

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 84-446 FOR THE
PURPOSE OF AMENDING THE FY 1984 TRANSPORTATION
IMPROVEMENT PROGRAM TO TRANSFER URBAN MASS
TRANSPORTATION ADMINISTRATION SECTION 9 FUNDS
FROM CAPITAL ASSISTANCE TO OPERATING ASSISTANCE,
AND TO ADD A NEW RESTORATION (4R) PROJECT

Date: January 17, 1984

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Approve this recommendation to 1) increase FY 1984 Section 9 Operating Assistance for Tri-Met from \$4,660,886 to \$5,950,228 (an increase of \$1,289,342) and decrease Tri-Met's Section 9 Capital Assistance by \$1,933,565 with a resultant forfeiture of \$644,223, and 2) add a restoration (4R) project on I-5 from South Tigard Interchange to the Willamette River Bridge in Wilsonville.

TPAC has reviewed these amendments and recommends approval of the Resolution.

Background

1. The phasing out of Section 5 Operating Assistance was offset by new legislation which created Section 9 Operating Assistance and Capital funding. This new Operating Assistance Program was reflected in the FY 1984 Transportation Improvement Program (TIP) adopted by Metro Council in September.

The \$6.4 million program estimate was projected annually through FY 1986 and was based on full 100 percent of the FY 1982 Section 5 level apportioned to the region including Clark County. It was predicated on Clark County (C-TRAN) not currently applying for Section 9 funds, but exercising that option as needs arise. This resolution amends the TIP to reflect C-TRAN drawing their share of Operating Assistance and authorizes Tri-Met to draw the maximum allowable amount of Operating Assistance resulting in a forfeiture of capital funds.

The Surface Transportation Act of 1982 provides an FY 1984 allocation as depicted below which includes a continuation of Operating Assistance at a level 20 percent reduced from 1982:

	<u>Operating</u>	<u>Capital</u>	<u>Total</u>
Tri-Met	\$4,660,886	\$ 9,868,489	\$14,529,375
C-TRAN	492,897	810,435	1,303,332
	<u>\$5,153,783</u>	<u>\$10,678,924</u>	<u>\$15,832,707</u>

The Act allowed for a transfer of Capital Assistance funds to Operating Assistance up to the previous 1982 amount of \$6,442,228 for the region. This option can be exercised with a forfeiture penalty of one dollar transferred back to the Urban Mass Transportation Administration (UMTA) (in capital dollars) for every two dollars applied to increasing Operating Assistance.

Tri-Met will apply for FY 1984 Operating Assistance in the amount of \$5,950,228 (\$6,442,228 - \$492,000 (C-TRAN)). This results in a revision to the approved FY 1984 allocation as follows:

	<u>Operating</u>	<u>Capital</u>	<u>Total</u>
Tri-Met	\$5,950,228	\$7,934,924	\$13,885,152
C-TRAN	492,000	811,332	1,303,332
	<u>\$6,442,228</u>	<u>\$8,746,256</u>	<u>\$15,188,484</u>

Forfeiture to UMTA	644,223
	<u>\$15,832,707</u>

2. The Oregon Department of Transportation has requested that a new Federal Aid Interstate restoration project be added to the TIP. This project will cover joint and pavement repair on I-5 from the South Tigard Interchange to the Willamette River Bridge in Wilsonville.

Construction	\$368,000
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EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends the adoption of the Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

BP/srb
0589C/373
01/27/84

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 84-446
FY 1984 TRANSPORTATION IMPROVEMENT)	
PROGRAM TO TRANSFER URBAN MASS)	Introduced by the Joint
TRANSPORTATION ADMINISTRATION)	Policy Advisory Committee
SECTION 9 FUNDS FROM CAPITAL)	on Transportation
ASSISTANCE TO OPERATING ASSISTANCE,)	
AND TO ADD A NEW RESTORATION (4R))	
PROJECT)	

WHEREAS, Tri-Met is allocated FY 1984 Section 9 Operating Assistance funds in the amount of \$4,660,886; and

WHEREAS, The Surface Transportation Act of 1982 allows for the transfer of Capital Assistance to Operating Assistance to allow Tri-Met to apply for an amount up to a maximum of \$5,950,228 with a penalty of one dollar transferred back to the Urban Mass Transportation Administration (UMTA) for every two dollars increase in Operating Assistance; and

WHEREAS, Tri-Met would like to take advantage of this provision due to declining local revenues; and

WHEREAS, The Oregon Department of Transportation has requested that a new restoration project on I-5 be added to the Transportation Improvement Program (TIP) using Federal Aid Interstate (4R) funds; now, therefore,

BE IT RESOLVED,

1. That the TIP is amended as follows:

a. The transfer of \$1,289,342 from Section 9 Capital Assistance to Section 9 Operating Assistance for Tri-Met;

b. The transfer of \$644,223 of Capital Assistance back to UMTA; and

c. The addition of a Federal Aid Interstate project for joint and pavement repair on I-5 from South Tigard Interchange to the Willamette River Bridge in Wilsonville, in the amount of \$368,000.

2. That the Metro Council finds the projects 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 _____, 1984.

Presiding Officer

BP/srb
0589C/373
01/27/84

STAFF REPORT

CONSIDERATION OF RESOLUTION FOR THE PURPOSE OF
SEEKING CONGRESSIONAL PASSAGE OF THE FY 1984
INTERSTATE TRANSFER COST ESTIMATE

Date: January 27, 1984

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Approve the Resolution urging Congressional passage of the FY 1984 Interstate Transfer Cost Estimate.

