTERNATIVES REPORT AND  
INITIATION OF A PUBLIC HEARING AND ADOPTION  
PROCESS

---

Date: March 3, 1987

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Adopt a motion approving the Southwest Corridor Study "Draft" Conclusions, Recommendations and Evaluation of Alternatives Report for the purpose of conducting a public hearing and initiating consideration of an amendment to the Regional Transportation Plan (RTP).

Background

The Southwest Corridor Study was undertaken to address unresolved transportation problems in the I-5 and Highway 217 corridors and recommend appropriate amendments to the Regional Transportation Plan.

The attached "Draft" report includes the Southwest Corridor Study Conclusions and Recommendations as approved by the Southwest Corridor Technical, Citizen and Policy Advisory Committees. Separate from the report are "Revised" recommendations that have been annotated with amendments recommended by TPAC. The language to be deleted is in brackets; the language to be added is underlined. In summary, the TPAC comments are as follows:

1. A statement should be added to clearly indicate that the intent of the Bypass is to serve currently planned regional travel needs rather than open up new areas for urban development (see page iii, Conclusion No. 5).
2. If the land use planning process identified in this report results in any recommendations for an Urban Growth Boundary amendment, it should be circulated to JPACT for review (see page v, Recommendation No. 7).
3. The report should more clearly indicate that Phase I of the Bypass (from I-5 to Highway 99W) provides a logical, operable facility that could be developed as an independent project (see page ii, Conclusion No. 3).

4. The reference to ODOT seeking PE funds for the Bypass during the next Six-Year Highway Improvement Program update should be deleted (see page iv, Recommendation No. 4).
5. A statement should be added calling for ODOT to identify where right-of-way may be required for the Highway 217/Sunset Highway alternative and take action together with the local jurisdiction to protect the right-of-way from encroachment (see page iv, Recommendation No. 2).
6. JPACT should initiate a process to define regional corridor priorities and establish a funding strategy for meeting these priorities. While the Staging Plan, included in the Southwest Corridor Study, is a step toward this objective, it is not integrated with the needs of the entire metropolitan area.

The report also includes the Evaluation of Alternatives upon which the Conclusions and Recommendations are based. In total, the report is intended to delineate the alternatives available for meeting the transportation needs of the area, provide a factual basis for determining which alternative is preferred and recommend additions to the Regional Transportation Plan. After consideration of comments received through a public hearing and from interested local jurisdictions, an actual RTP amendment will be taken up for consideration. Attached is a tentative schedule for adoption pending approval of this "Draft" report.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approving the "Draft" report and proceeding with the public hearing and adoption process.

AC/gl  
7024C/496-3  
03/03/87

SOUTHWEST CORRIDOR STUDY CONCLUSIONS  
AND RECOMMENDATIONS

The western portion of the Portland metropolitan area is a major growth area. Together with steady growth in downtown Portland, severe traffic pressures will be placed on virtually all of the transportation system, particularly in the regional travel corridors. Transportation improvement is an essential prerequisite to supporting this growth. Without adequate improvement to the transportation system, unacceptable levels of traffic congestion will develop, access to job and labor force markets will deteriorate, neighborhood traffic problems will grow and ultimately economic growth will shift, to some degree, to other more attractive locations both within the Portland area and elsewhere.

The most cost-effective method of serving this growth is through a combination of transit service expansion and improvement to both the regional freeway and arterial systems and local road network. This report presents a comprehensive transit and highway improvement program for the Southwest Corridor area. Parts of the needed improvement program are recommended as additions to the Regional Transportation Plan; other parts are already reflected in the Plan.

Transit expansion is most critical in the I-5 and Sunset corridors to improve accessibility to job centers in downtown Portland and along the Highway 217 corridor. Transit expansion is important for the dual purpose of providing access to certain job locations plus ensuring that the highway system functions adequately so that accessibility to other locations via the automobile can be improved. To meet these transit objectives, service expansion throughout the Westside is necessary, together with the associated capital improvements to support the service expansion, including new transit centers, park-and-ride lots, fleet expansion and consideration of construction of the Sunset LRT.

Improvement to the regional highway system is needed in two major radial corridors, Sunset and I-5, and in two major circumferential corridors, Highway 217 and the Western Bypass. These improvements entail a package of capacity increases, interchange improvements, operational improvements and construction of new facilities to serve existing and projected traffic demands. In addition, improvement to the local road network is needed throughout the area to serve local circulation requirements and subregional travel movements and to provide access to the regional highway network.

The most significant issue associated with improvement to the highway system that was addressed by this study is the question of whether or not a Western Bypass is needed to serve the future development of the adopted local comprehensive plans as well as the effect this decision has on the scope of regional improvement needed to the Sunset Highway, Highway 217 and other routes in the system. However, the vast majority of the proposed highway improvements are not affected by the Bypass decision and should be implemented

regardless of the final conclusion on the Bypass. This includes a large number of improvements to the major state highways and city and county roads for which the scope of improvement is the same under any circumstance. Two areas addressed by this study will be addressed further at a later date: Tualatin Valley Highway from Beaverton to Hillsboro will be addressed by an ODOT reconnaissance engineering study and the Macadam corridor and Willamette River crossing south of downtown Portland will be addressed by Metro's Southeast Corridor Study.

The following conclusions about the Western Bypass itself can be reached:

1. The Western Bypass would produce several areas of improved service that would not occur through improvement to other facilities in lieu of the Bypass. In particular:
  - Travel times between the Tualatin-Sherwood area and the Hillsboro-Aloha area would be significantly better, thereby improving access to job and labor force markets for these areas;
  - Access from the developing Sunset corridor to I-5 (near Tualatin) -- the major highway serving the full length of Oregon -- will foster further economic expansion in this area.
  - Better traffic relief through the South Beaverton and South Tigard neighborhoods would be realized with the Western Bypass as compared to upgrading Highway 217 and the Sunset Highway.
  - Tualatin Valley Highway (between Murray Boulevard and 219th Avenue) would operate at a better level of service with the Bypass than without by allowing traffic to be dispersed west of the most congested segment at 185th Avenue. Further analysis will be conducted by ODOT's reconnaissance engineering study.
2. If a Western Bypass is built within the next 20 years, some improvement to Highway 217, the Sunset Highway and Highway 99W can be delayed and, with it, the \$17.7 million required for these improvements can be deferred.
3. The cost of the Western Bypass (\$150 million total cost from I-5 to the Sunset Highway) is not an inherent impediment since it can be divided into as many as seven different operable stages which can be implemented over an extended period of time as financing becomes available. With this approach, the project can be divided into increments costing between \$6.6 million and \$53.5 million, thereby making it possible to program the project over time. The two primary phases for the Bypass are 1) from I-5 to Highway 99W, and 2) from Highway 99W to the

Tualatin Valley Highway. The remaining phases involve addition of interchanges to the facility and improvements to Boones Ferry Road and 219th/216th/Cornelius Pass Road. The first phase (from I-5 to Highway 99W) would provide an operable facility providing a new connection between two state highways and therefore could be developed as an independent project or jointly with the remainder of the Bypass.

