

CONSIDERATION OF RESOLUTION NO. 85-576 FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT
PROGRAM TO INCLUDE AN INTERSTATE BRIDGE
NORTHBOUND LIFT SPAN IMPROVEMENT PROJECT

Date: May 20, 1985

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

This action will amend the Transportation Improvement Program (TIP) to include a new project to make lift span improvements on the northbound Interstate Bridge:

I-5 Lift Span Improvements - 4R

Federal-Aid Interstate 4R Funds

Construction	\$1,033,000
Match	87,000
	<u>\$1,120,000</u>

Background and Analysis

The northbound Interstate Bridge trunnion shaft, counterweight cables and haul cables are showing wear to the extent of needing replacement. It is recommended that corrective action be undertaken and that this be done concurrent with the previously approved (Resolution No. 84-528) bridge rail replacement work.

TPAC has reviewed this project and recommends approval of Resolution No. 85-576.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-576.

AC/BP/srs
3605C/411-3
06/03/85

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 85-576
TRANSPORTATION IMPROVEMENT PROGRAM)	
TO INCLUDE AN INTERSTATE BRIDGE)	Introduced by the Joint
NORTHBOUND LIFT SPAN IMPROVEMENT)	Policy Advisory Committee
PROJECT)	on Transportation

WHEREAS, Through Resolution No. 84-498, the Council of the Metropolitan Service District (Metro) adopted the Transportation Improvement Program (TIP) and its FY 1985 Annual Element; and

WHEREAS, The Oregon Department of Transportation has requested that a new project utilizing Federal-Aid Interstate 4R funds be added to the TIP; and

WHEREAS, This project will replace the trunnion shaft, counterweight cables, and haul cables on the northbound Interstate Bridge; and

WHEREAS, It is necessary that projects utilizing the noted funds be included in the TIP in order to receive federal funds; now, therefore,

BE IT RESOLVED,

1. That Federal-Aid Interstate 4R funds be authorized for an Interstate Bridge northbound lift span improvement project.

Federal	\$1,033,000
Match	<u>87,000</u>
	\$1,120,000

2. That the TIP and its Annual Element be amended to reflect this authorization.

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

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1985.

Ernie Bonner, Presiding Officer

AC/BP/srs
3605C/411-3
06/03/85

CONSIDERATION OF RESOLUTION NO. 85-577 FOR THE
PURPOSE OF ADOPTING AN INTERIM SPECIAL NEEDS
TRANSPORTATION PLAN

Date: May 23, 1985

Presented by: Richard Brandman

Proposed Action

Recommend adoption of the attached resolution which would amend the Regional Transportation Plan to incorporate an Interim Special Needs Transportation Plan.

This plan establishes goals and policy direction for serving the transportation needs of the elderly and handicapped populations during the next several years. The plan provides the basis for approving capital expenditures for special needs transportation during this timeframe.

This plan is an interim plan because it calls for the evaluation of a number of alternative service experiments now underway. When the evaluation of these experiments is completed, the plan will be revised to reflect a more definitive long-range objective.

TPAC has reviewed this plan and recommends approval of Resolution No. 85-577.

FACTUAL BACKGROUND AND ANALYSIS

The Urban Mass Transportation Administration planning regulations require metropolitan areas to plan and provide for the transportation needs of the elderly and handicapped by making "special efforts" to provide accessible transit service to those populations.

In this region, accessible transit service is provided by Tri-Met through a combination of modes. The modes include "regular" transit service to the able-bodied elderly, wheelchair accessible buses on a portion of Tri-Met's routes, and the Tri-County LIFT program, which provides wheelchair accessible door-to-door service.

During the past 18 months, Tri-Met has engaged a Special Needs Transportation Advisory Committee (SNTAC) to examine the transportation needs of the elderly and handicapped, and to make recommendations to the Tri-Met Board regarding improving service and optimizing cost-effectiveness of service to these groups.

SNTAC met for several months and held two public meetings to formulate its recommendations which were adopted as policies by the Tri-Met Board in July 1984. These policy recommendations are the basis of this interim plan.

One of the recommendations of the SNTAC group was for Tri-Met to establish a standing Committee on Accessible Transportation (CAT) to further examine special needs transportation service issues. This committee was established and is composed primarily of affected user groups, as well as Tri-Met and Metro representatives. CAT has reviewed this interim plan and unanimously recommends its approval to the Metro Council and the Tri-Met Board.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-577.

RB/srs
3624C/411-3
06/03/85

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 85-577
INTERIM SPECIAL NEEDS TRANSPORTA-)
TION PLAN) Introduced by the Joint
) Policy Advisory Committee
) on Transportation

WHEREAS, The Regional Transportation Plan (RTP) calls for the inclusion of a Special Needs Transportation element; and

WHEREAS, A broad-based effort was established to obtain community input into a plan for the development of transportation services for the elderly and disabled; and

WHEREAS, This effort resulted in the formulation of the policies included in the Interim Special Needs Transportation Plan; and

WHEREAS, These policies were adopted by the Tri-Met Board in July 1984; and

WHEREAS, This plan was reviewed and unanimously recommended for approval by Tri-Met's Committee on Accessible Transportation; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District hereby adopts the Interim Special Needs Transportation Plan as an Appendix to the RTP.

2. That the appropriate goals, policies, and programs will be incorporated into the RTP at its next update.

3. That this interim plan will be amended in approximately two years following the evaluation of alternative service experiments now underway.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1985.

Ernie Bonner, Presiding Officer

RB/srs
3624C/411-3
06/03/85

DRAFT

INTERIM SPECIAL NEEDS TRANSPORTATION PLAN

Metropolitan Service District
and
Tri-Met

May, 1985

INTERIM SPECIAL NEEDS TRANSPORTATION PLAN

Introduction

Since 1980, Tri-Met has assumed the responsibility for coordinating regional transportation for the elderly and disabled. In addition to providing regular fixed route transit service, services include some fixed route transit lines with accessible buses, and for those unable to use Tri-Met buses, the Tri-County door-to-door LIFT program. Other services include the registration of clients, the distribution of Federal Section 18 funds which provide capital and operating assistance for special needs transportation services in rural areas, the purchasing of equipment, and funding for subcontracted special transportation services. The total FY 1985 Tri-Met operating budget for special needs transportation is approximately \$2.6 million, excluding the capital cost of lift devices.

Tri-Met's transportation efforts for the Transit Handicapped have been guided by its "Section 504 Transition Plan" which was adopted by the Tri-Met Board of Directors in 1980. The Transition Plan was required by the Federal Department of Transportation (DOT) from any transit agency receiving federal funds, but not yet 50 percent fixed-route accessible. Tri-Met's efforts are also directed by Section 267.240 of the Oregon Revised Statutes.

In 1981, DOT's Transportation Handicapped regulations and ORS 267.240 were revised to allow more flexibility in providing special transportation. The federal government now requires that "special efforts" be made to provide accessible transit service and has released new proposed regulations. The state of Oregon requires that transit districts provide a program of transportation for the disabled that is comparable to regular transit service. The decision as to the extent of the service provided, and the manner in which it is provided, is left to the discretion of the transit agency with significant input from the disabled community.

In addition to regulations governing service for the Transportation Handicapped, Tri-Met also operates under state and federal regulations requiring discounted fares for the elderly. State and federal regulations mandate a maximum half-fare for the elderly and handicapped during non-peak hours.

In 1984, the Tri-Met Board created a Special Needs Transportation Advisory Committee. The report and recommendations of this committee form the basis of the Interim Special Needs Transportation Plan.

Statement of Purpose

Transit handicapped people are citizens with the same needs as other transit riders and, therefore, certain costs must be incurred to meet those needs.

Thus, it is the intent of this plan to provide parity of transit service between transit handicapped and non-transit handicapped people within realistic costs and the intent of the federal guidelines.