TPAC reviewed this issue and recommends approval of the Resolution.

Background

Some \$33.0 million in Interstate Transfer funds (highway) have been appropriated to the Metro region for use in FY 1984 (October 1, 1983, to September 30, 1984).

Title 23, Highways, provides that apportionment of these funds may not be made until the Interstate Transfer Cost Estimate is approved by Congress. It further provides that the funds must be obligated in the fiscal year for which they are authorized or be lost. Therefore, in the Metro region, \$33.0 million in Interstate Transfer funds must be obligated by September 30, 1984.

Congress has not approved the FY 1984 Interstate Transfer Cost Estimate as yet and funding will not be available until it is approved. Therefore, this Resolution has been prepared urging Congress to approve the Cost Estimate and, thereby, allow the Metro region's construction projects to be implemented without further delay.

BP/srb
0649C/373
01/30/84

FOR THE PURPOSE OF SEEKING)	RESOLUTION
ACCELERATED CONGRESSIONAL PASSAGE)	
OF THE FY 1984 INTERSTATE TRANSFER)	Introduced by the Joint
COST ESTIMATE)	Policy Advisory Committee
)	on Transportation
)	

WHEREAS, The FY 1984 Interstate Transfer appropriation by Congress for highway improvements in the Portland region is \$33.0 million; and

WHEREAS, This funding will not be released until Congress adopts the "1984 Interstate Transfer Cost Estimate"; and

WHEREAS, The \$33.0 million is only available for the duration of FY 1984 and expires after September 30, 1984; now, therefore,

BE IT RESOLVED,

That Congress is urged to adopt the Interstate Transfer Cost Estimate as expeditiously as possible to allow construction programs to commence without further delay and to ensure all funds are used before the September 30, 1984, expiration date.

ADOPTED by the Joint Policy Advisory Committee on Transportation of the Metropolitan Service District this _____ day of _____, 1984.

Chairman

BP/srb
0649C/373
01/30/84

PROPOSED SERVICE REDUCTIONS FOR JUNE 1984

I. INTRODUCTION

Due to poor economic conditions in the Portland metropolitan area during the past several years, Tri-Met faces a revenue shortfall that, largely, must be made up by a reduction in total service hours operated. Tri-Met staff has been instructed by senior management to develop a plan which, if implemented, will result in a 2,000 hour reduction in service effective June 17, 1984. Management has further instructed staff to develop a plan for service reductions totalling 3,000 platform hours effective January, 1985. The cumulative impact of these proposed reductions, as well as reductions which have been implemented in June 1983 and January 1984, are shown in Tables I-IV. The cumulative size of the four semi-annual service reductions totals a decrease of 21.7% of the scheduled transit service in a 19-month period.

This report provides a brief discussion on the agency's financial situation; a detailed description of the June, 1984 service reduction plan; and information describing the rationale and methodology employed in developing the proposal. The staff report on the January 1985 service cut will be prepared in June, 1984.

1. Revenue Shortfall

The number of persons employed in the Portland metropolitan area has declined approximately 8% from peak employment levels in 1980. The employment level today is about the same as it was in 1977-78. This decline in employment has had a negative impact on Tri-Met revenues in the following two important ways.

First, as employment levels drop, there is a subsequent decrease in the number of workers riding transit to jobs. Since work trips comprise approximately half of all trips made on Tri-Met, according to the 1980 on-board survey, a decrease in the volume of these trips has a significant negative impact on system revenues and ridership levels, particularly in the peak periods. For example, the number of passengers crossing the downtown peak load screenline on Canyon Road decreased 13% between November 1981 and June 1983.

Second, and more critical, is the direct relationship between employment levels and the employer payroll tax which comprises about 57% of Tri-Met's operating budget. Employee payroll tax receipts have actually declined in fiscal year 1984, after rising through years 1979-1982.

The growth in regional employment between 1971 and 1980 allowed Tri-Met to maintain a cash reserve which permitted the district to improve service levels between 1980 and 1983. The cash reserves are no longer sufficient to support current levels of service. In fact, the current operating budget for FY84 must be reduced by about 3%, from \$75 million to \$72.8 million.

TABLE I

CHANGES IN WEEKLY PLATFORM HOURS OF SERVICE OPERATED

<u>Date</u>	<u>Event</u>	Platform Hours				<u>% Change</u>
		<u>Wkdy</u>	<u>Sat</u>	<u>Sun</u>	<u>Weekly</u>	
3/73	General Service Expansion	2,792	1,616	746	16,321	--
1/75	General Service Expansion	3,983	2,006	1,056	22,978	+40.8%
4/76	General Service Expansion	4,474	2,252	1,212	25,833	+12.4%
1/77	Inner SE Area Srce. Exp.	4,703	2,220	1,228	26,963	+ 4.4%
6/79	Outer Westside Svce. Exp.	5,007	2,420	1,340	28,795	+ 6.8%
6/81	Outer East/SE Svce. Exp.	5,357	2,618	1,468	30,871	+ 7.2%
3/82	General Svce. Expansion	5,416	2,679	1,478	31,238	+ 1.2%
9/82	CETIP	5,829	3,165	1,971	34,279	+ 9.7%
6/83	General Service Reduction	5,682	3,121	1,959	33,491	- 2.3%
1/84	General Service Reduction	5,348	2,967	1,859	31,564	- 5.8%
6/84	General Service Reduction*	5,048	2,717	1,609	29,564	- 6.3%
1/85	General Service Reduction**	4,573	2,392	1,309	26,564	-10.1%

* Estimated based on cutting 2,000 weekly platform hours, as follows:

Weekday - 300 plat. hrs., Sat - 250 plat. hrs., Sun - 250 plat. hrs.