4. If sufficient financing is not available, a portion of the Bypass can be delayed (with a deferred cost of \$70 million) and, instead, further improvement to Highway 217 and Sunset Highway (\$17.7 million) could be implemented. The alternative of further improving Highway 217 and Sunset Highway would provide an acceptable highway system for the next 15 to 20 years in the event the Bypass cannot be fully implemented within that time. However, beyond 2005, the Bypass is needed to serve the full development of Washington County's Comprehensive Plan.
5. Land use issues regarding consistency of the Bypass with rural land uses need to be resolved before the Bypass can be constructed. These issues are most significant in the Highway 99W to T.V. Highway segment where significantly improved accessibility is provided. However, this segment is not immediately required to correct existing and short-term transportation problems. Furthermore, the Bypass is intended to serve currently planned regional travel needs rather than open up new areas for urban development. The Bypass is proposed as a limited access facility to minimize development pressures and does not rely on expansion of the Urban Growth Boundary to efficiently utilize the facility.
6. The most appropriate location for the Bypass is from I-5 north of Norwood Road to the Sunset Highway at Cornelius Pass Road. Alternative locations for the southern terminus at Stafford or Boeckman are not preferred because they are too far out of direction for the majority of users. Alternative locations for the northern terminus at Murray Road, 185th Avenue or west of 219th are not preferred due to cost, impact and inadequate traffic service.

#### Recommended Actions

1. Amend the Regional Transportation Plan to include the highway improvements identified on Maps R1 and R2. Map R1 depicts the Western Bypass and highway improvements directly affected by the Bypass. Map R2 depicts the remainder of the required highway improvements (a portion of which is already included in the RTP -- the remainder must be added; see pages 11-14 for details).



2. The overall program should be staged over time as financing becomes available with priority placed on those improvements that correct the most immediate problems. Presented in Section VI of this report is a Staging Plan to provide guidance on which improvements are most critical to correct existing and short-term problems and which can be deferred. The plan is simply a guideline and actual funding decisions that are made over time will need to consider up-to-date information on funding availability and the rate at which development creates the need for the improvement. The Staging Plan concentrates on the regional highway system and does not fully present when improvements are needed on the local, collector and minor arterial parts of the highway system. These improvements are more directly required to serve surrounding development and should be implemented by the local jurisdictions as those developments occur.

In addition, a Staging Plan is presented for both the "Bypass" and "Highway 217/Sunset Highway" alternatives -- both of which have a common Stage 1. If funding does not become available for the full Bypass, there is the opportunity to shift to the Highway 217/Sunset improvement for an interim period. As such, ODOT should identify areas where right-of-way would be needed for the Highway 217/Sunset Highway alternative and, together with the local jurisdiction, take action to protect the right-of-way from encroachment from development.

3. Elements of this improvement program are eligible for available funding from federal, state and regional sources. However, decisions to fund these improvements will be made in accordance with regional priorities established through JPACT and by the responsible funding agency taking into consideration needs throughout the region.
4. [ODOT and] Washington County should begin preliminary engineering (PE) on the Western Bypass with available funds from the Washington County serial levy. [Supplemental funding from ODOT to complete PE can be sought through the Six-Year Highway Improvement Program during next update, with an emphasis on Phase I from I-5 to Highway 99W (see #3 above regarding priorities).]
5. Amend the Regional Transportation Plan to add a transit trunk route on I-5 to the Tualatin Transit Station as reflected in Map R3 (the balance of the transit improvements identified on the map are already included in the RTP).
6. Tri-Met and the affected local jurisdictions should implement the already funded bus transfer stations and park-and-ride lots as expeditiously as possible. Service

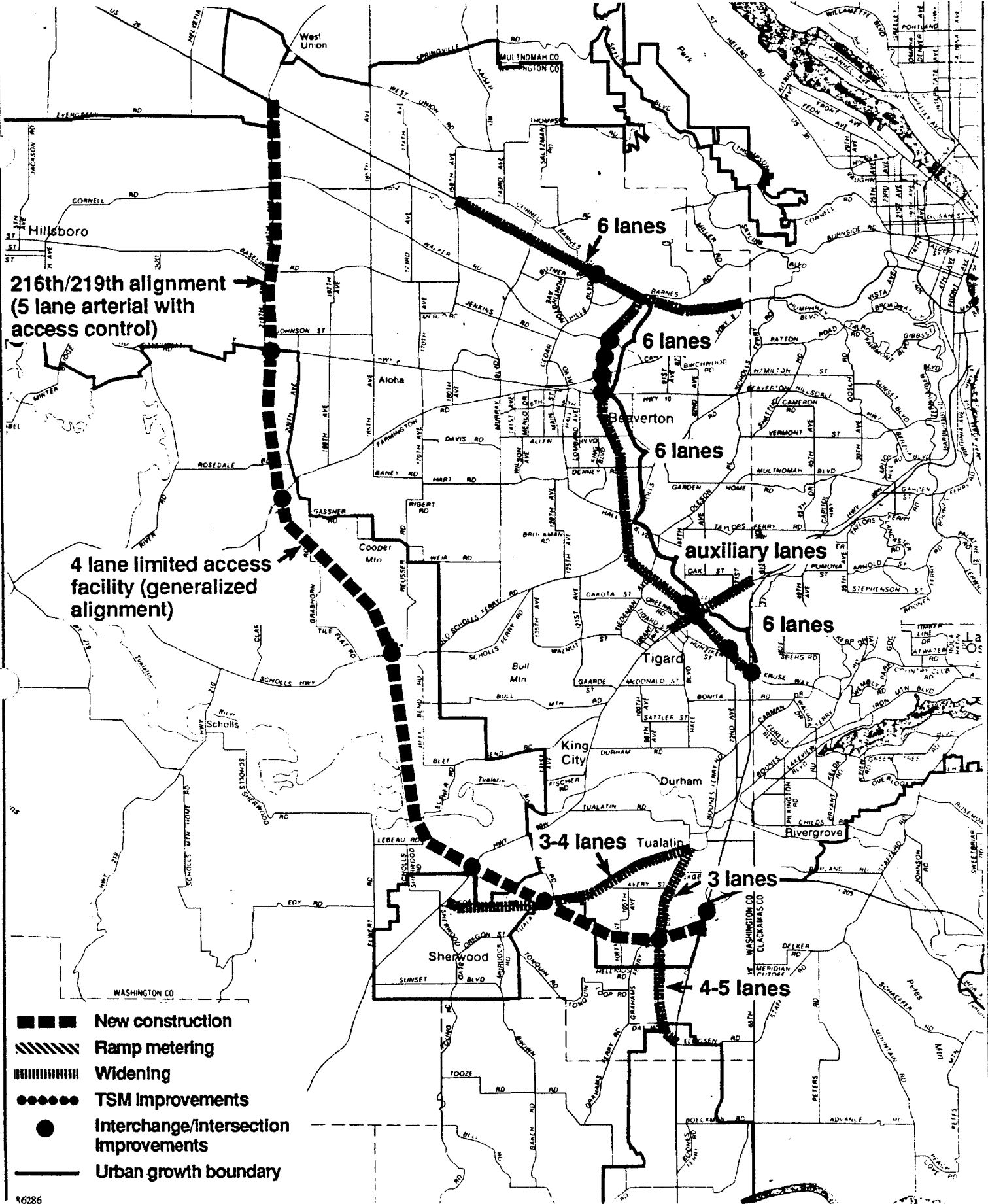
expansion is subject to funding availability and regional priorities. Construction of the Sunset LRT is subject to further analysis and adoption of a financial plan. However, in accordance with previously adopted policy, PE on the Sunset LRT can proceed with available funds from UMTA to prepare for a construction decision at a later date.







