STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. FOR THE PURPOSE OF AMENDING THE TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC) BYLAWS

Date: October 11, 1982 Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

The Transportation Policy Alternatives Committee (TPAC) Bylaws were adopted by the Metro Council to define roles, responsibilities and membership of the Committee. Included in the Bylaws was a provision for five citizen members to be nominated by the Metro "Transportation Committee" and confirmed by the Metro Council. The Council would like to increase the number of citizen members to six to provide broader community input into transportation decisions. In addition, a housecleaning amendment is needed to delete references to the now defunct "Transportation Committee" and substitute the Council "Regional Development Committee." Reference to the Bi-State Technical Subcommittee has been deleted under "Article V, Subcommittees" as it is a subcommittee of the newly formed Bi-State Policy Advisory Committee.

The citizen members to fill the six positions are as follows:

Leeanne MacColl	George Starr
Greg Kantor	Lawrence Griffith
Dave Dobak	Alicia Diaz Lund

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the Resolution to amend the TPAC Bylaws.

COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Development Committee recommended adoption and requested that the Joint Policy Alternatives Committee on Transportation be consulted.

AC/srb
6979B/318
11/01/82

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC) BY-LAWS	))))	RESOLUTION NO. Introduced by the Regional Development Committee

WHEREAS, The By-Laws of the Transportation Policy Alternatives Committee (TPAC), dated March 7, 1980, provide for appointment of five citizen members to be nominated by the Metro Transportation Committee; and

WHEREAS, There is a desire for broader community membership and the need to delete references to the now defunct Transportation Committee; now, therefore,

BE IT RESOLVED,

That the Metro Council amends the TPAC By-Laws as shown in Attachment "A."

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1982.

_____
Presiding Officer

AC/gl
6979B/318
10/13/82

ATTACHMENT "A"

REVISED 10/28/82

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

BY-LAWS

ARTICLE I

This Committee shall be known as the TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC).

ARTICLE II

PURPOSES

The Transportation Policy Alternatives Committee coordinates and guides the regional transportation planning program in accordance with the policy of the Metro Council.

The responsibilities of TPAC with respect to transportation planning are:

a. Review the Unified Work Program (UWP) and Prospectus for transportation planning.

b. Monitor and provide advice concerning the transportation planning process to ensure adequate consideration of regional values such as land use, economic development, and other social, economic and environmental factors in plan development.

c. Advise on the development of the Regional Transportation Plan and Transportation Improvement Program.

d. Review projects and plans affecting regional transportation.

e. Advise on the compliance of the regional transportation planning process with all applicable federal requirements for maintaining certification.

f. Develop alternative transportation policies for consideration by JPACT and the Metro Council.

g. Review local comprehensive plans for their transporation impacts and consistency with the Regional Transportation Plan.

h. Recommend needs and opportunities for involving citizens in transportation matters.

The responsibilities of TPAC with respect to air quality planning are:

a. Review and recommend project funding for controlling mobile sources of particulates, CO, HC and NOx.

b. Review the analysis of travel, social, economic and environmental impacts of proposed transportation control measures.

c. Review and provide advice (critique) on the proposed plan for meeting particulate standards as they relate to mobile sources.

ARTICLE III

MEMBERSHIP, VOTING, MEETINGS

Section 1. Membership

a. The Committee will be made up of representatives from local jurisdictions, implementing agencies and citizens as follows:

City of Portland	1
City of Vancouver	1
Clackamas County	1
Clark County	1
Multnomah County	1
Washington County	1
Clackamas County Cities	1
Multnomah County Cities	1
Washington County Cities	1
Oregon Department of Transportation	1
Washington State Department of Transportation	1
Regional Planning Council of Clark County	1
Port of Portland	1
Tri-Met	1
Department of Environmental Quality	1
Citizens	6

In addition, the Federal Highway Administration, Federal Aviation Administration (FAA), Urban Mass Transportation Administration (UMTA), and Washington Department of Environmental Quality may appoint an associate member without a vote. Additional associate members without vote may serve on the Committee at the pleasure of the Committee.

b. Each member shall serve until removed by the appointing agency. Citizen members shall serve for two years and can be reappointed.

c. Alternates may be appointed to serve in the absence of the regular member. Citizen members shall not have alternates.

d. Unexcused absence from regularly scheduled meetings for three (3) consecutive months shall require the Chairperson to notify the appointing agency with a request for remedial action.