** Estimated based on cutting 3,000 weekly platform hours, as follows:

Weekday - 475 plat. hrs., Sat - 325 plat. hrs., Sun - 300 plat. hrs.

Source of data: 3/73 to 1/84 - Scheduling Department

6/84 to 1/85 - Finance Division

TABLE II

ORIGINATING RIDERSHIP

<u>Fiscal Year</u>	<u>Originating Riders</u>
71	16.72 (million)
72	17.22
73	17.88
74	20.55
75	22.69
76	28.17
77	30.46
78	32.63
79	33.16
80	39.57
81	37.56
82	36.82
83	36.59
est. 84	36.36

TABLE III

TRI-COUNTY ANNUAL PER CAPITA RIDERSHIP

	Estimated County Population					
	1978	1979	1980	1981	1982	1983
Clackamas	233,100	239,800	243,000	245,100	245,100	243,600
Multnomah	558,550	560,600	562,300	561,900	564,500	557,500
Washington	221,450	233,150	247,800	255,000	259,700	257,400
Total	1,013,100	1,033,550	1,053,100	1,062,000	1,069,300	1,058,500
Millions of Originating Rides	32.63	33.16	39.57	37.56	36.82	36.59
Per Capita Originating Rides	32.2	32.1	37.6	35.4	34.4	34.6

TABLE IV

TRI-COUNTY RIDERSHIP AND EMPLOYMENT LEVELS

<u>Fiscal Year</u>	<u>Estimated Regional Employment ('000s)</u>	<u>Millions of Originating Rides</u>	<u>Originating Rides Per Employee</u>
1974	430	20.55	47.79
1975	441	22.69	51.45
1976	460	28.17	61.24
1977	489	30.46	62.29
1978	527	32.63	61.92
1979	554	33.16	59.86
1980	555	39.57	71.30
1981	548	37.65	68.54
1982	523	36.82	70.40
1983	512	36.59	71.46

2. Methodology Used in Developing the Plan

The following objectives were followed in developing the plan:

Objectives

- Focus on least productive service (in terms of boarding rides per service hour).
- Focus on off-peak evening and weekend service.
- Maximize efficiency of remaining service.
- Eliminate duplicated service where possible. Different routes operating on the same or closely spaced streets were considered for rerouting, elimination, or reduction.
- Maintain service levels necessary to operate a multi-destinational urban system, at least during weekday, midday, and peak periods.
- Increase use of existing timed-transfer components of the system in order to reduce service hours while maintaining service frequency.
- Avoid major modification of new service which was implemented as part of the January 1984 service cut. The six-month review of this new service will include recommended changes to the routes, if necessary.

3. Information Sources

The following sources of data were exploited in order to accurately determine line ridership levels by day and time period.

- The Line Performance Report, produced by the Management Information and Analysis Department, provided detailed data on trip by trip ridership and productivity.
- Peak Load Counts, collected by the Scheduling Department.
- On-board riding counts conducted in mid-1983 as part of the January '84 service reduction plan.

4. Public Involvement

Tri-Met seeks public participation in the decision-making process concerning the distribution of the 2,000 weekly hours of cuts in the system. Brochures describing the plan and requesting interested persons to attend community meetings will be distributed in mid-February on all buses to an extensive mailing list of local jurisdictions, community organizations, individuals, and the Downtown Customer Assistance Office. Notices for the community meetings will appear in local newspapers. Three community meetings have been scheduled as follows:

Community Meetings

Feb. 21
7:30-9:30PM

Marshall High School Cafeteria
3905 SE 91st

Feb. 22
7:30-9:30PM

Beaverton High School Cafeteria
13000 SW Second

Feb. 23
Noon-2:00PM

Portland Building - Room C
1120 SW 5th Avenue

Tri-Met employees will also be involved in the process of revising the proposal presented in this report. Descriptions of the plan will appear in Fare Exchange, notices will be distributed with paychecks and information displays will be set up at each garage.

The revised proposal, based on information gathered during the public and employee involvement process, will be recommended to the Board of Directors on March 1, 1984. Descriptions of the revised proposal will be distributed to the mailing list. Public Hearings will be held on March 15, and the final proposal submitted to the Board of Directors for a decision on March 19, 1984.

Public Hearings

March 15
Noon and 7:30PM

Portland Building
1120 S.W. Fifth Avenue

II. DESCRIPTION OF PROPOSED SERVICE REDUCTIONS

1. Frequency reductions, route eliminations and route changes. Several minor route changes are proposed which will result in a reduction of service hours operated. In a few cases the route changes are designed to improve access to major trip generators, and thereby increase ridership. The proposed route and schedule changes are attached.

2. Peak period adjustments. Tri-Met's current labor contract for bus operators states that only up to 40% of all runs on weekday may be "split runs", i.e., those that cover both the AM and PM peak periods. Since the current service configuration uses the full allotment of "split runs", it will be necessary to reduce peak period service by the same proportion as the total service reduction, about six percent. It is estimated that 20 buses will have to be removed in the AM peak and 25 in the PM peak. This reduction will be accomplished by scheduling for a load standard of 130% of seated capacity for the peak 30 minutes. In addition, route changes described will aid in reducing the level of peak period service operated.