7. Metro and Washington County should execute an interagency agreement defining the process for ensuring consistency of the Bypass with local comprehensive plans and state land use policies. Such a process would entail the following steps:
  - a) Consistent with local, regional and state policies, Washington County should determine:
    1. If and where expansion of the Urban Growth Boundary is recommended;
    2. If and where exceptions to Goals 3 (Agriculture), 4 (Forest), 5 (Resource) and 14 (Urbanization) are necessary; and
    3. Where none are necessary.
  - b) Washington County and Metro will compile documentation required by local, regional and state policies to support necessary amendments to the Urban Growth Boundary.
  - c) Metro will consider adoption of necessary Urban Growth Boundary amendments and/or Goal 14 exceptions. Any UGB amendments proposed as a result of this process will be distributed to JPACT for review.
  - d) Washington County will compile documentation required by state, regional and local policies to support necessary exceptions to Goals 3, 4 and 5.
  - e) Washington County will consider adoption of necessary exceptions and changes to land use designations.

Conclusion of this process to satisfactorily establish consistency of the proposed Bypass with comprehensive plans is necessary before ODOT can publish the Environmental Impact Statement (EIS) required for the project. Documentation and actions produced through this process will provide input to the EIS.

Comprehensive Plan consistency for the Highway 99W to T.V. Highway segment is more significant than for the I-5 to Highway 99W segment. As such, the two segments could be separated and implemented as two separate projects with the I-5 to Highway 99W segment coming first. Although the two segments should be designed to be compatible with one another, the I-5 to Highway 99W segment would provide a logical, operable facility by itself in the event the remainder is not built.

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03/03/87



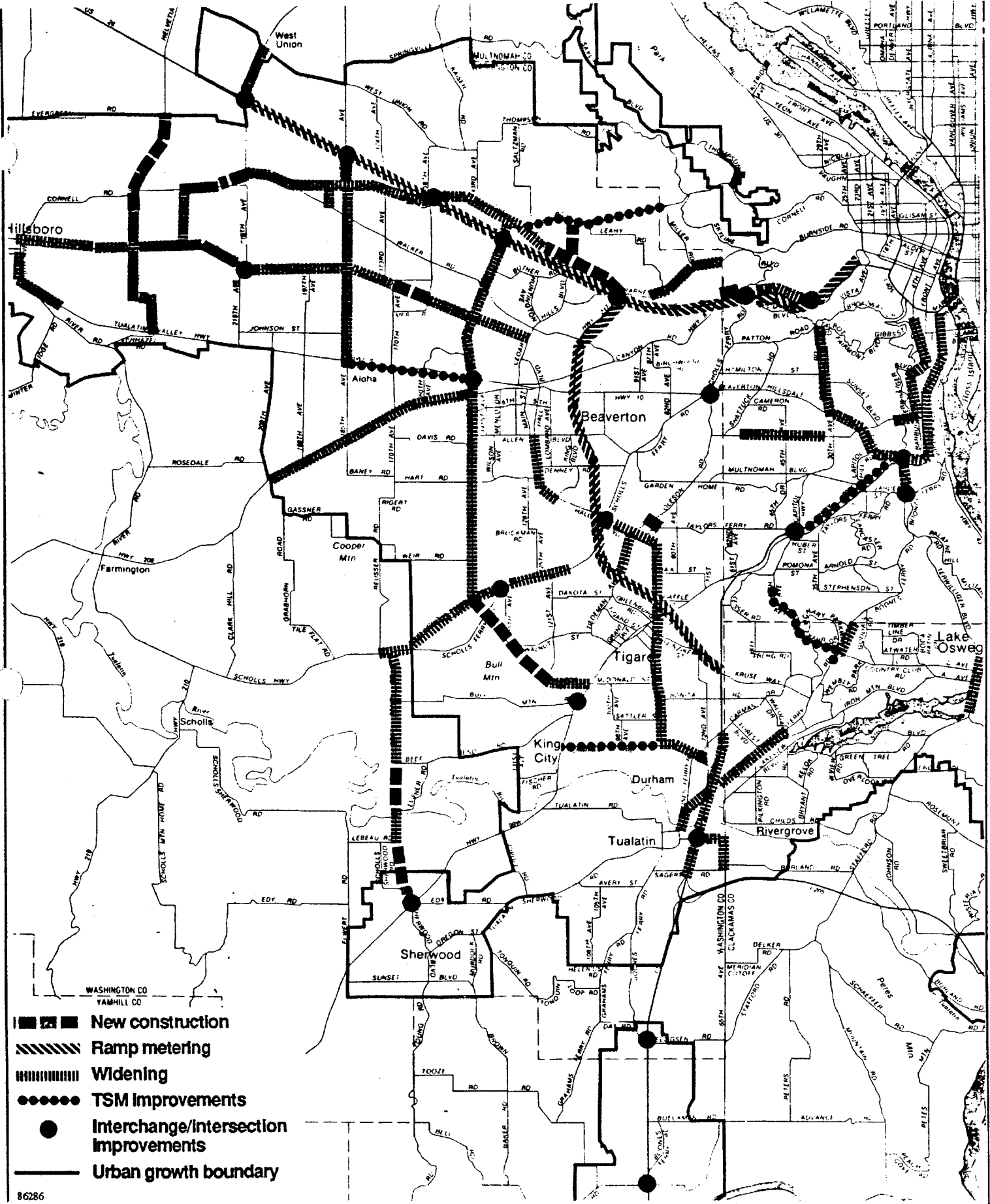
-  New construction
-  Ramp metering
-  Widening
-  TSM Improvements
-  Interchange/Intersection Improvements
-  Urban growth boundary