Section II. Appointment of Members and Alternates

a. Representatives (and alternates if desired) of the Counties, the City of Portland and implementing agency shall be appointed by the presiding executive of their jurisdiction/agency.

b. Representatives (and alternates if desired) of Cities within a County shall be appointed by means of a consensus of the Mayors of those Cities. It shall be the responsibility of the representative to coordinate with the Cities within his/her County.

c. Citizen representatives nominated by the Regional Development Committee of the Metro Council, confirmed by the Metro Council, and appointed by the Presiding Officer of the Metro Council.

Section 3. Voting Privileges

a. Each member or alternate of the Committee, except associate members, shall be entitled to one (1) vote on all issues presented at regular and special meetings at which the member or alternate is present.

b. The Chairperson shall have no vote.

Section 4. Meetings

a. Regular meetings of the Committee shall be held each month at a time and place established by the Chairperson.

b. Special meetings may be called by the Chairperson or a majority of the Committee members.

Section 5. Conduct of Meetings

a. A majority of the voting members (or designated alternates) shall constitute a quorum for the conduct of business. The act of a majority of the members (or designated alternates) present at meetings at which a quorum is present shall be the act of the Committee.

b. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.

c. The Committee may establish other rules of procedure as deemed necessary for the conduct of business.

d. An opportunity will be provided at each meeting for citizen comment on agenda and non-agenda items.

ARTICLE IV

OFFICERS AND DUTIES

Section 1. Officers

The permanent Chairperson of the Committee shall be the Metro Transportation Director.

Section 2. Duties

The Chairperson shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the Committee's business.

Section 4. Administrative Support

a. Metro shall supply staff, as necessary, to record actions of the Committee and to handle Committee correspondence and public information concerning meeting times and places.

ARTICLE V

SUBCOMMITTEES

Four (4) permanent subcommittees of the Committee are established to oversee the major functional areas in the transportation planning process where specific products are required. These are:

1. Interagency Coordinating Committee (ICC) -- to guide systems analysis and subarea studies with regard to how these planning activities affect the major corridors and the Regional Transportation Plan; and

2. Transportation Improvement Program Subcommittee (TIP) -- to develop and update the five-year TIP, including the Annual Element; and

3. Rideshare.

Working groups may be established by the Chairperson as necessary upon request of the Committee. Membership composition shall be determined according to mission and need. All such committees shall report to the Transportation Policy Alternatives Committee.

ARTICLE VI

REPORTING PROCEDURES

The Committee shall make its reports and findings and recommendations to the Joint Policy Advisory Committee on Transportation (JPACT). The Committee shall develop and adopt

procedures which adequately notify affected jurisdictions on matters before the Committee.

ARTICLE VII

AMENDMENTS

These By-laws may be amended or repealed only by the Metropolitan Service District Council.

CWO/srb
6024A/79

RECOMMENDED SCOPE OF WORK
LRT STUDIES

This Scope of Work is based on the overall phasing of LRT studies into two parts: 1) LRT Systems Analysis, including Eastside, Westside and Central Area Studies; and 2) LRT Corridor Studies. The LRT Systems Analysis will be completed so as to define and prioritize LRT corridors and meet all Phase I Alternatives Analysis requirements on these corridors, while maintaining progress on the McLoughlin Corridor and Bi-State commitments. The LRT Corridor Studies which would follow the Systems Analysis would consist of Phase II Alternatives Analysis/EIS process for the highest priority corridor(s), or a more limited refinement of alignments so as to allow right-of-way preservation and land use planning responses by local jurisdictions.

This Scope of Work details the proposed LRT Systems Analysis, and is organized in two major parts:

I. LRT SYSTEMS ANALYSIS: OBJECTIVES, TASKS, PRODUCTS
II. LRT SYSTEMS ANALYSIS: STUDY AREAS

The major emphasis of the LRT Systems Analysis, addressed in detail in this Scope of Work, is to answer questions related to overall feasibility and priority of corridors, focusing on ridership demand and operating vs. capital cost in the corridors considered. Because of this, the LRT Systems Analysis is designed to develop a relatively detailed ridership and transit operations analysis for each corridor, with decreased emphasis on specific alignment engineering and impact issues within those corrdiors. Alternatively, the Corridor Studies (including Phase II Alternatives Analysis/EIS for one or more corridors) are expected to develop much more detailed alignment engineering and impact analyses, with little or no new ridership analysis.