System Requirements

A multi-modal system should be used to address the needs of the transit handicapped. It is estimated that there are 50,000 transit handicapped people in this region (Attachment II); 40,000 of them can use the regular transit system with varying degrees of difficulty. Of the remaining 10,000 transit handicapped people, 7,200 need door-to-door service for a variety of reasons.

The majority of transit handicapped people are over the age of 65, and this population, as well as other transit handicapped groups, will continue to grow. Recognizing this trend, paratransit services need to be an integral part of the special needs transportation program. However, there should be a consistent effort to provide the transit disabled sufficient opportunity to mainstream by operating some accessible fixed-route service and/or light rail service in each section of the metropolitan area.

Standards for the System

The following standards should be applied to the system to ensure quality service:

- Is regular consumer feedback built in to the system?
- Is the service reliable?
- Does the service meet minimum federal, state and local regulations?
- Does the service have accessible public information?

Criteria to be Considered when Developing Programs and Budgets

- Maximizes number of rides provided
- Optimizes cost-effectiveness of alternative service options
- Provides parity of service (waiting time, fares) with general population
- Mainstreams into general public to extent possible
- Considers impact on non-disabled rider
- Maximizes other Tri-Met funding and is, in fact, fundable
- Does not significantly hinder bus or rail schedules
- Program additions/deletions are properly prioritized and an appropriate timetable for phasing is developed
- Program additions/deletions contribute to a multi-modal system so that no subgroup is excluded

Policies

In July 1984, the Tri-Met Board adopted the following as policies with respect to special needs transportation services. The policies are based on the final recommendations of the Special Needs

Transportation Advisory Committee and are now being implemented by Tri-Met staff:

1. Establish a standing committee on special needs transportation.
2. Develop an independent, annual program and financial audit of all Tri-Met special needs transportation services.
3. Consolidate all Tri-Met special needs transportation staff and budget resources.
4. Examine the feasibility of using a paratransit corporation to broker all special needs transportation services.
5. Retain the optimum number of fixed-route accessible routes (up to 11 -- not less than four) using the more reliable ADB lift-equipped buses.
6. Establish a two-year experiment providing alternative demand/response service along the routes served by the articulated buses. When the experiment begins, eliminate lift use on the articulated buses.
7. Paratransit service:
 - a. Continue Tri-County LIFT program.
 - b. Evaluate the following experiments:
 - corridor service
 - rapid response, taxi-type service to supplement both the Tri-County LIFT program and corridor service
 - increased use of volunteers
 - c. Examine cutting the Tri-County LIFT program prior notice requirement to 24 hours or less.
 - d. Examine establishment of a computerized dispatch system for the Tri-County LIFT program.
8. To increase community accessibility, Tri-Met will work cooperatively with the cab companies to make accessible cabs (accessible without transferring) available at the same fare charged non-disabled users. Tri-Met will look into availability of federal grant money to assist in the purchase of accessible taxis.
9. Establish wayside lifts at all Banfield light rail stations. The standing committee should study the feasibility of high platform access for all future light rail stations.

10. Establish 16-hour daily special needs transportation non-recorded telephone service (to include a TTY system for people who are hearing impaired) subcontracted for times other than regular Tri-Met business hours.
11. Seek additional and/or alternative funding specifically for special needs transportation programs (over and above the 3 percent proposed federal requirement):
 - a. Consider an increased fare for Honored Citizens not to exceed \$.10 which is within the federal guidelines.
 - b. Consider a standardized Tri-County LIFT fare of \$.50.
 - c. For the purposes of continuity and consistency, Tri-Met will explore the establishment of an ongoing, dedicated source of funding for the special needs transportation program.
12. In cooperation with people who use wheelchairs and other mobility aids, improve securement systems on all vehicles.

Current Service

In July 1984, the Tri-Met Board resolved that, until a dedicated source of special needs transportation funding is secured, Tri-Met's annual funding of all SNT services shall not exceed 3.5 percent of Tri-Met's total annual operating budget. The majority of these funds are being expended to operate the LIFT program and to provide accessible fixed route service.

Fixed route accessibility is presently provided by 162 lift-equipped buses which provide accessibility on approximately 25 percent of Tri-Met's regionwide service. It is also important to note that, in 1985, only 33 percent of all transit stops are accessible to wheelchair users.

LIFT Program (subcontracted door-to-door) service is provided by approximately 80 vehicles. Fifty-four of these vehicles are owned by Tri-Met with the remainder provided by contractors or agencies receiving rides. It is Tri-Met's goal to ultimately provide all vehicles to reduce the cost of service purchased through the subcontractors.

In addition to these services, a number of private, nonprofit social service agencies provide special needs transportation services to their clients using 16(b)(2) capital assistance funds from the Urban Mass Transportation Administration. The services these agencies provide are reviewed by Tri-Met to assure that Tri-Met cannot provide the same service more efficiently.

An ongoing Committee on Accessible Transportation (CAT) is meeting at least monthly to review all special needs transportation services provided in the region and to consider policy changes to produce

higher efficiency and/or quality. Following an evaluation of the alternative service experiments currently being implemented, this interim plan will be revised to reflect a more definitive long-range objective with respect to special needs transportation services.

RB/gl
3139C/411-4
05/02/85



Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: June 4, 1985

To: JPACT

From: Richard Brandman, Metro ^{RB}
Merlyn Hough, DEQ

Regarding: Update of Portland Ozone Strategy

Overview

DEQ and Metro staff, with the help of the Environmental Protection Agency (EPA), have re-evaluated the Portland ozone strategy adopted by the Metro Council and the Environmental Quality Commission in 1982. The results of this re-evaluation and update have been encouraging.

The Portland-Vancouver Air Quality Maintenance Area (AQMA) marginally reached attainment of the federal ozone standard in 1984, ahead of the expected 1987 attainment date, for the following reasons:

1. A region is allowed to exceed the federal ozone standard no more than three times in three years. The Portland-Vancouver area experienced more normal meteorology during 1982-84 than during the 1979-81 period (notably the August 1981 heat wave) on which the 1982 ozone strategy was based. This resulted in only three violations of the ozone standard at the worst monitoring locations during 1982-84, as compared to six violations during 1979-81.
2. Volatile Organic Compound (VOC) emissions decreased substantially from 1980 to 1983. These reductions, from stationary and mobile sources, were due to improved pollution control equipment (as expected by the 1982 strategy), the implementation of various transportation control measures, and lower industrial production and traffic volumes than forecast, due to the recession (not anticipated in the 1982 strategy).

Compliance with the ozone standard is expected to be maintained between now and 1987, the critical period, and marginally through at least the year 2005. (See Technical Appendix.) This forecast provides the Metro Council and the Environmental Quality Commission with the flexibility to consider at least the following options:

JPACT

June 4, 1985

Page 2

1. Redesignate the area as attainment for ozone, but continue the use of a defined VOC growth increment;
2. Redesignate the area as attainment for ozone, and adopt additional control measures to ensure continued attainment and provide room for growth and development.
3. Retain the current ozone nonattainment status for the Portland-Vancouver AQMA, but increase the available VOC growth increment based on the updated database; and
4. Retain the nonattainment status, and require VOC offsets for new industrial emissions.

Each of these options has its own advantages and disadvantages. These will be reviewed with the Portland Air Quality Advisory Committee and returned later to TPAC and JPACT with a recommendation.