96286

**METRO**

Southwest Corridor Study  
*Recommended Projects for Western Bypass  
 Alternative (Part 1)*

Figure R1

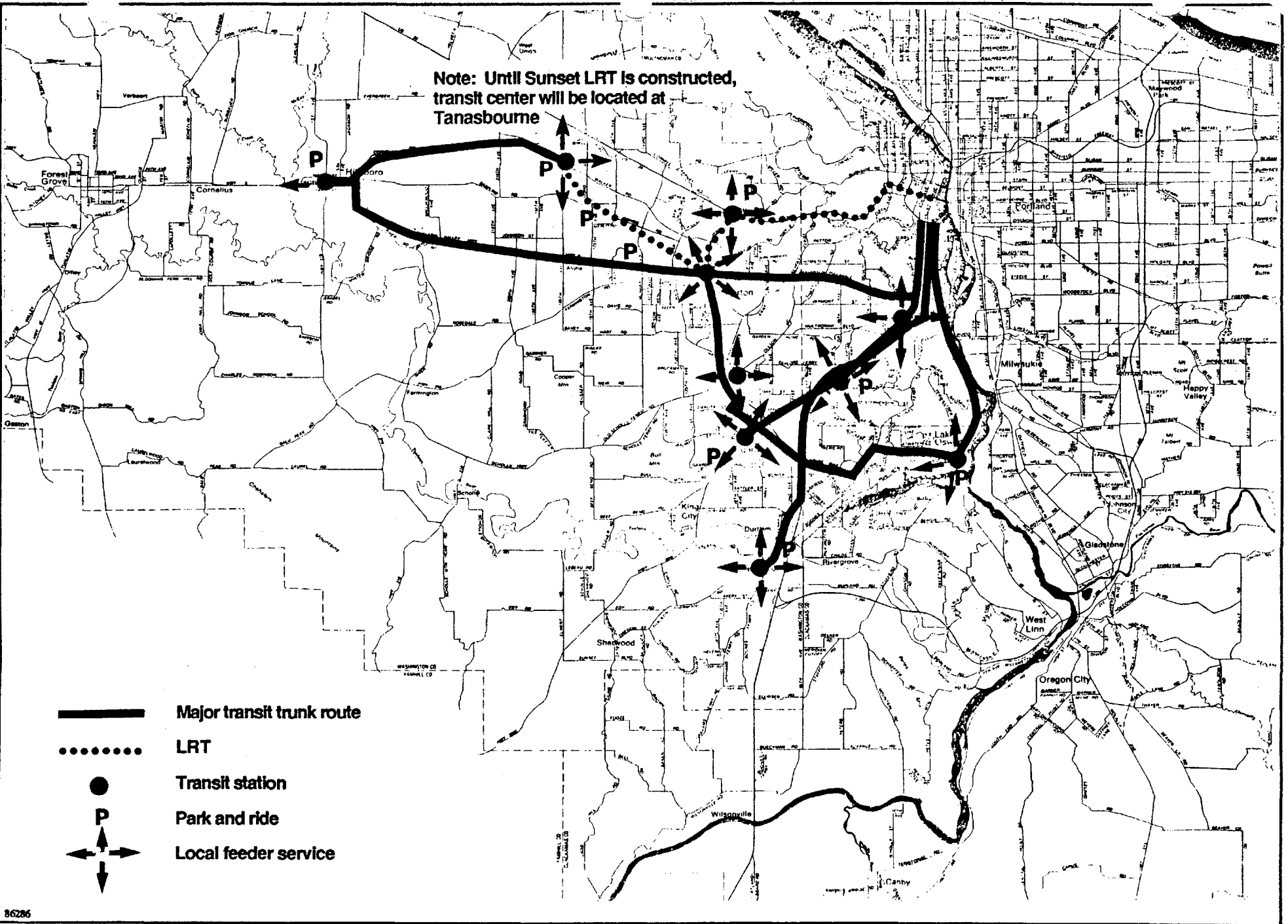


86286

**METRO**

Southwest Corridor Study  
*Recommended Projects (Part 2) &  
 Adopted RTP*

Figure R2



86286

Southwest Corridor Study  
Adoption Process and Schedule

1. Southwest Corridor Technical Advisory Committee: Approval of "Draft" Conclusions, Recommendations and Evaluation of Alternatives Report February 17, 1987  
1:30 p.m.
2. Southwest Corridor Citizens Advisory Committee: Adoption of position on "Draft" Conclusions, Recommendations and Evaluation of Alternatives Report February 19, 1987  
7:00 p.m.
3. Southwest Corridor Policy Advisory Committee: Approval of "Draft" Conclusions, Recommendations and Evaluation of Alternatives Report February 24, 1987  
7:30 a.m.
4. Transportation Policy Alternatives Committee: Approval of "Draft" Conclusions, Recommendations and Evaluation of Alternatives Report February 27, 1987  
8:30 a.m.
5. Joint Policy Advisory Committee on Transportation: Approval of "Draft" Conclusions, Recommendations and Evaluation of Alternatives Report March 12, 1987  
7:30 a.m.
6. a. JPACT - Conduct public hearings on "Draft" Conclusions, Recommendations and Evaluation of Alternatives Report Week of April 13  
(Tentative)  
b. Local Jurisdictions - Adopt resolutions on "Draft" Conclusions, Recommendations and Evaluation of Alternatives Report March 12 to April 30
7. Adoption of "Final" Conclusions, Recommendations and Evaluation of Alternatives Report by TPAC, JPACT and Metro Council
  - a. Transportation Policy Alternatives Committee (TPAC) May 1, 1987
  - b. Joint Policy Advisory Committee on Transportation (JPACT) May 14, 1987
  - c. Metro Council May 28, 1987