Effective date of January, 1984 service cut..... January 29, 1984

JUNE 1984 SERVICE CHANGE

Development of initial proposal.....	Now-Jan. 20
**Final RAC review of detailed staff proposal.....	Jan. 25
Brochure developed and printed.....	Jan. 26-Feb. 9
General Manager and Executive Directors briefing.....	Feb. 1
Board/Press/Employees informed.....	Feb. 2
Employee meetings.....	Feb. 8-9
Brochure distributed.....	Feb. 10
Newspaper ads.....	Feb. 15
Community meetings.....	Feb. 21-22
Revised plan and report developed.....	Feb. 23-28
RAC review of final proposal.....	Feb. 29
Staff recommendation to General Manager, Executive Directors, and Board.....	March 1
Final proposal to mailing list.....	March 2
Public hearings.....	March 14
Board decision.....	March 19
Effective date.....	June 17, 1984

JANUARY 1985 SERVICE CHANGE

Development of initial proposal.....	March 20-June 6
**Final RAC review of detailed staff proposal.....	June 13
Brochure developed and printed.....	June 20-July 6
General Manager and Executive Directors briefing.....	June 20
Board/Press/Employees informed.....	June 21
Employee meetings.....	June 26-27
Brochure distributed.....	July 11
Newspaper ads.....	July 18
Community meetings.....	July 24-26
Revised plan and report developed.....	July 27-Aug. 24
RAC review of final proposal.....	August 29
Staff recommendation to General Manager, Executive Directors, and Board.....	August 30
Final proposal to mailing list.....	August 31
Public hearings.....	Sept. 11-12
Board decision.....	Sept. 24
Effective date.....	Jan. 20, 1985

12/27/83

Proposed Service Reductions and Route Changes for June 1984

Tri-Met must make major cutbacks in bus service. Many route and schedule changes are proposed; weekend, evening and night service will be particularly affected. The goal of the staff service proposal is to save needed dollars and affect the fewest of our riders.

Tri-Met is also proposing to change its fare system. The goal of that change is to reduce fare collection costs and to simplify the fare system to attract new riders.

Your ideas are sought at any of the following community workshops:

- February 21, 7:30 to 9:30 p.m., Marshall High School Cafeteria, 3905 S.E. 91st
- February 22, 7:30 to 9:30 p.m., Beaverton High School Cafeteria, 13000 S.W. Second
- February 23, Noon to 2:00 p.m., Portland Building, Room C, 1120 S.W. 5th Avenue

Revisions to the proposal will be made as a result of the community workshops, and public hearings will be held Thursday, March 15, at noon and 7:30 p.m. in the Portland Building.

1 GREELEY

Saturday & Sunday service from 9:00 am to 6:00 pm only, once every 60 minutes.

1 VERMONT

Weekday service would end at 9:30 pm. Saturday service from 9:00 am to 6:00 pm only, once every 60 minutes. No service on Sunday.

Midday, evening and weekend trips would terminate at Burlingame Transit Center. Rush-hour trips would operate to Portland Mall via Barbur Boulevard.

4 DIVISION and 4 FESSENDEN

Saturday service from 6:00 am to 10:00 pm only, once every 30 minutes before 6:00 pm and once every 60 minutes after 6:00 pm. Sunday service from 9:00 am to 6:00 pm only, once every 60 minutes.

6 UNION

Weekday service once every 40 to 60 minutes after 6:00 pm. Saturday service from 6:00 am to 10:00 pm only, once every 30 minutes before 6:00 pm and once every 60 minutes after 6:00 pm. Sunday service from 9:00 am to 6:00 pm only, once every 60 minutes.

The line would travel via Union/Grand and the Morrison Bridge to cover SW 10th/11th Avenue loop now served by Line 21 Mt. Tabor.

8 15th AVENUE

Sunday service from 6:00 am to 10:00 pm only, once every 30 minutes.

9 BROADWAY

Weekday service would end at 9:30 pm. Saturday service from 6:00 am to 10:00 pm only, once every 30 minutes before 6:00 pm and once every 60 minutes after 6:00 pm. Sunday service from 6:00 am to 10:00 pm only, once every 60 minutes.

9 POWELL

Saturday service from 6:00 am to 10:00 pm only, once every 30 minutes before 6:00 pm and once every 60 minutes after 6:00 pm. Sunday service from 6:00 am to 10:00 pm only, once every 60 minutes.

14 SANDY

The line would be extended to NE 134th & Prescott. Line 71 Killingsworth would no longer serve this area. Half of the trips would operate to NE 134th and half would operate to the Parkrose Park & Ride Lot.

18 TROUTDALE

Weekday service would end at 6:00 pm. No service on Saturday.

19 GLISAN and 19 WOODSTOCK

Saturday service once every 30 minutes before 6:00 pm and once every 60 minutes after 6:00 pm. Sunday service from 6:00 am to 10:00 pm only, once every 60 minutes.

21 MT. TABOR

Saturday and Sunday service from 6:00 am to 10:00 pm only, once every 60 minutes.

The line would continue through downtown as Line 53 23rd Avenue on SW Washington and Salmon Streets. SW 10th/11th Avenue loop would be replaced by Line 6 Union.

24 GRESHAM

Weekday and Saturday service would be eliminated.