RB/MH:lmk

Technical Appendix

1985 OZONE UPDATE

Metro recently completed its annual analysis of 1983 and 1987 mobile source emissions. This analysis used EPA's Mobile 3 emission factors supplied by the DEQ and revised population and employment forecasts adopted by Metro in September 1984. Following are the results of the analysis:

Mobile Source Emissions

(Emissions are kilograms/day)

1983

	<u>Oregon</u>	<u>Washington</u>	<u>Total</u>
HC	63,060	13,000	76,060
NO _x	62,080	11,290	73,370
VMT	15,043,270	2,630,110	17,673,380

1987

	<u>Oregon</u>	<u>Washington</u>	<u>Total</u>
HC	43,840	9,790	53,630
NO _x	54,240	10,380	64,630
VMT	16,462,760	2,914,860	19,377,620

Findings of the Transportation Analysis

- . Regionwide, mobile source hydrocarbon emissions will decrease by 30 percent (22,430 kg/day) between 1983 and 1987.
- . From 1983 to 1987, Oregon reduces its emissions by 31 percent; Washington reduces its emissions by 25 percent.
- . In 1983, emissions are 83 percent Oregon produced and 17 percent Washington produced.
- . In 1987, emissions are 82 percent Oregon produced and 18 percent Washington produced.
- . In 1987, regionwide emissions are 3,100 kg/day lower than previously forecast in the 1983 ozone update.
- . In 1987, regionwide VMT is 3,049,000 miles per day lower than forecast in the 1983 ozone update.
- . The predominant reason for the lower emission and VMT forecasts are the lasting effects of the recession in which the region lost 39,000 jobs between 1980 and 1983.

- . Further analysis by the DEQ shows that an additional 13 percent (7,000 kg/day) reduction of transportation emissions may result by 1995. However, further reductions beyond 1995 are unlikely due to unchanged new car emission standards and increases in regionwide travel.

Findings of the Stationary Source Analysis

DEQ revised their stationary source emission inventory using actual industrial output for 1983 and new projections for 1987 based on permitted levels of production.

Stationary Source Emissions

(Emissions are kilograms/day)

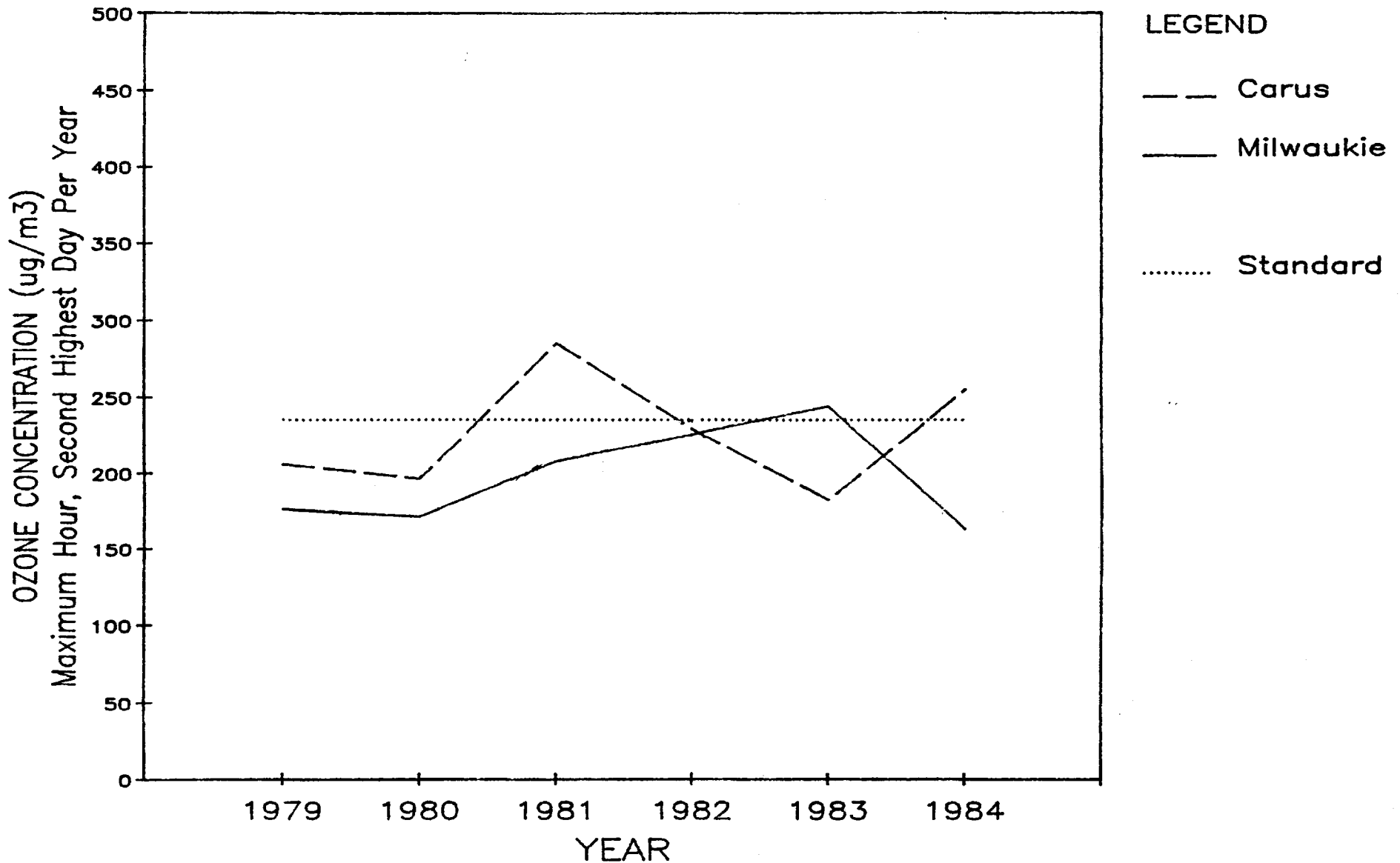
	<u>1983</u>		
	<u>Oregon</u>	<u>Washington</u>	<u>Total</u>
Hydrocarbons	59,970	10,650	70,620
	<u>1987</u>		
	<u>Oregon</u>	<u>Washington</u>	<u>Total</u>
Hydrocarbons	75,200	12,000	87,200

- . The analysis shows that the reduction in mobile source emissions between 1983 and 1987 will be partially offset by an increase in stationary source emissions of 16,580 kg/day. (This results from the recovering economy. Industries are expected to increase their output to permitted levels by 1987.)
- . An additional 8,000 kg/day of hydrocarbon emissions are forecast by the year 2005 from population growth. This does not include any increase from new major sources of hydrocarbons.