CONSIDERATION OF APPROVAL OF THE "DRAFT"  
SOUTHWEST CORRIDOR CONCLUSIONS, RECOMMENDATIONS  
AND EVALUATION OF ALTERNATIVES REPORT AND  
INITIATION OF A PUBLIC HEARING AND ADOPTION  
PROCESS

---

Date: March 13, 1987

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

The attached "Draft" Conclusions, Recommendations and Evaluation of Alternatives Report was approved by JPACT to allow it to proceed to a public hearing. Pending the outcome of the hearing, adoption of the "Final" report and amendment of the Regional Transportation Plan will return at a later date. This review is for information purposes only.

Background

The Southwest Corridor Study was undertaken to address unresolved transportation problems in the I-5 and Highway 217 corridors and recommend appropriate amendments to the Regional Transportation Plan.

The attached "Draft" report includes the Southwest Corridor Study Conclusions and Recommendations as approved by the Southwest Corridor Technical, Citizen and Policy Advisory Committees, the Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). In summary, TPAC comments that are reflected in the report are as follows:

1. A statement should be added to clearly indicate that the intent of the Bypass is to serve currently planned regional travel needs rather than open up new areas for urban development (see page iii, Conclusion No. 5).
2. If the land use planning process identified in this report results in any recommendations for an Urban Growth Boundary amendment, it should be circulated to JPACT for review (see page v, Recommendation No. 7).
3. The report should more clearly indicate that Phase I of the Bypass (from I-5 to Highway 99W) provides a logical, operable facility that could be developed as an independent project (see page ii, Conclusion No. 3).



4. The reference to ODOT seeking PE funds for the Bypass during the next Six-Year Highway Improvement Program update should be deleted (see page iv, Recommendation No. 4).
5. A statement should be added calling for ODOT to identify where right-of-way may be required for the Highway 217/Sunset Highway alternative and take action together with the local jurisdiction to protect the right-of-way from encroachment (see page iv, Recommendation No. 2).

The Conclusions and Recommendations also reflect one item included at the recommendation of JPACT:

1. Right-of-way should be reserved as part of the Western Bypass to allow for future transitway construction (see page iv, Recommendation No. 5).

In addition to the report amendments, both TPAC and JPACT recognized the need to set corridor priorities regionwide to integrate these Conclusions with needs throughout the rest of the region. JPACT requested that the regional priority process and criteria be clarified or established prior to adoption of the Final report on the Southwest Corridor Study.

The report also includes the Evaluation of Alternatives upon which the Conclusions and Recommendations are based. In total, the report is intended to delineate the alternatives available for meeting the transportation needs of the area, provide a factual basis for determining which alternative is preferred and recommend additions to the Regional Transportation Plan. After consideration of comments received through a public hearing and from interested local jurisdictions, an actual RTP amendment will be taken up for consideration. Attached is a tentative schedule for adoption.

AC/sm  
7024C/496-4  
03/13/87

Southwest Corridor Study  
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SOUTHWEST CORRIDOR CONCLUSIONS, RECOMMENDATIONS  
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INITIATION OF A PUBLIC HEARING AND ADOPTION  
PROCESS

---

Date: March 13, 1987

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

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4. The reference to ODOT seeking PE funds for the Bypass during the next Six-Year Highway Improvement Program update should be deleted (see page iv, Recommendation No. 4).
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The Conclusions and Recommendations also reflect one item included at the recommendation of JPACT:

1. Right-of-way should be reserved as part of the Western Bypass to allow for future transitway construction (see page iv, Recommendation No. 5).

In addition to the report amendments, both TPAC and JPACT recognized the need to set corridor priorities regionwide to integrate these Conclusions with needs throughout the rest of the region. JPACT requested that the regional priority process and criteria be clarified or established prior to adoption of the Final report on the Southwest Corridor Study.

The report also includes the Evaluation of Alternatives upon which the Conclusions and Recommendations are based. In total, the report is intended to delineate the alternatives available for meeting the transportation needs of the area, provide a factual basis for determining which alternative is preferred and recommend additions to the Regional Transportation Plan. After consideration of comments received through a public hearing and from interested local jurisdictions, an actual RTP amendment will be taken up for consideration. Attached is a tentative schedule for adoption.

AC/sm  
7024C/496-4  
03/13/87

Note to interested parties: Copies of the draft report are available upon request. Call the Metro Offices (221-1646, extension 201) to arrange for a copy.

Southwest Corridor Study  
Adoption Process and Schedule

1. Southwest Corridor Technical Advisory Committee: Approval of "Draft" Conclusions, Recommendations and Evaluation of Alternatives Report February 17, 1987  
1:30 p.m.
2. Southwest Corridor Citizens Advisory Committee: Adoption of position on "Draft" Conclusions, Recommendations and Evaluation of Alternatives Report February 19, 1987  
7:00 p.m.
3. Southwest Corridor Policy Advisory Committee: Approval of "Draft" Conclusions, Recommendations and Evaluation of Alternatives Report February 24, 1987  
7:30 a.m.
4. Transportation Policy Alternatives Committee: Approval of "Draft" Conclusions, Recommendations and Evaluation of Alternatives Report February 27, 1987  
8:30 a.m.
5. Joint Policy Advisory Committee on Transportation: Approval of "Draft" Conclusions, Recommendations and Evaluation of Alternatives Report March 12, 1987  
7:30 a.m.
6. a. JPACT - Conduct public hearings on "Draft" Conclusions, Recommendations and Evaluation of Alternatives Report Week of April 13  
(Tentative)  
b. Local Jurisdictions - Adopt resolutions on "Draft" Conclusions, Recommendations and Evaluation of Alternatives Report March 12 to April 30
7. Adoption of "Final" Conclusions, Recommendations and Evaluation of Alternatives Report by TPAC, JPACT and Metro Council  
a. Transportation Policy Alternatives Committee (TPAC) May 1, 1987  
b. Joint Policy Advisory Committee on Transportation (JPACT) May 14, 1987  
c. Metro Council May 28, 1987

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## United States Senate

COMMITTEE ON APPROPRIATIONS  
WASHINGTON, DC 20510-6025

February 16, 1987

FRANCIS J. SULLIVAN, STAFF DIRECTOR  
J. KEITH KENNEDY, MINORITY STAFF DIRECTOR

Mr. Richard Walker, Chairman  
Joint Policy Advisory Committee  
on Transportation  
2000 S.W. First Avenue  
Portland, Oregon 97201-5398

Dear Mr. Walker:

Thank you for your January 8, 1987, letter regarding federal interstate transfer grants to Oregon.