I. LRT SYSTEMS ANALYSIS: OBJECTIVES, TASKS, PRODUCTS

A. Study Objectives:

- Establishment of an overall long-range LRT System, defining the primary vs. secondary system.
- Recommended LRT staging plan.
- Recommendation of corridors to proceed with design and impact studies.
- Completion of federal Phase I Alternatives Analysis requirement for primary corridors to allow proceeding with Phase II on selected corridor(s).

B. Tasks:

The major tasks to be performed for each corridor under study involve generally defining the alternatives sufficiently to determine the transit ridership potential

to establish whether that level of ridership can be more cost-effectively served by light rail than buses. Using this information, the "savings" in operating cost will be compared to the capital cost necessary to build LRT to determine whether or not the major capital investment is justified.

- Define systems and routes (and potential stations) for cost and ridership analysis, including future branches and extensions of major routes (@ 1" = 1,000').
- Estimate corridor ridership, and establish bus and LRT service levels necessary to meet demand. Existing year and year 2000 travel forecasts will be the basis for evaluating the alternatives.
- Identify critical corridor interrelationships as a basis for identifying logical segments to pursue (i.e., the degree to which ridership in the one corridor is dependent upon LRT construction in another corridor).
- Identify the degree to which ridership is dependent upon existing vs. future development.
- Determine bus expansion and LRT operating costs for each corridor.
- Estimate LRT capital costs for corridors.
- Compare operating cost vs. capital cost for light rail and bus service expansion alternatives in each corridor.
- Identify the impact of LRT investment/bus service expansion on highway demand, congestion, costs of improving that congestion with highway projects, and the phasing or staging of highway improvements with or without transit system investment.
- Assess general environmental and land use impacts of proposed routes.
- Develop summary of impacts, corridor benefits and costs for decision-making.

NOTE:

It should be emphasized that the engineering work necessary for developing capital costs will be based on the minimum level of detail necessary to accomplish the following:

- To establish with reasonable confidence capital cost estimates for alignment alternatives (i.e., routing at grade or on structure, and resulting cost).
- To identify fatal flaws of particular alignments (i.e., turn radius, grade or structural limitations, or major cost differences between alternatives).
- To identify critical pieces of right-of-way which should be preserved.

The level of conceptual engineering will be the minimum necessary to accomplish the above tasks, and will not produce conceptual plans for the entire length of alignments under consideration.

C. Products:

1. Adoption of overall regional LRT Plan.

2. Designation of primary vs. secondary corridors.

3. Ranking of primary and secondary corridors, considering:

   - ridership
   - capital cost
   - transit operating efficiency
   - impacts
   - zoning and land use actions/development impacts and opportunities

4. Adoption of an LRT operations plan and staging plan for LRT improvements in Central Portland (downtown and the inner-eastside).

5. Definition and priority of corridor studies to pursue, including Phase II alternatives analysis/EIS or less rigorous corridor refinement studies.

6. Staging plan for bus/LRT/and highway improvements for McLoughlin and Southwest Corridors.

7. Definition of highway congestion resolved by transit development in corridors.

8. Define needed actions by local jurisdictions - such as right-of-way protection and land use actions in station areas for primary and secondary corridors.

II. LRT SYSTEMS ANALYSIS: STUDY AREAS

A. Central Area LRT Systems Study

This phase of the study will address the ability of Downtown Portland and the inner-Eastside to handle six LRT corridors (the Banfield, Sunset, Barbur, McLoughlin, and I-5 North and Macadam). The objectives of the Central Area Study are:

- Development of an LRT operations plan for Central Portland;
- Development of staging mechanisms for development of portions of the Central Area LRT Plan;
- Identification of approach to Downtown for each corridor;

- Need for and staging of mall vs. cross-mall vs. other downtown alignments;
- Capacity of Lloyd Center to downtown link/need for Hawthorne Bridge crossing for McLoughlin Corridor;
- Feasibility/routing of inner-eastside routes;
- Development of a staging plan for all Central area LRT improvements and alignments.