Conclusions

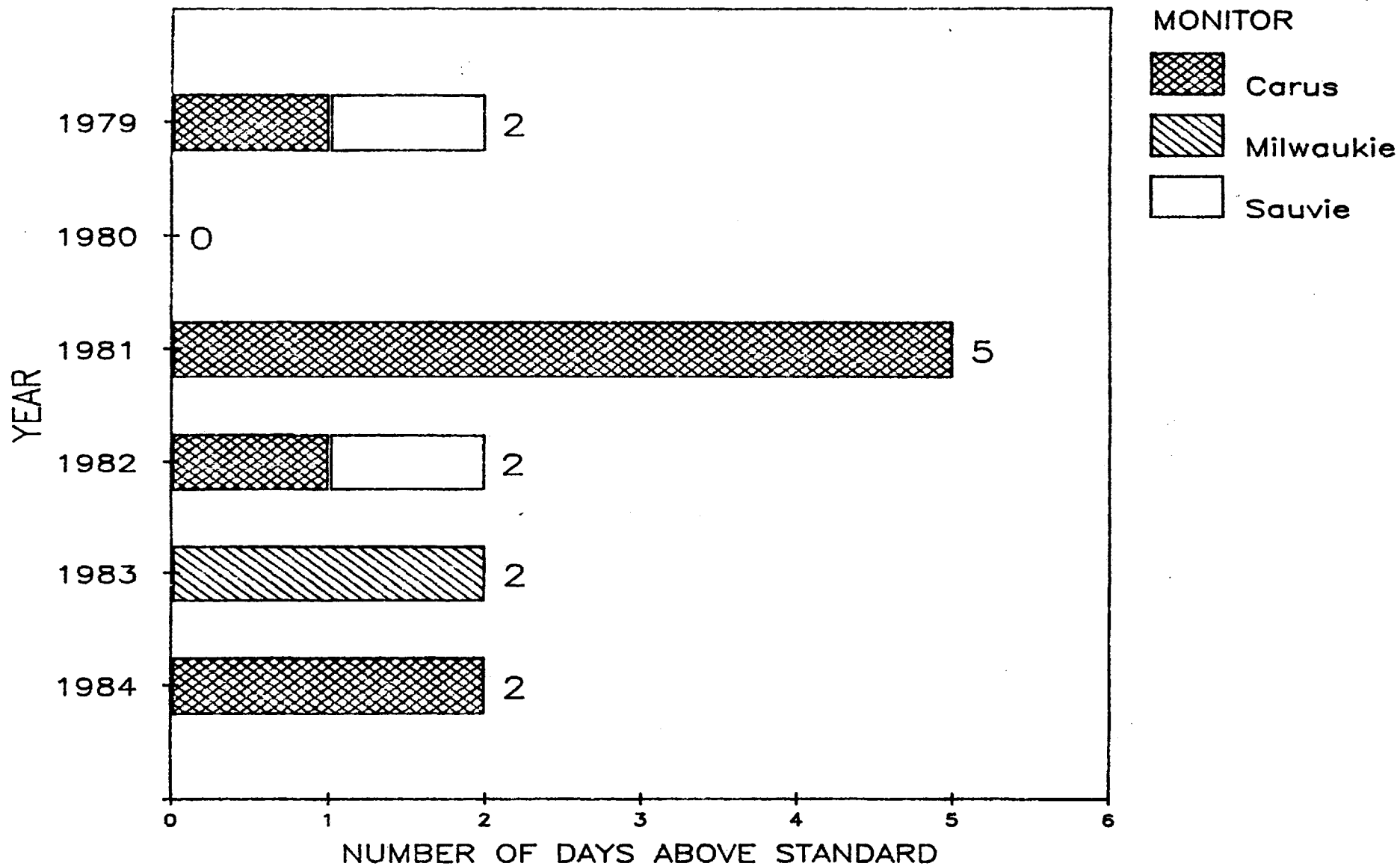
- . The net result of this analysis shows that there will be airshed capacity for new growth of approximately 6,300 kg/day by 1987. This should be sufficient to accommodate new industrial growth for approximately three to five years.
- . Beyond 1987, total hydrocarbon emissions in the airshed will decrease slightly through the mid-1990's and then begin to increase again. By the year 2005, emission levels will again be at 1987 levels.
- . Thus, the 1987 additional airshed capacity of 6,300 kilograms/day should be viewed as the total airshed capacity for the next 20 years unless additional control measures are implemented.

Figure 1
PORTLAND AREA OZONE TRENDS



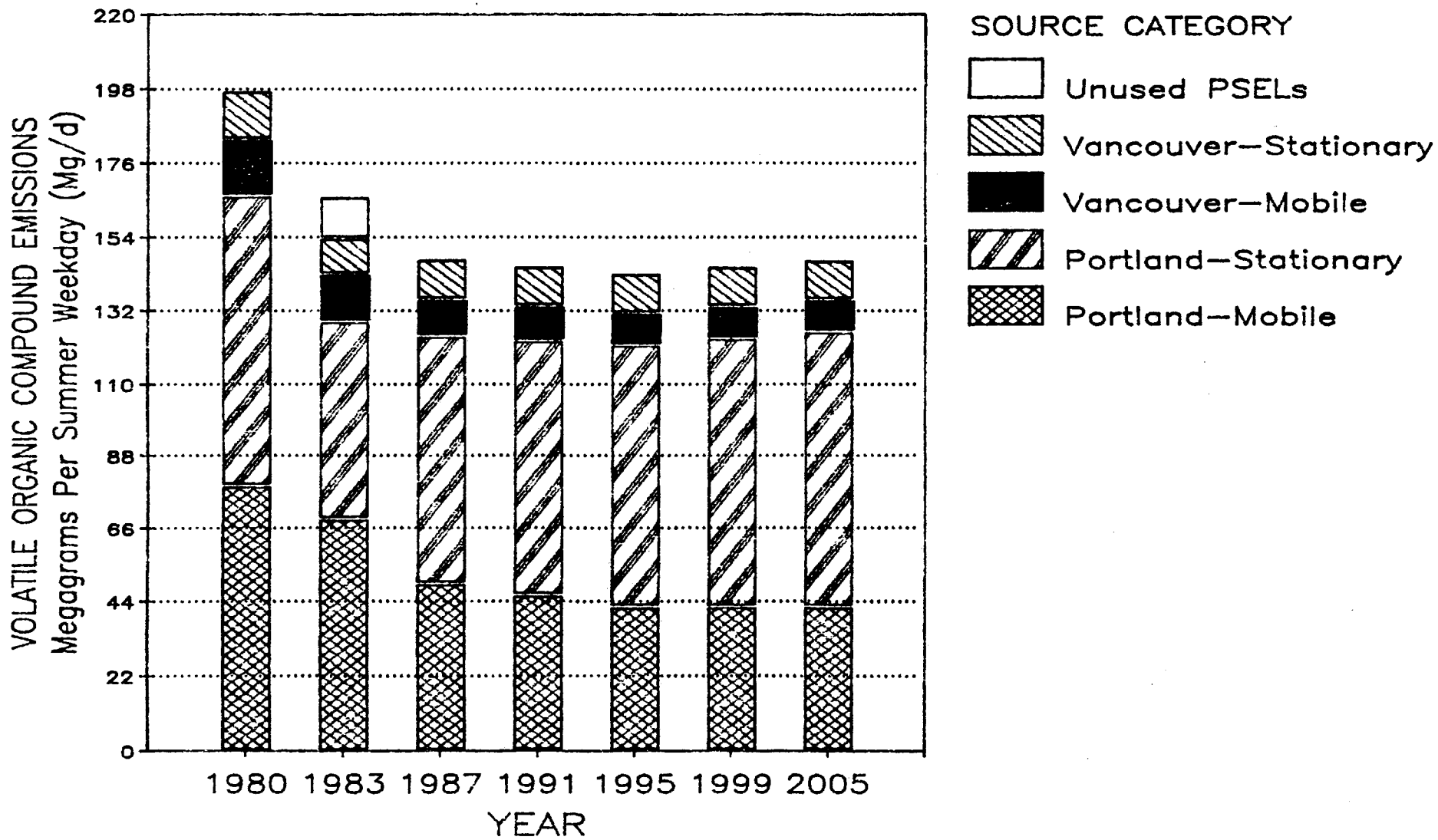
Source: DEQ 1984 Air Quality Annual Report

Figure 2
PORTLAND AREA OZONE VIOLATIONS



Source: DEQ 1984 Air Quality Annual Report

Figure 3
 PORTLAND-VANCOUVER VOC EMISSION TREND
 Long Range Projection



TED STEVENS, ALASKA
LOWELL P. WEICKER, JR., CONNECTICUT
JAMES A. MCCLURE, IDAHO
PAUL LAXALT, NEVADA
JAKE GARN, UTAH
THAD COCHRAN, MISSISSIPPI
MARK ANDREWS, NORTH DAKOTA
JAMES ABDONOR, SOUTH DAKOTA
ROBERT W. KASTEN, JR., WISCONSIN
JOHN FONSE M. D'AMATO, NEW YORK
MACK MATTINGLY, GEORGIA
WARREN RUDMAN, NEW HAMPSHIRE
ARLEN SPECTER, PENNSYLVANIA
PETE V. DOMENICI, NEW MEXICO

JOHN C. STENNIS, MISSISSIPPI
ROBERT C. BYRD, WEST VIRGINIA
WILLIAM PROXMIER, WISCONSIN
DANIEL K. INOUE, HAWAII
ERNEST F. HOLLINGS, SOUTH CAROLINA
LAWTON CHILES, FLORIDA
J. BENNETT JOHNSTON, LOUISIANA
QUENTIN N. BURDICK, NORTH DAKOTA
PATRICK J. LEAHY, VERMONT
JIM SASSER, TENNESSEE
DENNIS DECONCINI, ARIZONA
DALE BUMPERS, ARKANSAS
FRANK R. LAUTENBERG, NEW JERSEY
TOM HARKIN, IOWA

United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, DC 20510

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

May 10, 1985

Mr. Fred Miller
Director
Department of Transportation
Salem, Oregon 97310

Dear Fred:


It has recently been brought to my attention that the Oregon Department of Transportation may be unable to obligate Interstate Transfer-highway monies for the Portland area that expire on September 30, 1985.