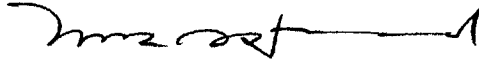
At this point in time, the administration has not yet transmitted to the Congress a proposed rescission request for these funds which was the basis of your inquiry. As you know, the transfer grant program, including the so-called 530 unobligated balances, would be delayed if such a rescission were submitted and, if actually approved by Congress, would be rescinded from obligation entirely.

All things considered, it is highly unlikely that such a request would be approved by Congress. Moreover, it appears in fact, that the administration has abandoned plans to make such a request. In the event such a rescission is proposed, however, please know that I will not support such a request and will move to block it's adoption.

Again, thank you for your interest in this important program.

With kindest regards,

Sincerely,



Mark O. Hatfield



U. S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION  
 OREGON DIVISION  
 The Equitable Center, Suite 100  
 530 Center Street N. E.  
 Salem, Oregon 97301

*Retis*  
 CC TIP  
 Subcommittee

1 RECEIVED FEB 17 1987

February 3, 1987

IN REPLY REFER TO

HAM-OR/710.32

Mr. L. W. Rulien  
 State Highway Engineer  
 Oregon State Highway Building  
 Salem, Oregon 97310

Dear Mr. Rulien:

Release of Obligational Authority-  
 Interstate Transfer Grants - Appropriation Code 580

My letter of December 31, 1986 advised that the unobligated balances of subject funds were withdrawn pending submission of a deferral message to the Congress. We have now been advised that these funds will not be included in a deferral message to the Congress.

Therefore, effective immediately, all funds previously withdrawn are hereby restored.

Sincerely yours,

*for* Dale E. Wilken  
 Division Administrator

PROGRAM SECTION

MANAGER  RESOURCE UNIT   
 FA UNIT  PROGRAM UNIT

FEB 04 1987

REFER TO \_\_\_\_\_

R/D \_\_\_\_\_ ACT \_\_\_\_\_ REPLY \_\_\_\_\_

DISC \_\_\_\_\_ INFO \_\_\_\_\_ FILE \_\_\_\_\_

CC: Richard Schmid  
 Wayne Schulte  
 Rick Sjolander

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# United States Senate

COMMITTEE ON FINANCE  
WASHINGTON, DC 20510

WILLIAM DIEFENDERFER, CHIEF OF STAFF  
MICHAEL STERN, MINORITY STAFF DIRECTOR

January 13, 1987

The Honorable J.E. "Bud" Clark  
METRO  
2000 S.W. First Avenue  
Portland, Oregon 97201-5398

Dear Bud:

Thank you for contacting me about reauthorization of the Surface Transportation Assistance Act.

I am well aware of the importance of this legislation to Oregon's highway program. I anticipate that the Senate will move expeditiously in considering a new Federal-Aid Highway Act. I share your concern over the need to release these funds to improve our nation's highways. As the debate develops, I will certainly keep your interests in mind.

Again, Bud, thanks for contacting me on an issue of mutual concern.

Sincerely,



BOB PACKWOOD

BP/jsb

cc: Rick Gustafson  
Margaret Strachan  
Dennis Buchanan  
Wes Myllenbeck  
Dale Harlan  
Loren L. Wyss





**METRO**

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

# Memorandum

Date: March 11, 1987  
To: JPACT  
From: Andy Cotugno, Transportation Director  
Regarding: I-205 LRT

House Bill 2270 has been introduced by Representative Ron McCarty to provide \$6 million toward preliminary engineering, land acquisition and construction of LRT in the I-205 Corridor. Associated with this is a provision of the Surface Transportation Act under consideration by Congress (Senate version) that would permit the transfer of Interstate funds currently set aside for buslanes along I-205 to rail purposes within that corridor. Use of the newly created "buslane transfer" funds requires initiation of preliminary engineering by September 30, 1989.

This matter is being brought before JPACT at this time because the opportunity to secure local matching funds for I-205 LRT is present through HB 2270, but the I-205 LRT is not, at this time, a regional priority for proceeding.

## Recommendation

The priority for seeking transit funding is as follows:

- A. Secure funding for capital and operating purposes for the existing system. Maintaining the existing system and providing for bus related capital improvements throughout the system is the first priority before funds to expand the LRT system.
- B. Seek local match to allow the next step toward LRT to proceed in three regional corridors:
  1. Sunset LRT -- proceed with preliminary engineering and Final EIS through UMTA with available and programmed UMTA Sec. 9 and Interstate Transfer funds.
  2. McLoughlin LRT -- consider proceeding with Alternatives Analysis/Draft EIS through UMTA with Interstate Transfer funds set aside in the McLoughlin Corridor Program.

3. I-205 LRT -- proceed with feasibility studies to determine whether or not to initiate preliminary engineering and a Final EIS through FHWA with available Interstate "buslane transfer" funds.
- C. Continue feasibility studies of LRT in Barbur and Macadam corridors and for extensions and branches and as needed, seek funds to conduct reconnaissance engineering to clearly specify alignments to be protected in local plans.

Legislation should be pursued to implement the above priorities. Funding for items lower on the priority should not be at the expense of higher priorities.