26 33rd AVENUE

Weekday service once every 30 minutes during midday and once every 40 to 60 minutes after 6:00 pm. Saturday and Sunday service from 9:00 am to 6:00 pm only, once every 60 minutes.

The line would continue through downtown as Line 27 Harold.

26 HOLGATE

Saturday service once every 30 to 60 minutes. Sunday service from 6:00 am to 10:00 pm only, once every 60 minutes.

The line would continue through downtown as Line 27 St. Helens Road. Loop on SE 136th/104th would be shortened.

27 HAROLD

Weekday service would end at 9:30 pm. Saturday service from 9:00 am to 6:00 pm only, once every 60 minutes. No service on Sunday.

The line would continue through downtown as Line 26 33rd Avenue. The line will be extended via Harold to SE 136th Avenue in order to cover that portion of the Line 26 Holgate loop which is proposed to be discontinued.

27 ST. HELENS ROAD

Weekday service once every hour after 6:00 pm. No Saturday and Sunday service north of 21st & Quimby.

The line would continue through downtown as Line 26 Holgate.

31 ESTACADA

No Saturday service.

34 RIVER ROAD

Weekday service would end at 9:30 pm. Saturday service once every 30 to 60 minutes. No service on Sunday.

39 LEWIS & CLARK

No service on Sunday.

40 JOHNS LANDING and 40 HALSEY

Saturday service once every 30 to 60 minutes. Sunday service from 6:00 am to 10:00 pm only, once every 60 minutes.

Line 40 Halsey branches on NE Morris and San Rafael would be combined into a large loop. A branch would operate via NE 102nd Avenue, Skidmore and Fremont in order to cover the portion of Line 41 Fremont which is proposed to be discontinued.

41 FREMONT

Weekday service once every 60 minutes after 6:00 pm. Saturday service once every 30 to 60 minutes. Sunday service from 6:00 am to 10:00 pm only, once every 60 minutes.

Service on NE 102nd north of Halsey, Skidmore and Fremont would be replaced by a branch of Line 40 Halsey. Half of the service would be extended from Halsey and 102nd via 102nd Avenue to Mall 205.

43 TAYLORS FERRY

Saturday service from 9:00 am to 6:00 pm only, once every 60 minutes. No service on Sunday.

The line would be extended to Washington Square via Hall Boulevard. Service south of Tigard would operate during rush hours only via Hall, McDonald, SW 98th, Burham, Boones Ferry to the Tualatin Park & Ride Lot. Service on Hall between Burham and McDonald would be discontinued.

44 SHERWOOD

Saturday and Sunday service from 6:00 am to 10:00 pm only, once every 60 minutes.

Midday, evening and weekend trips would terminate at the King City Plaza. Rush-hour trips would operate to Sherwood and around the King City loop.

45 GREENBURG

No service on Sunday.

The line would operate via Garden Home, Oleson, Washington Square, Scholls Ferry Road, 121st, Walnut, Grant, Johnson to Tigard. Service on SW 80th and Locust would be provided by Line 43 Taylors Ferry only. Service on Greenburg Road would be provided by Line 77 Beltline only. Service on Gaarde and SW 121st between Walnut and Gaarde would be discontinued.

46 MAPLEWOOD

Saturday service from 6:00 am to 10:00 pm only, once every 60 minutes. No service on Sunday.

Midday, evening and weekend trips would terminate at the Burlingame Transit Center. Rush-hour trips would operate to downtown Portland via Terwilliger Boulevard. Service south of Barbur on SW 19th, Spring Garden, Taylors Ferry and Terwilliger would be discontinued. Service on SW 19th and Spring Garden would be provided by Line 39 Lewis & Clark. Service on Taylors Ferry would be provided by Line 39 and Line 43 Taylors Ferry. Service on Terwilliger would be provided by Line 38 Wilsonville.

51 COUNCIL CREST

Weekday service would end at 9:30 pm. Saturday service from 6:00 am to 10:00 pm only, once every 60 minutes.

53 23rd AVENUE

The line would continue through downtown as Line 21 Mt. Tabor on SW Salmon and Washington streets.

54 BEAVERTON-HILLSDALE HWY.

The line would operate to the Portland Mall via Barbur, Front, Clay/Market.

55 RALEIGH HILLS

Weekday service only during rush hours (7-9 am and 4-6 pm). No service on Saturday.

55 MOCKS CREST

Saturday service from 9:00 am to 6:00 pm only, once every 60 minutes.

The line would continue through downtown as Line 59 Cedar Hills.

56 FRONT AVENUE

Weekday service would be eliminated.

56 SCHOLLS FERRY

The line would operate to the Portland Mall via Barbur, Front, Clay/Market.

59 CEDAR HILLS

Weekday service would end at 9:30 pm. Saturday service from 9:00 am to 6:00 pm only, once every 60 minutes. No service on Sunday.

60 OAK HILLS-CEDAR HILLS

Weekday service only during rush hours (7-9 am and 4-6 pm). No service on Saturday and Sunday.

The line would operate between Saltzman/Cornell and Cedar Hills Transit Center, with some rush-hour trips continuing to/from the Portland Mall.

65 PCC-ROCK CREEK-BEAVERTON

Weekday service once every 60 minutes during midday.

67 BEAVERTON-CEDAR HILLS

The line would operate to Merlo Garage, 158th & Merlo Rd., during all periods of operation. Service on Knowlton, Karl Braun and Blumlein (Tektronix Campus) would be discontinued. Service on Butner, Parkway and Cedar Hills south of Barnes would be discontinued.