As you know, under the Surface Transportation Assistance Act of 1982 Interstate Transfer grants must be obligated prior to September 30, 1985, or be subject to reallocation to other states also receiving Interstate Transfer grants. It has been suggested that I offer an amendment to the FY 85 Supplemental Appropriations bill to extend the use of the FY 85 monies for another year.

My purpose in writing is to indicate that I can't support such an effort. When the FY 85 Interstate Transfer monies were appropriated for the Portland area it was well understood that there was to be no carryover funds by the end of FY 85. My concern stemmed from the situation in FY 84 when the state of Oregon had over \$45 million in unobligated balances and could not fully spend all of the discretionary monies Congress had appropriated. My efforts in obtaining the FY 85 monies were predicated on my understanding that this situation would be corrected and would not be re-encountered. Unfortunately, it appears that my concerns have not been addressed and that the failure to obligate those monies will result in their loss. I hope that this will not have to occur and that the City of Portland and the Oregon Department of Transportation can move quickly to obligate those monies. Otherwise, there will be no legislation forthcoming from my office to correct this situation.

Kind regards.

Sincerely,



Mark O. Hatfield
Chairman

cc Robler
more

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DST DIRECTOR	
MAY 13 '85	
RECORDED	
<i>Collette</i>	
100	101
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108	109
110	111

RECEIVED MAY 31 1985



VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 29, 1985

IN REPLY REFER TO
FILE NO.:

INT

The Honorable Mark O. Hatfield
United States Senator
322 Hart Senate Office Building
Washington, D. C. 20510

In your correspondence of May 10, you expressed your concern that Oregon would not be able to fully obligate the FY 1984 and 1985 Interstate Transfer Highway Funds that you and Congressman AuCoin obtained to meet critical needs in the Portland region.

We have reviewed our schedules with top administrative officials of the local governments having responsibilities for projects in the program in order to fully respond to your concerns. Governments with staff working on the program include the Oregon Department of Transportation; the City of Portland; Multnomah, Clackamas and Washington Counties; and several cities within these counties. The enclosed letter indicates their commitment to these schedules.

A detailed review of the status of each of the projects remaining in the FY 1984-85 program indicates that if everything goes right the State and the local governments should be able to obligate nearly all of the funding made available.

To date, \$4.6 million of the \$41.3 million made available to the Portland region for the second half of FY 1984 and for FY 1985 has been obligated.

Our discussions with the local governments indicate that projects estimated at nearly \$27 million should be obligated between now and September 30, 1985. This work includes two major projects totaling \$16 million; the N.W. Yeon Avenue with complicated rail access and historic property concerns, and the N.W. Front-Yeon Avenue connection project requiring agreements with two railroads and our Public Utility Commissioner. While it is impossible to guarantee that these projects will be obligated by September 30, we are committed to trying our best.

Senator Hatfield
May 29, 1985
Page Two

The Department and local governments are also committed to the necessary effort to accelerate and obligate an additional \$7 million in projects by the end of the fiscal year. If successful in accelerating this additional work, the region will be able to obligate \$38.5 million of the \$41.3 million available.

The complete review of the FY 1986 program is currently underway. This review will be transmitted to you when completed.

We wish to express our continued appreciation for your assistance. I assure you that we in the Department and the local governments involved will do everything possible to advance the FY 1985 program and plan the FY 1986 as carefully as possible.



Fred D. Miller
Director

Enclosure

cc Margaret Strachan, Commissioner
City of Portland

Wes Myllenbeck, Chairman
Washington County Commission

Dennis Buchanan, County Executive
Multnomah County

Robert Schumacher, Commissioner
Clackamas County

Rick Gustafson, Executive Officer
Metropolitan Service District

James E. Cowen, General Manager
Tri-Met



METROPOLITAN SERVICE DISTRICT

Providing Zoo, Solid Waste and Local Government Services

May 23, 1985

527 S.W. Hall St.
Portland, Oregon
97201-5287
(503) 221-1646

Rick Gustafson
Executive Officer

Metro Council
Ernie Bonner
Presiding Officer
District 8

Richard Waker
Deputy Presiding
Officer
District 2

Bob Oleson
District 1

Jim Gardner
District 3

Corky Kirkpatrick
District 4

Tom DeJardin
District 5

George Van Bergen
District 6

Sharon Kelley
District 7

Hardy Myers
District 9

Larry Cooper
District 10

Marge Kafoury
District 11

Gary Hansen
District 12

The Honorable Mark Hatfield
United States Senate
711 Hart Senate Office Building
Washington, D.C. 20510

Re: Obligation of Portland Region
Interstate Transfer Highway Funds

Dear Senator Hatfield:

We have assisted the Oregon Department of Transportation in reviewing the Portland region FY 85 Interstate Transfer projects to ensure that we maximize the use of available funds before September 30, 1985. We concur with the letter to you from Fred Miller describing the projects that are expected to proceed and we are committed to doing our part.

Sincerely,

Margaret Strachan, Commissioner
City of Portland

Wes Mylllenbeck, Chairman
Washington County Commission

Dennis Buchanan, County Executive
Multnomah County
Robert Schumacher, Commissioner
Clackamas County
Rick Gustafson, Executive Officer
Metropolitan Service District

FY 85 Interstate Transfer Program

Projects Built Since Release of Funds

I-505 Alternative	\$ 647,289
Hollywood District.	2,225,844
190th/Powell.	774,222
82nd/Sunnyside.	568,193
Miscellaneous Other	<u>424,318</u>
	\$ 4,639,866

Projects Expected to Proceed by September 30, 1985

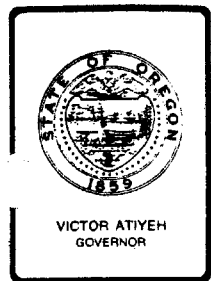
NW Yeon	\$10,285,000
Front-Yeon Connection	5,950,000
Miscellaneous - ODOT.	121,763
Marine Drive.	225,675
Signals	1,222,000
NW Front - Glisan to Couch.	1,486,650
Airport Way	1,000,000
Banfield Bridge Repair.	387,875
Miscellaneous - City of Portland.	67,000
242nd	180,000
257th	1,298,750
Sylvan/Skyline.	70,250
Stark Street.	1,124,150
State Street.	768,910
Hubbard Road.	435,000
Miscellaneous - Clackamas County.	249,648
T.V. Highway/185th.	628,575
Farmington Road	125,000
Cornell Road.	202,588
185th Avenue.	500,660
Hall Boulevard.	212,500
Miscellaneous - Washington County	<u>120,085</u>
	\$26,662,079

Projects That May Proceed with Extraordinary Efforts

NE Portland Highway	\$ 2,239,750
Sunnyside Road.	1,318,000
Murray Boulevard.	1,883,550
82nd Avenue	<u>1,800,000</u>
	\$ 7,241,300

Balance That Will Lapse \$ 2,784,818

Total Available \$41,328,063



Department of Transportation

HIGHWAY DIVISION

Metro Region

9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

May 31, 1985

In Reply Refer To
File No.:

Andy Cotugno
Transportation Director
Metropolitan Service District
527 SW Hall
Portland, OR 97201

SUBJECT: TRANSFER OF INTERSTATE TRANSFER FUNDS
TO NE PORTLAND HIGHWAY AND ROSS ISLAND
BRIDGE OVERLAY PROJECTS

In order to expedite the obligation of FY 1985 Interstate Transfer Funds, ODOT is willing to undertake two projects currently funded with Federal Aid Primary and utilize Interstate Transfer Funds.