AC/gl  
7120C/D2

WANE HARDY CEASE  
MULTNOMAH COUNTY  
DISTRICT 10

REPLY TO ADDRESS INDICATED:

- Senate Chamber  
Salem, Oregon 97310-1347
- 2625 NE Hancock  
Portland, Oregon 97212



OREGON STATE SENATE  
SALEM, OREGON  
97310-1347

RECEIVED FEB 25 1987  
COMMITTEES  
Chair:  
Transportation  
Co-Chair:  
Water Policy  
Member:  
Revenue and School Finance  
Legislative Administration  
Sunset Review

February 18, 1987

The Honorable Rena Cusma  
Executive Officer  
METRO  
2000 S.W. First Avenue  
Portland, Oregon 97201

Mr. Richard Waker  
Presiding Officer  
METRO COUNCIL  
2000 S.W. First Avenue  
Portland, Oregon 97201

Dear Rena and Dick:

We are interested in moving the proposed I-205 corridor light rail project toward implementation. We understand that Interstate funds currently identified for construction of a transit busway in the I-205 corridor may become available through the Surface Transportation Act of 1987 for use on a substitute light rail transit project in the corridor. We also understand that opportunity must be taken advantage of by September 1989 and that the funds would be restricted to LRT in the I-205 corridor.

We urge that METRO complete its feasibility study of LRT in the I-205 corridor to determine if the project should be advanced into preliminary engineering. We understand that light rail is also under study in other metro area corridors and recognize that it will be necessary to set priorities prior to construction. We feel, however, that it is essential to take advantage of the unique window of opportunity to use the Interstate funds between now and September 1989.

With respect to the requirement for local matching funds, we support the proposed state legislation to provide transit capital funds as a source of local match for engineering purposes. In addition, we suggest the region approach the Port of Portland to commit local matching funds for the connection to Portland International Airport.

METRO COUNCIL  
Hon. Rena Cusma  
Mr. Richard Waker  
February 18, 1987  
Page Two

Thank you.

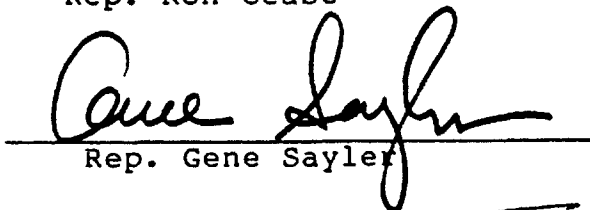
Sincerely,

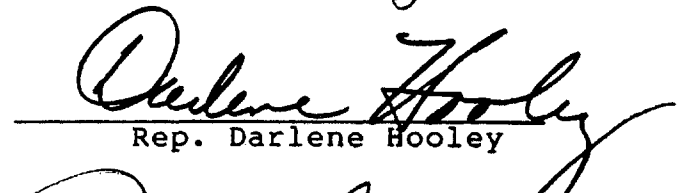
  
Sen. Jane Cease

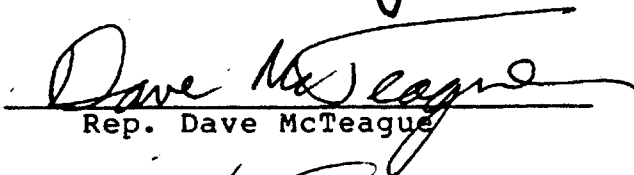
  
Sen. Frank Roberts

  
Rep. Ron Cease

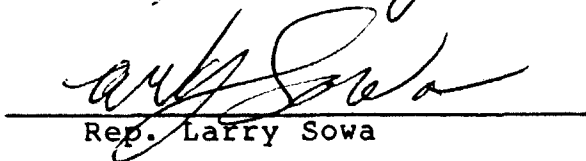
  
Rep. Ron McCarty

  
Rep. Gene Saylor

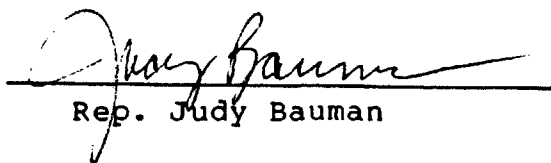
  
Rep. Darlene Hooley

  
Rep. Dave McTeague

  
Sen. Joyce Cohen

  
Rep. Larry Sowa

  
Sen. Bill Kennemer

  
Rep. Judy Bauman

  
Sen. Rod Monroe

# House Bill 2270

Ordered printed by the Speaker pursuant to House Rule 12.00A (5). Pre-session filed (at the request of Representative Ron McCarty)

## SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Creates Interstate 205 Corridor Transit Project Fund. Appropriates \$6 million to fund from General Fund.

## A BILL FOR AN ACT

1  
2 Relating to mass transportation; and appropriating money.

3 **Be It Enacted by the People of the State of Oregon:**

4 **SECTION 1.** There is created the Interstate 205 Corridor Transit Project Fund, separate and  
5 distinct from the General Fund. The moneys in the fund and the interest earnings of the fund are  
6 appropriated continuously to the Public Transit Division of the Department of Transportation for  
7 the purpose of financing preliminary engineering studies, land acquisition and construction for the  
8 Interstate 205 Corridor Transit Project along Interstate 205 from the Portland International Airport.

9 **SECTION 2.** There is appropriated to the Interstate 205 Corridor Transit Fund established in  
10 section 1 of this Act, out of the General Fund, the sum of \$6 million. This appropriation and the  
11 interest earnings from the moneys are continuously available for the purposes of the Interstate 205  
12 Corridor Transit Project.

13

---



**METRO**

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

# Memorandum

Date: March 11, 1987  
To: JPACT  
From: Andy Cotugno, Transportation Director  
Regarding: SECTION 3 "TRADE" LETTER OF INTENT

The TIP Subcommittee has initiated a process to update the allocation of Section 3 "Trade" funds and determine whether reallocation of a portion of the funds is appropriate and to what purpose. This memo is intended as a general status report to seek the concurrence of JPACT of the actions being undertaken.

## Background

The Section 3 Letter of Intent provides a commitment of \$76.8 million to the Portland region for the period FY 1987-88 for "bus-related" capital improvements plus a portion to the Banfield LRT. The current status of the program is as follows:

1. \$48.4 million of grants have been awarded to Tri-Met and is in the process of being spent to implement projects.
2. Of the remaining \$28.4 million, \$20-\$22 million can be programmed on projects within the next several years.
3. \$6-\$8 million of the funds could be reallocated to purposes other than that originally intended at the time the funds were "traded" with Interstate Transfer. The originally intended purposes include:
  - a. the Westside Corridor transit project with elements in both Washington County and the City of Portland;
  - b. Portland transit transfer improvements;
  - c. Clackamas County transit improvements.

(Note: The Banfield LRT was the other element of this regional transit improvement program with other funding sources.)