The central area is the most critical portion of the LRT system since it involves routing each of the radial corridor LRT routes into and through the most dense area in the region. As such, the feasibility of operating LRT in the downtown area is a prerequisite for considering LRT in any additional corridor. However, by necessity, the downtown analysis must be conducted in two steps. Initially, a six corridor system will be examined based upon very preliminary ridership estimates and, therefore, very preliminary train frequencies in the various corridors. This preliminary assessment will establish the severity of the problem and, therefore, whether or not it is reasonable to proceed with LRT feasibility studies in the individual corridors. Later, based upon detailed ridership and operations analysis in each corridor, the final central area operations plan will be established.

B. Eastside LRT Systems Analysis

The Eastside LRT Systems Analysis will be divided into two parts.

A number of issues directly related to maintaining progress on the McLoughlin Corridor improvements and the Bi-State commitment will be resolved by Part One of this analysis--to be undertaken immediately. Other issues, such as the feasibility of McLoughlin Corridor LRT extensions south of Milwaukie and the feasibility of I-205 LRT routes not related to the Bi-State question will be resolved in Part Two, to be undertaken upon substantial completion of Part One. As listed above, patronage studies, transit efficiency studies and capital cost estimates will be developed to answer two basic questions:

1. Is the corridor justified for LRT; and

2. What are the most reasonable alignment(s) to consider further within that corridor?

PART ONE STUDIES:

Specific issues to be addressed in Part One Studies include:

1. McLoughlin LRT Feasibility and Alignments:

   - LRT feasibility in the corridor
   - Which routes should be examined further in design and impact studies if LRT is feasible
   - Need for connection of LRT to downtown vs. Eastside
   - Develop a staging plan for both transit and highway improvements planned for the corridor.

2. I-5 vs. Interstate Avenue LRT Assessment: which route should be selected between Coliseum and Hayden Island.

3. Columbia River Crossing: I-5 or I-205:

   - Feasibility and route for Columbia River crossing: I-5 vs. I-205
   - Feasibility of LRT and route for non-river crossing corridor: I-5 to Hayden Island; I-205 to airport.

4. Relationship between corridors, particularly between I-5 North and McLoughlin Boulevard corridors, with and without Central Eastside Connector.

PART TWO STUDIES:

1. Feasibility of Milwaukie LRT Extensions to Clackamas Town Center, Oregon City, and Lake Oswego.

2. Feasibility of I-205 Corridor: Determine if LRT is justified in corridor, within various segments as noted below (independently and together):

   - Airport to Gateway
   - Gateway to Lents
   - Gateway to Clackamas Town Center
   - Gateway to Oregon City

C. Westside LRT Systems Analysis: Major issues addressed by the Westside LRT systems analysis would be:

1. Sunset LRT to Hillsboro: Relating to ongoing Westside Corridor decisions, determine the feasibility of LRT extension to Hillsboro

2. Southwest Corridor Feasibility and Alignments, assessing the following alignments and their relationships:

- Barbur/I-5 alignment to Kruse Way and/or Tigard
- Barbur alignment to Kruse Way and/or Tigard
- Macadam Avenue to Lake Oswego, and effect on Barbur/I-5 route; effect on Milwaukie/Lake Oswego route
- Impact of alternatives on 99W congestion through Tigard
- Phasing/staging of highway and transit improvements

3. Circumferential Route Feasibility, by segments and as a package:

   - Beaverton to Tigard (feasibility and routing)
   - Tigard to Tualatin (feasibility and routing)
   - Tualatin to Lake Oswego (feasibility and routing)
   - Lake Oswego to Milwaukie (feasibility and routing)

4. Relationships between corridors: Aimed at determining interrelationship between Hillsboro extension, Beaverton-Tigard connection and Tualatin extension.

AC/srb
6985B/308
10/20/82

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. FOR THE PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE A NEW PROJECT ON N.W. EVERETT STREET--1ST AVENUE TO FRONT AVENUE.

Date: October 28, 1982 Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

This action will include a new preliminary engineering (PE) project in the FY 1983 TIP, thereby making the project eligible for receipt of Interstate Transfer funds.