It is proposed that ODOT Interstate Transfer Project Reserves be allocated to these projects for this purpose.

The two projects involved to accomplish with Interstate Transfer Funds are the NE Portland Highway and the Ross Island Bridge Overlay Projects.

The Interstate Transfer funding needed for the NE Portland Highway Project includes the following:

- (A) An anticipated right-of-way obligation for \$340,000 Federal Interstate Transfer Funds for the NE 60th to I-205 Section.
- (B) A proposed construction obligation of \$2,550,000 federal funds on the 60th to 82nd Avenue Section.

The Ross Island Bridge Overlay Project is currently contracted for \$750,000 total funds with Federal Aid Primary and state match. We propose re-obligating the project using \$637,500 of Transfer Funds and state match.

In order to proceed with the obligation of Interstate Transfer Funds on these two projects, it is proposed to transfer the following amounts from ODOT Interstate Transfer Reserves:

MORE

Andy Cotugno
Page 2
May 31, 1985

Transfer to NE Portland Highway

Transfer \$2,000,000 from the Highway 217/Sunset Highway Project Reserve to the NE Portland Highway, leaving \$329,616 in reserve on 217/Sunset.

Transfer \$890,000 from the Oregon City Bypass Project Reserve to the NE Portland Highway.

The total transfer to NE Portland Highway for both right-of-way and construction should be \$2,890,000.

Transfer to Ross Island Bridge Overlay

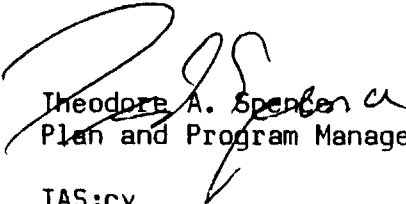
A transfer of \$637,500 of Interstate Transfer from the Oregon City Bypass Project Reserve to the Ross Island Bridge Overlay Project needs to be made.

The two transfers from the Oregon City Bypass Reserve should leave \$86,317 in reserve remaining on the Oregon City Bypass Project.

Transfer of Federal Aid Primary Authority from NE Portland Highway and Ross Island Bridge Projects

I would like to return the same amount (as transfer funds moved) of Federal Aid Primary authorization for TIP proposes from the NE Portland Highway and the Ross Island Bridge Overlay Projects to the Sunset/217 and Oregon City Bypass Projects. This will maintain the reserves on the 217/Sunset and the Oregon City Bypass projects with Federal Aid Primary as well as the remaining Interstate Transfer Funds.

Time is critical in proceeding with the transfer of funds so we can advance the two projects using Interstate Transfer Funds this year.


Theodore A. Spencer
Plan and Program Manager

TAS:cy

cc Scott Coulter
Bob Bothman
Ed Hardt
Vic Rhodes, City of Portland

CITIZENS ADVISORY COMMITTEE ON MASS TRANSIT POLICY

Summary of Meeting #3:
April 23, 1985

1. Meeting began with discussion of the proposed mission statement and work plan for the committee. Carl Halvorson proposed that an administrative audit of the current fiscal and service status of Tri-Met be conducted to provide the committee with an independent, objective evaluation of the transit agency. He suggested that the audit include a comparison of where Tri-Met was in 1977-78 when current agency goals and policies were adopted, what forecasts were assumed at that time for service and financial requirements, and where the agency is today.

After further discussion of Halvorson's proposal, the chairperson, Hardy Myers, was authorized to bring a proposal back to the full Committee that would describe the need, potentially in the form of a request for proposal for consulting services. Myers proposed that the creation of a third subcommittee (beyond the two envisioned in the work plan), which would oversee activity related to the audit.

Linore Allison requested an outline of information materials in hands of or available to the Committee, to allow members to determine what information needs remained outstanding.

A discussion of the proposed mission statement of the Committee produced recommendations from Bill Robertson and Wayne Kuni that are to be incorporated in a revised version for consideration at the beginning of meeting #4. Myers said subcommittees would be appointed before the next full Committee meeting.

A special meeting of the Committee was announced for May 14 at lunch (Benson Hotel) to hear remarks of Richard Page, former executive with the Seattle Metro transit system, and the Washington, D.C. transit system, as well as former UMTA administrator.

Materials for task force notebooks made available to the Committee at the meeting included:

- ° Tri-Met budget and actual results and revenue results, fiscal years 1981-85;
- ° Tri-Met 1985 financial forecast notes
- ° Tri-Met ending cash balances (chart)
- ° Tri-Met cash flow forecast summary
- ° Tri-Met operating statistics forecast summary

2. Andy Cotugno, Metro (MSD) transportation planning director, gave a presentation on regional transportation goals, regional objectives for transit, transit share market data, regional transportation costs and revenues and relationship of the regional transportation plan to other major plans affecting the region. Charts detailing these topics, and excerpts from the regional transportation plan are attached to this summary for insertion in task force notebooks.
3. Dick Feeney, Tri-Met public affairs director, made a presentation on Tri-Met goals and policies, both the so-called 1990 goals adopted by the Tri-Met Board in 1977 and still operative, and the proposed new 1984 goals and policies to be reviewed by the committee. Feeney described the two groupings of the 1984 goals: those related to transit service delivery/performance, and those aimed at implementing public policy/social service goals. He also described three alternative policy directions open to Tri-Met, each requiring additional fiscal resources and/or reductions of current costs.

An outline of Feeney's remarks is enclosed for insertion in task force notebooks.

Myers said the Committee would continue discussion of the proposed 1984 goals and policies at its next meeting. He requested that Tri-Met staff attempt to cost out the fiscal impact of the proposed four public policy/social service goals.

Myers also requested that the Committee be given a copy of the recent report of Tri-Met's budget advisory committee.

DB:pjr

4/26/85

Enclosures

CITIZENS ADVISORY COMMITTEE
ON
MASS TRANSIT POLICY

Summary of Meeting #4

May 7, 1985

1. A review of information materials provided or available to the Committee was conducted, and an outline of those materials was given to the members.

NOTE: Members' notebooks will be collected at the end of the May 21 meeting to be reorganized by staff, and returned to members at the beginning of the June 4 meeting.

Also distributed was a revised work plan for the Committee, and a snapshot of the 1985-86 Tri-Met budget (Budget Facts).

2. Committee members' requests for additional information were made:
 - a) Linore Allison asked for a memo from Tri-Met staff describing in detail the agency's recent approaches and experience in public participation. The memo should include an evaluation of methods used to involve the public, and a summary of suggestions made to Tri-Met by citizens for improving or expanding public participation.
 - b) Wayne Kuni asked for additional information on the impact of fare increases on ridership, especially elasticity data showing the effect on ridership loss.
3. The Committee made a final review of its proposed mission statement, which was accepted by the Committee.
4. Assignments to subcommittees to consider Tri-Met's future role (Subcommittee A) and financing that role (Subcommittee B) were made by the committee chairperson, Hardy Myers. In addition, seven members of the Committee were appointed to a task group to draft a scope of work for an administrative audit of the agency.

Myers said he would contact the chairpersons of the subcommittees to initiate the activity of the two subcommittees.