## Proposed Actions

1. Seek extension of the Letter of Intent from FY 1988 to FY 1992.
2. Firm up all appropriate projects to implement the intent of the previous allocation; identify projects, responsibilities, local match, schedule, etc.
3. Return to JPACT with a recommendation to allocate excess funds to an alternate purpose. Possibilities include:
  - a. Supplement to Tri-Met Sec. 9 for routine capital purposes
  - b. Park-and-ride lots at 162nd/Burnside and in Gresham
  - c. Bus fleet expansion
  - d. South extension of transit mall
  - e. Additional Banfield LRT vehicles
  - f. Portland International Airport station
  - g. Sunset LRT advance right-of-way acquisition
  - h. Extension of LRT on Morrison/Yamhill to S.W. 18th
  - i. I-205 LRT
  - j. Jefferson Street trolley or LRT
4. If rail projects are selected an additional amendment will be required to the Letter of Intent to permit rail purposes.

AC/gl  
7119C/D2

# CITY OF MILWAUKIE



PUBLIC WORKS DEPARTMENT  
in the City Hall • phone 659-5171

Mr. Ron Thom  
JPACT Representative  
Cities of Clackamas Counties  
METRO  
2000 S.W. First Avenue  
Portland, Oregon 97201-5398

Re: Light Rail Corridors  
Funding/Priorities

Dear Mr. Thom:

The City of Milwaukie has concerns as to the potential effect of legislation pending for funding of preliminary engineering for the I-205 LRT project. Our concern is not with the need for LRT in the I-205 Corridor but with the attempt to circumvent the local process for prioritization of all transportation projects in the METRO Region.

To date, studies have been initiated and are in various stages of completion including the Sunset and McLoughlin LRT Corridors. Until the studies and prioritization of ALL LRT Corridors is completed, funding should be left in a generic mode for ALL LRT Corridors. As an example, the 1984 Milwaukie/McLoughlin METRO study indicated a strong need for LRT in that corridor.

The current proposal of HB 2270 seemingly is intended to put the I-205 LRT in first priority without consideration of the Sunset or McLoughlin LRT options. This is the point that Milwaukie raises it's objection. The region has a process that works well, albeit sometimes combersome, and has served the METRO agencies in successfully acquiring funding for regional highway and transit projects.

METRO staff is proposing a three step concept which Milwaukie supports in concept. I understand that JPACT will be considering these options at the Thursday, 12 March 1987 JPACT meeting. The proposal is (in priority) to:

- \* fund capital and operations for existing transit routes and facilities.
- \* seek local match for all three major LRT corridors (Sunset, McLoughlin and I-205) to procede to the draft EIS stage as soon as possible to be in a good posture for funding based on priority.
- \* fund reconnaissance studies for Macadam, Barbur Blvd and other minor routes.

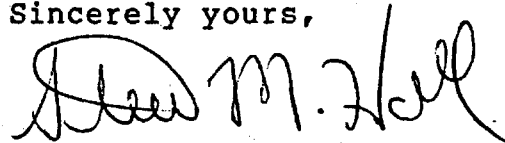


- \* In general, legislation should be pursued for funding these projects on a regional priority. Projects rated lower shall not be funded at the expense of higher priority projects.

If these priorities are followed and legislation revised, Milwaukie has no objection to the legislative proposal jointly sponsored by Multnomah and Clackamas Counties and the Port of Portland. Should the funding proposal continue to place the I-205 LRT ahead of other LRT corridors without following the regional prioritization process, Milwaukie will continue to object to the pending legislation (HB 2270)

Please present these concerns to the JPACT meeting on 12 March 1987. Thank you for your assistance. I must also note that this request is on behalf of Milwaukie, and not as a TPAC representative for the Cities of Clackamas County.

Sincerely yours,



Steven M. Hall, P.E.  
Public Works Director

cc: Hugh H. Brown, City Manager  
William Adams, Community Development Director  
Andy Cotugno, METRO Transportation Director  
Winston Kurth, Director of Transportation & Development  
George VanBergen, METRO Councilor  
Representative Randy Miller  
Representative Dave McTeague  
Representative Larry Sowa  
Representative Bill Kennemer  
Representative Joyce Cohen  
Representative Ron McCarty  
Port of Portland  
Multnomah County

COMMITTEE MEETING TITLE JPACT

DATE 3-12-87

NAME

AFFILIATION

NAME	AFFILIATION
M- <del>Bob Dunwood</del>	CLACKAMAS COUNTY
M- TOM BRIAN	Cities of Washington Co. (Mayor of Trout)
M- FRED HANSEN	DEQ
M- Pauline Anderson	Multnomah County
M- <del>Jim Allison</del>	Tri-Met
M- LLOYD ANDERSON	Port of Portland
MA- Larry Dero	Cities of E. Multnomah Cty.
M- <del>Sam S. Cooper</del>	Metro
M- Ron Thom	Cities of Clackamas County
M- George Van Bergen	Metro
M- Marc Madson	Metro
M- RICHARD WAKER	METRO
M- Bonnie Hays	Washington County
M- Earl Blumenauer	Portland
G- Thomas J. Sand Jensen	Clackamas County
G- R. DANIELS	WASHINGTON CO.
G- BOB WARVER	WASH. Co.
G- ROY ROGERS	WASH. Co.
G- MIKE MCKILLIP	City of Tualatin
G- RICHARD N. ROSS	CITY OF GRESHAM
G- Frank Angelo	Washington Co.
G- <del>John Fry</del>	CEI
Mpd. HARRY BODINE	OREGONIAN

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

DATE \_\_\_\_\_

NAME

AFFILIATION

NAME	AFFILIATION
S- Cathy Thomas	Metro
S- Vickie Rucker	Metro
G- Gwendolyn L. Ball	I-5 Comm. Trans. Com.
S- Richard Brandman	Metro
G- STEVE DOTTERER	City of Portland
G- Gil Mallery	Reserve Center
G- Bebe Rucker	Port of Portland
G- <del>Insid Absene</del>	Mult Co.
G- Ted Fera	ODOT
S- Bill MANDERFIELD	City of Sherwood
S- JAMES RAPP	City of Sherwood
S- Robert Hart	METRO
S- James Joseph	METRO
S- Lee Haines	TRI-MET
G- Howard Harris	DER
G- Ray Kiani	CBT
G- LARRY COLE	CITY OF BEAVERTON
Med. Judge Harrington	The Oregonian
G- PAUL HAINES	CITY OF CAKE OSWEGO
M- Rick Kuehn	ODOT