70 12th AVENUE

Weekday service would end at 9:30 pm. Saturday service from 9:00 am to 6:00 pm only, once every 20 minutes. Sunday service from 9:00 am to 6:00 pm only, once every 30 minutes.

All trips would terminate at Emanuel Hospital. Service to Fathom and Basin on Swan Island would be replaced by Line 85 Swan Island. Line 70 would be rerouted via Broadway/Weidler, Interstate, Russell, Cook into Emanuel Hospital.

71 KILLINGSWORTH

Weekday service would end at 9:30 pm. Saturday service from 9:00 am to 6:00 pm only, once every 20 minutes. No service on Sunday.

Service east of NE 72nd Avenue would be discontinued and partially replaced by Line 14 Sandy. The line would be through-routed to Line 84 52nd-60th Avenues at 72nd & Prescott. Peak period service on Swan Island would operate to the drydock instead of Fathom and Basin.

72 82nd AVENUE

Service to Kaiser Sunnyside Hospital would be discontinued and replaced by Line 76 King Rd.

76 KING RD.

Weekday service would end at 6:00 pm. Saturday service from 9:00 am to 6:00 pm only, once every 60 minutes.

Service would be extended to Kaiser Sunnyside Hospital.

77 BELTLINE

Saturday and Sunday service from 9:00 am to 6:00 pm only, once every 60 minutes.

Sunday service would be extended to Tigard via Greenburg Road.

78 LINWOOD

Weekday service would end at 6:00 pm. Saturday service from 9:00 am to 6:00 pm only, once every 60 minutes.

79 CANBY

Saturday and Sunday service from 9:00 am to 6:00 pm only, once every 60 minutes.

80 TROUTDALE-GRESHAM

Saturday service from 9:00 am to 6:00 pm only, once every 60 minutes. No service on Sunday.

84 52nd-60th AVENUE

Weekday service would end at 9:30 pm. Saturday and Sunday service from 9:00 am to 6:00 pm only, once every 30 minutes.

The line would be through-routed to Line 71 Killingsworth at 72nd & Prescott.

85 SWAN ISLAND

New route that would operate only weekday rush hours between Portland Mall and Fathom/Basin via Interstate, Greeley and Going Streets.

OWL SERVICE

Owl Service would be eliminated.





**DATA
RESOURCE
CENTER**

DEMOGRAPHIC/ECONOMIC UPDATES AND FORECASTS

M E M O R A N D U M

Date: January 27, 1984
To: TPAC
From: Dick Bolen, Senior Planner
Regarding: Revising the Year 2000 Population/Employment Forecast

This memo outlines the necessity for revising the year 2000 population/employment forecast in current use and describes a process for revision.

**UNANTICIPATED EVENTS OCCURRING SINCE THE
1981 FORECAST WORKSHOPS WERE CONDUCTED**

Impact of Recession

1. The trend data forming the historical basis for the year 2000 forecast contained no comparable period of economic decline. This recession was the most severe since the depression.
2. The workshops selected an average employment growth rate for 1980 to 2000 slightly higher than that occurring during the period 1970 to 1980. It is now clear that the 80s will not be able to maintain the growth rates of the 70s. Therefore, to achieve the level forecasted for 2000, the 90s would have to be a period of unprecedented economic expansion.

Employment Participation Rates

3. The population to employment participation rates used by the workshops to produce a year 2000 population require re-evaluation due to emergent lifestyle and demographic trends which affect this rate. For example, two forecasts recently obtained from other sources show a 200,000 population differential in 2000, based primarily upon a seven percent difference in labor force participation rates.

Household Size

4. The downward spiral in household size that began during the 1980s shows signs of tapering off sooner than expected. This trend has considerable implications for future housing demand and the population of jurisdictions having a large housing stock.

Single Family/Multi-Family Dwelling Unit Split

5. The ratio of newly constructed single family to multi-family dwelling units was assumed by the workshop participants to be equal over the 20-year forecast period. However, the single family share of new construction has actually been increasing since 1978 and the 50/50 split is looking ever less likely.

PROCESS FOR REVISION

The process for revising the 2000 forecast is proposed to follow a workshop procedure like that used in 1981. This time, representation will also be sought from the private sector to obtain input on the larger questions of how the regional economy will grow as a whole. Two levels of activity are recommended (see attached flow chart):

1. Regional Growth Forum

At this level discussion will center upon issues affecting the region's long-term growth performance. For example, the region's likely share of total U.S. economic growth, which sectors are likely to be attracted to this area, and the impact of increased trade with the Pacific Rim countries.

These factors (growth in employment share, trade impacts, participation rates, household size, single family/multi-family split) will be the subject of a series of issue papers presented to this group as the technical basis for their decisions.

The Forum is intended to specifically encourage participation by key private sector representatives whose expertise will be especially valuable in helping to resolve regional growth issues. Public sector participants will also be invited to the forum discussions.