5. Dick Feeney, Tri-Met staff, described the agency's proposal to increase rider fares later this year, and summarized the recommendations of the Tri-Met Citizens' Budget Advisory Committee.
6. Bill Day, chairperson of the Citizens' Budget Advisory Committee, presented highlights of his committee's recently filed report. He emphasized these points:
 - For the short-term, Tri-Met should not try to resolve its revenue problems by cutting back employee compensation levels. He said the committee does not find operators' wage levels excessive.
 - For the long-term, Tri-Met should play a more significant role in the regional transportation mix, moving up from the current transit load of 5% of all trips toward 10%.
 - Tri-Met is viewed by the committee as first a government, rather than a business. Consideration should be given first to determining the need Tri-Met should fulfill, and then to finding the resources to meet that need. The suggestion that the primary concern of Tri-Met should be to live within its means suggests a less important role for transit.
 - The Tri-Met Board must become a strong advocate for transit in the region.
 - As to future level of service, the advisory committee feels proposed level 1 is a minimum standard, though it didn't endorse level 2 or 3.
 - New sources of Tri-Met revenue are needed in any case.
Recommendations:
 - o Personal property tax on automobiles (as in Washington State)
 - o Regional gas tax
 - o Parking tax

The committee would like to see a reduction of the payroll tax. The committee also believes that it is counterproductive to raise fares continually and drive away riders.

The advisory committee, Day said, has no position on a farebox return level; it's not useful to have a 40% or any other standard; no logic to it, just a goal for planning purposes. Consideration should begin with the level of ridership desired, rather than a farebox return target.

- Tri-Met displays no particular "fat", Day said. The agency is now a "reasonably lean operation".

Committee discussion followed Day's presentation. Carl Halvorson raised the question of the level of transit trips (out of the entire transportation mix) that needs to be handled by transit. In his view, the ability to raise the funds to support transit, should determine that level rather than the discerned need.

Some members agreed, others said there was a need to sell transit and to examine the relatively higher cost of highways (vs. transit) in building a transportation system for the region.

Day summarized his view: Tri-Met provides a government service that produces benefits to a broader constituency than simply those who ride the bus. Those receiving benefits should help pay for transit.

Halvorson described the dilemma of trying to raise revenue from a relatively small group who get direct benefit from the Tri-Met (riders), and from a large group which may receive indirect benefits from transit but does not necessarily see or acknowledge those benefits.

7. Committee discussion of Tri-Met goals: Feeney presented a summary of 1977 Tri-Met goals, and progress since their institution. Bob Post, Tri-Met, described differences between goals approved in 1977 and those drafted in 1984. Post said there were two main differences with the 1984 goals:
 - o "Transit dependent" priority as compared to 1977's "transportation disadvantaged," a narrower term. Post said the "transit dependent" goal is the top priority among the 1984 goals -- the remainder of those goals are in no particular order.
 - o Goal 2 of the 1984 draft acknowledges limited fiscal resources in its phrase "as financial resources permit".

Post went on to describe the policy options for service levels related to the draft 1984 goals:

Summary of Meeting #4
May 7, 1985
Page 4

- Level 1 option would keep service levels as they are today. Impacts would include the need for tradeoffs on goals as currently drafted, all new growth couldn't be served, more pressure to build roads, bus fleet couldn't be renewed, support for downtown under question, and major transit corridor expansion would be curtailed.
- Level 2 option would return Tri-Met to 1982 service levels. New goals would be met on a minimum basis, transit could support most new growth, pressure on highway construction would be reduced, the modal split for downtown would be increased (from 48% transit now to 54%), and fleet renewal could begin.
- Level 3 would allow the agency to meet transit objectives as envisioned in the Regional Transportation Plan. New growth would be served.

DB:pjr
May 8, 1985

HOW TRI-MET CALCULATES RIDERSHIP

Tri-Met calculates systemwide ridership based on the amount of farebox revenue collected each month, the number of passes sold for each particular month, and the number of tickets sold during the month. In addition, we use data collected from passenger surveys to provide the following information:

1. The average cash fare for all riders for weekdays, Saturdays, and Sundays.
2. The pass use rate, or the number of times a pass is used each day for each category of pass sold--adult, youth and honored citizen.
3. The transfer rate, or the number of times per trip a transfer is made.
4. The free ride rate, or the percent of Fareless Square, C-Tran, and Tri-Met employee rides.
5. The round trip rate--the percent of single fare payments that are used for a round trip.
6. The rate of fare evasion, and
7. Saturday and Sunday ticket factors--the ratio of Saturday and Sunday ticket riders to weekday ticket riders.

Because we calculate ridership by day type, all seven of these factors are collected and calculated separately for weekdays, Saturdays, and Sundays. These factors are used to calculate each component of ridership using the equations shown below. Saturday and Sunday ridership is calculated the same as weekday ridership. To see the ridership factors we currently use to calculate weekday, Saturday, and Sunday ridership, please turn to page 3 of this handout.

$$\text{AVERAGE WEEKDAY CASH RIDERSHIP} = \frac{\text{Average Weekday Cash Revenue}}{\text{Weekday Average Cash Fare}}$$

$$\text{AVERAGE WEEKDAY PASS RIDERSHIP} = \frac{((\text{Monthly Adult Pass Sales} * \text{Adult Pass Use Rate}) / \text{Weekdays in Month}) + ((\text{Monthly Youth Pass Sales} * \text{Youth Pass Use Rate}) / \text{Weekdays in Month}) + ((\text{Monthly Honored Citizen Pass Sales} * \text{Honored Citizen Pass Use Rate}) / \text{Weekdays})}{1}$$

where monthly adult pass sales is the sum of All Zone passes, 2 Zone passes, and 3 Zone passes.

$$\begin{aligned} \text{AVERAGE WEEKDAY TICKET RIDERSHIP} &= \frac{\text{Monthly Tickets Sold} - ((\text{Tickets Sold} * \text{Saturday Ticket Ratio}) + (\text{Tickets Sold} * \text{Sunday Ticket Ratio}))}{\text{Number of Weekdays}} \end{aligned}$$

OTHER RIDERSHIP

In addition to cash, pass, and ticket riders, Tri-Met also has round trip riders--riders who make a round trip on a single fare payment, and free riders--riders who travel in Fareless Square, fare evaders, C-Tran riders, and employees. Free ridership is calculated as the percent of total paying ridership that we have found free rides represent when we periodically conduct ridership surveys. Thus, if average weekday cash, pass, and ticket originating ridership is 114,500 and the percent of free rides 11%, then average weekday free ridership is $114,500 * .11 = 12,595$. Round trip ridership is calculated as the percent of cash and ticket ridership that we have found round trips represent in ridership surveys. Currently, round trips represent about 8% of our weekday ridership. Average weekday originating ridership, then, is calculated as follows:

$$\begin{aligned} \text{AVERAGE WEEKDAY ORIGINATING RIDERSHIP} &= (\text{AVERAGE WEEKDAY CASH RIDERSHIP} + \text{AVERAGE WEEKDAY PASS RIDERSHIP} + \text{AVERAGE WEEKDAY TICKET RIDERSHIP}) + \\ &(\text{AVERAGE WEEKDAY CASH RIDERSHIP} + \text{AVERAGE WEEKDAY TICKET RIDERSHIP}) * \% \text{ ROUND TRIPS} + \\ &(\text{AVERAGE WEEKDAY CASH RIDERSHIP} + \text{AVERAGE WEEKDAY PASS RIDERSHIP} + \text{AVERAGE WEEKDAY PASS RIDERSHIP}) * \% \text{ FREE RIDES} \end{aligned}$$

$$\text{AVERAGE WEEKDAY BOARDING RIDERSHIP} = \text{AVERAGE WEEKDAY ORIGINATING RIDERSHIP} * \text{WEEKDAY TRANSFER RATE}$$

MONTHLY ORIGINATING RIDERSHIP = (AVERAGE WEEKDAY ORIGINATING RIDERSHIP * # OF WEEKDAYS IN THE MONTH) + (AVERAGE SATURDAY ORIGINATING RIDERSHIP * # OF SATURDAYS IN THE MONTH) + (AVERAGE SUNDAY ORIGINATING RIDERSHIP * # OF SUNDAYS/HOLIDAYS IN THE MONTH)