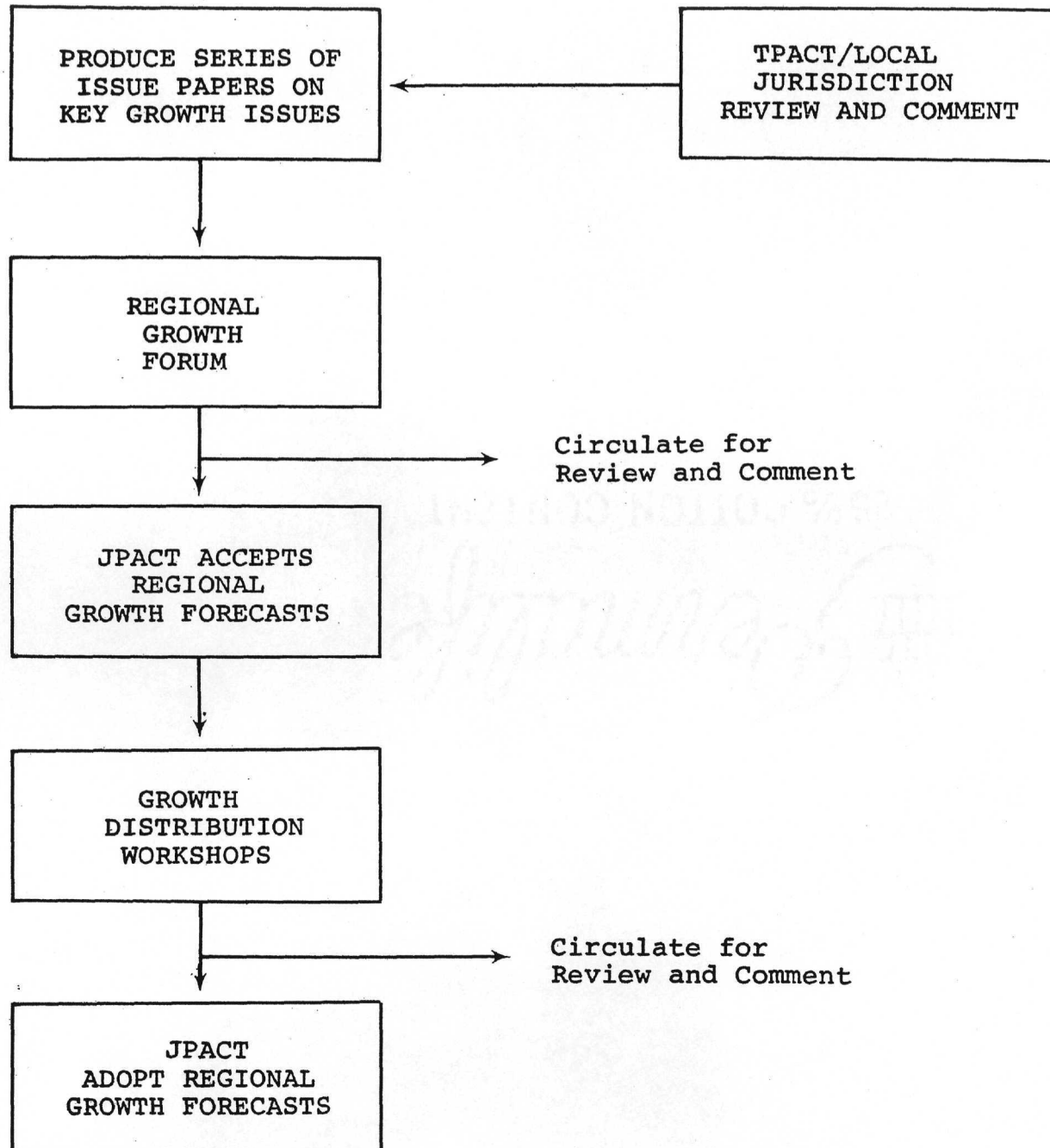
2. Growth Distribution Workshops

This group will be constituted by local planners who will distribute the regional control totals recommended by the Regional Growth Forum to census tracts. The methodologies will be very similar to the distribution techniques used in 1981.

The results of this work will be sent on to JPACT and back to the Forum members.

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0642C/D4

FORECAST PRODUCTION PROCESS



PORTLAND SMSA -- 1960 THROUGH 2000 POPULATION AND EMPLOYMENT

1960 -- 1983 ACTUAL

DATE	EMPLOYMENT	POPULATION	EMP/POP
1960	328,000	821,900	.399
1965	375,300	919,500	.408
1970	439,100	1,007,130	.436
1975	482,800	1,090,700	.443
1980	618,400	1,242,645	.498
1983	558,500	1,258,500	.444

SOURCE: EMPLOYMENT -- 1960-1970 BUREAU OF LABOR STATISTICS
 1975-1983 OREGON EMPLOYMENT SERVICE, WAGE AND SALARY
 ADJUSTED TO FULL EMPLOYMENT (+ @ 10%)
 POPULATION -- 1960, 1970, 1980 BUREAU OF THE CENSUS
 1965, 1975, 1983 CENTER FOR POPULATION RESEARCH AND
 CENSUS (PSU); WASHINGTON STATE, OFFICE
 OF PROGRAM PLANNING AND FISCAL MGT.

FORECASTS -- EMPLOYMENT

	1985	1990	1995	2000
METRO				970,000
BPA	578,000	672,300	783,300	858,200
NPA	699,350	770,600	827,250	870,900

FORECASTS -- POPULATION

	1985	1990	1995	2000
METRO				1,739,900
BPA	1,273,900	1,453,900	1,613,100	1,731,200
NPA	1,333,500	1,417,000	1,486,600	1,533,900

FORECASTS -- EMPLOYMENT/POPULATION

	1985	1990	1995	2000
METRO				.557
BPA	.454	.462	.486	.496
NPA	.524	.544	.556	.568



OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

January 16, 1984

Anthony Yturri, Chairman
Oregon Transportation Commission
c/o Yturri, Rose, Burnham and Ebert
89 S. W. Third
Post Office Drawer S
Ontario, OR 97914

I want to congratulate the Commission and the Highway Division, first of all, for an unusually successful update of the Six-Year Highway Improvement Program. I have heard and read many fine comments about your public meetings and your sincere efforts to respond to local needs, despite your limited financial resources.

But, at the same time, I know you share my concern, as you adopt the final program, about many of those important and long-delayed major improvement projects around the state that are so crucial to Oregon's economic vitality. A sound and flexible transportation system is a necessary element in our efforts to stimulate and diversify our economy.

We should not postpone these projects any longer. Several east-west roads to the coast, for example, were built years ago, and are now inadequate to accommodate a reasonable flow of trucks and cars. New interchanges are needed around Oregon to make land feasible for development. Improvements in driving safety require considerable investment in some large highway projects.

While most of these improvements cannot be undertaken with present revenue in the next several years, I am convinced that we must confront those needs, and we must do it now if Oregon is to move forward.

My next budget will include a proposal to address the problems at the state and local level.

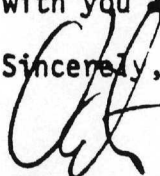
I now ask you and the Department of Transportation to develop a proposal that will include those projects with the highest priority and that will provide the greatest economic benefit and employment for our citizens.

Anthony Yturri
January 16, 1984
Page Two

Along with your proposal, I ask you also to recommend a funding approach to meet the cost of the projects, one that might either involve a gas tax increase dedicated to these modernization projects, or that might consider issuing bonds for that special purpose--either of which would be sunsetted at the conclusion of the program. Your proposal should also recognize the similar needs on county roads and city streets.

We have begun the process to develop our budget requests for the 1985-87 biennium. I would urge you, therefore, to develop your proposal as expeditiously as possible. If you like, I would be pleased to meet with you and the Commission to discuss this matter in further detail.

Sincerely,



Victor Atiyeh
Governor

VA:bn

TRANSPORTATION BUILDING SALEM, OREGON 97310 378-6546

INFORMATION: JIM BOTTOM

ATIYEH ASKS COMMISSION FOR
FUNDING PLAN TO GET MORE
STATE HIGHWAY IMPROVEMENTS

84-4-S
January 18, 1983

Oregon Gov. Vic Atiyeh has asked the Department of Transportation to develop a funding proposal, to be included in his next state budget, for implementing long-delayed highway improvement projects.

In a letter to the Oregon Transportation Commission this week, Atiyeh asked that major projects not funded in the newly adopted Six-Year Highway Improvement Program be addressed through either a gas-tax increase "dedicated to just these modernization projects" or "issuing bonds for that special purpose."

In either case, the governor suggested that the funding method be "sunsetting at the conclusion of the program," meaning the dedicated tax would then be repealed, or no additional bonds be sold. The Highway Division has nearly 80 projects slated for development in the Six-Year Highway Improvement Program--totalling nearly \$475 million in work. Because of limited funds, these modernization projects could not be funded beyond engineering work.

"We'll be looking at alternatives that include either a gas and weight-mile tax increase, dedicated to these modernization projects, or a bonding program of some sort," said Department of Transportation Director Fred Miller.

He emphasized that either of these proposals to fund additional projects in the six-year program would be temporary efforts.

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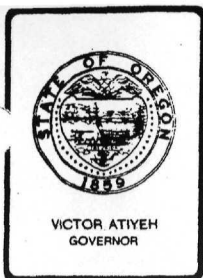
In his letter to the commission, Atiyeh said he has begun the process of developing the 1985-87 biennium budget, and he urged the commissioners to make their recommendations promptly.

"I know you share my concern, as you adopt the final program, about many of those important and long-delayed improvement projects around the state that are so crucial to Oregon's economic vitality," Atiyeh said. "We should not postpone these projects any longer."

He cited the need for modernizing east-west roads to the coast to handle more cars and trucks, the need for new interchanges "to make land feasible for development," and the need to improve driving safety wherever necessary.

He called for a modernization program that would stimulate and diversify the economy, while creating a "sound and flexible transportation system."

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Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED JAN 20 1984

In Reply Refer to
File No.:

January 17, 1984

PRO

Andy Cotugno, Transportation Director
Metropolitan Service District
527 S.W. Hall Street
University Center Building
Portland, OR 97201

Thank you for your appearance before the December Commission meeting regarding the Six-Year Highway Improvement Program process. I appreciate your supportive remarks and the efforts that the Portland Region has made in our Six-Year Program process.

H. S. Coulter, P.E.
State Highway Engineer

COMMITTEE MEETING TITLE JPACT- 2-9-84DATE 2-9-84

NAME

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✓ G- Ted Spence	ODOT
✓ G- STEVE DOTTERER	CITY OF PORTLAND
✓ G- Bebe Rucker	Mult. County
✓ G- STEVE SMITH	TRIMET
✓ G- Tom Matoff	TRIMET
✓ G- Lee Yarnes	"
✓ G- Bob Dost	"
✓ S- Dick Bolen	Metro
✓ G- Geben Mullen	Regional Planning
S- Peg Henwood	METRO
S- Karen Shackleton	metro
✓ G- Timon Kurth	Clark Co.
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S- Rick Gustafson	Metro
✓ M- RICHARD WAKER	METRO
✓ M- Phyllis Witham	"
✓ M- Brook Senneduto	CLATSOP COUNTY