MONTHLY BOARDING RIDERSHIP = (AVERAGE WEEKDAY BOARDING RIDERSHIP * # OF WEEKDAYS IN THE MONTH) + (AVERAGE SATURDAY BOARDING RIDERSHIP * # OF SATURDAYS IN THE MONTH) + (AVERAGE SUNDAY BOARDING RIDERSHIP * # OF SUNDAYS IN THE MONTH)

RIDERSHIP FACTORS DEVELOPED FROM THE MAY 1983 RIDERSHIP SURVEY

<u>CATEGORY</u>	<u>WEEKDAY</u>	<u>SATURDAY</u>	<u>SUNDAY</u>
Average Cash Fare Per Rider	\$.691	\$.657	\$.662
Pass Uses Per Day:			
Adult	2.09	.66	.39
Youth	1.14	.49	.21
Honored Citizen	.83	.61	.42
Transfer Rate	1.325	1.365	1.356
Round Trip Rate	8.3	6.1	4.2
Fareless Sq., Employee, C-Tran Percentage	5.0	4.0	3.4
Fare Evasion Percentage	6.0	6.3	6.4
Free Ride Percentage	11.0	10.3	9.8
Ticket Factor	1.0	.24	.11

Charles
Williamson

Perception of Public Transit/Tri-Met - Portland Area

The information below is from various studies conducted with individuals in the Portland area 16 years of age and older. The dates from which the information was collected is noted.

1. Importance of Public Transit - April 1984

Very Important -----	24%
Important -----	22%
Not too Important -----	25%
Not at all Important -----	29%

2. Public transit is good for economic development - April 1984

Strongly Agree -----	40%
Agree -----	27%
Neutral -----	22%
Disagree -----	5%
Strongly Disagree -----	6%

3. Service provided by Tri-Met makes it more attractive for businesses to locate in Portland area.

Strongly Agree -----	29%
Agree -----	28%
Neutral -----	22%
Disagree -----	11%
Strongly Disagree -----	10%

4. Rate Public Services: mean score - 1=very good 5=very poor May 1984

Fire protection -----	1.69
Performing Arts -----	1.98
Parks/Recreation -----	2.12
Schools -----	2.15
Health Care -----	2.24
Police Protection -----	2.40
PUBLIC TRANSIT -----	2.93
Streets/Roads Repair -----	3.39

5. Rate Tri-Met Overall:

Rating	1977	1979	1981	1982	June 1984	Nov 1984
Excellent	19%	16%	12%	12%	6%	9%
Good	41%	51%	50%	49%	32%	37%
Fair	17%	18%	24%	23%	32%	24%
Poor	8%	6%	7%	7%	21%	13%
Don't Know	16%	9%	7%	10%	9%	17%

6. Is Tri-Met a public agency or a private company?

	1980	1984
Public	53%	71%
Private	27%	29%
Don't Know	20%	---

7. Does Tri-Met make a profit?

	1980	1984
Yes	42%	40%
No	58%	60%

8. Sources of Tri-Met Revenue - First Mention - April 1984

Fares -----	44%
Employer Tax -----	15%
Federal Tax -----	15%
Other tax -----	14%
Other -----	12%

9. Confidence in Tri-Met statements about changes in service and fares - April 1984

A lot -----	10%
Quite a Bit -----	27%
Just a Little -----	40%
None at All -----	23%

10. Percent agreeing with the following statements - May 1984

Mass transit is necessary for economic development -----	76%
Tri-Met is too creative, should go back to basics -----	55%
Tri-Met should be more concerned about being a social agency than running itself like a business -----	47%
If Tri-Met stopped operating, travelling by car would not be any more difficult than it is now -----	61%
If Tri-Met was free, I wouldn't ride anymore than I do now -----	61%

11. Level of Service Tri-Met should provide: - April 1984

Service 24 hours a day -----	60%
Only during day 6 am to 8 pm -----	24%
Only during morning and evening rush hours -----	7%

12. Given revenue reduction - how should Tri-Met meet needs: April 1984

Reduce service -----	38%
Seek additional revenue -----	39%
Other (manage better, quit waste) --	23%

13. Favor tax increase to maintain current level of service -
May 1984

Favor -----	22%
Oppose -----	69%
Don't Know -----	9%



Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: June 12, 1985

To: JPACT

From: *AC* Andrew Cotugno, Transportation Director

Regarding: Proposed Regional Gas Tax

Earlier this year, Washington County increased their gas tax from 1¢ to 4¢ per gallon. As a result, there is a significant disparity in gas tax levels between the three counties with a 3¢ gas tax in Multnomah County and no gas tax in Clackamas County. With this increase, the Gasoline Dealers Association voiced their concerns that a severe hardship is being placed on individual gas stations, particularly near the county borders, and called for a uniform regional gas tax to eliminate this disparity.

As a result of this suggestion, the counties, Portland, Tri-Met and Metro have been exploring whether or not a regional gas tax is feasible to implement. Also during the past several months, Tri-Met has been exploring alternative financing methods for the next several years to maintain the level of transit service with no additional cuts, to permit the addition of LRT service, and to replace lost federal operating assistance. Options under consideration to raise up to \$15 million per year include a fare increase, a parking tax, a wholesale petroleum gross receipts tax, a passenger vehicle sales tax and in-lieu payroll tax payments from local governments. While Tri-Met will continue to explore transit taxing options, the following elements of a regional gas tax package seem appropriate to consider:

1. Tri-Met has the authority to impose a business license fee on gasoline dealers with the levy based upon gallonage of gasoline sold. Due to the constitutional restriction, such a "gas tax" would be limited to use on road-related purposes. Tri-Met could impose a 5¢ gas tax under this authority and raise approximately \$22 million within the Tri-Met taxing district.
2. Tri-Met would pass-through 4¢ of the gas tax to the counties to be distributed on the basis of point of origin and .9¢ to the City of Portland. The counties would be responsible for

Mr. Rick Gustafson
Metropolitan Service District
June 12, 1985
Page Two

The lack of performance in the programming of projects is a great disservice to the many critical transportation needs within the Portland-Vancouver region competing for limited funding. We can only hope that Senator Hatfield in his role as Chairman of the Appropriations Committee will continue to be a strong advocate for transportation and that future proposals from Clark County will be given more equitable consideration by JPACT.

Sincerely,

Vern Veysey (1985)
Commissioner Vern Veysey
Clark County

Dick Pokornowski
Dick Pokornowski
City of Vancouver

Keith Ghala
for Ed Ferguson
WSDOT

GM/kf40.0B8-9

COMMITTEE MEETING TITLE JPACT

DATE 6-13-85 7:30 a.m.

NAME	AFFILIATION
G- Gil Mallery	IRC of Clark County
S- Keith Lawton	Metro
G- Keith Ahola	WSDOT
G- Bebe Kucker	Port of Portland
G- Sise Larsene	Mult. Co.
G- Ted Spence	ODOT
M- Max Weidlich	Mult. C Cities
M- RICHARD WAKER	METRO
M- George Van Bergen	" "
M- Don Woodruff	CLATSOP COUNTY
M- Dick Pokornowski	City of Vancouver
M- Ron Thorn	City of Oregon City
M- Bill Blumauer	Multnomah County
M- Ed Hardt	ODOT
G- Marilyn Hough	DEQ
G- Howard Harris	DEA
G- TOM VANDERZANDEN	CLATSOP COUNTY
G- Mary Volm	ODOT
S- Peg Henswood	METRO
G- Steve Dotterer	City of Portland staff
G- Grace CRANICAN	"
G- GB ARRINGTON	TRI-MET
S- Bob Post	TRI-MET
S- Richard Kaufman	Metro
M- Margaret Strachan	City
M- Andrew Cotugno	Metro
M- Jim Gardner	Metro
M- Dick Fichtelberg	Metro