The downtown Portland alignment for the Banfield LRT system will remove N.W. 1st Avenue between Glisan and Davis Streets from the downtown one-way grid circulation system. Several large employment centers in the area will add to the traffic load. These impacts will result in a major increase in congestion on remaining streets and a substantial increase in out-of-direction travel.

City of Portland staff have developed an initial approach to connect 1st Avenue with Front Avenue via N.W. Everett Street; relocate southbound Front Avenue to the east; and reconnect N.W. Davis Street with relocated Front Avenue southbound. Northbound and Southbound turns from Everett to Front would be permitted.

PE will be conducted by the City of Portland to evaluate other alternatives to complement the light rail project and to synchronize the noted improvements with light rail implementation.

Initial cost estimates for the project appear in Exhibit "A" with PE slated for FY 1983. Firm construction cost estimates will be developed at a later date as a result of PE. At that time, approval for construction funding will be requested.

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the Resolution authorizing PE monies for FY 1983 for the noted project.

COMMITTEE CONSIDERATION AND RECOMMENDATION

BP/srb
7085B/327
10/29/82

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE A NEW PROJECT ON N.W. EVERETT STREET - 1ST AVENUE TO FRONT AVENUE	)))))	RESOLUTION NO. Introduced by the Joint Policy Advisory Committee on Transportation

WHEREAS, The downtown Portland alignment for the Banfield LRT system will remove N.W. 1st Avenue between Glisan and Davis Streets from the downtown one-way grid; and

WHEREAS, City staff have developed an initial approach to accommodate the noted impact of the LRT on the street system; and

WHEREAS, Other alternatives are to be explored by the City; and

WHEREAS, To be eligible for receipt of Interstate Transfer funds the project must be in the TIP; now, therefore,

BE IT RESOLVED,

1. That Metro Council authorizes $125,000 in Interstate Transfer funds for Preliminary Engineering on the noted project.

2. That the TIP and its Annual Element be amended to reflect the preliminary engineering authorization as set forth in Exhibit "A."

3. That the Metro Council finds the project to be in

accordance with the region's continuing cooperative comprehensive planning process and, thereby, gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1982.

_____
Presiding Officer

BP/srb
7085B/327
10/29/82

EXHIBIT "A"

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland

LIMITS NW 1st Avenue to NW Davis Street LENGTH 450 feet

DESCRIPTION Realign NW Front Avenue southbound to the east of the Steel Bridge off-ramp to Front Avenue; reconstruct NW Everett Street from 1st Avenue to a connection with Front Avenue; realign south end of Steel Bridge off-ramp to Front Avenue to provide space for two lanes on Front Avenue southbound, reconnect Davis Street with Front Avenue southbound; construct sidewalks, curbs, drainage and illumination. This will provide a functional replacement for the NW 1st Avenue section being used by the Downtown portion of the Banfield LRT.

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

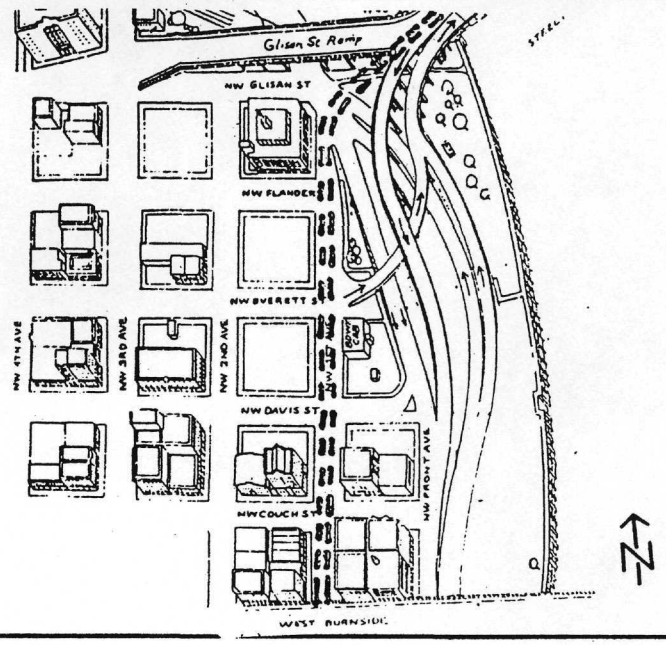
LONG RANGE ELEMENT _____ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR ($000)

	FY 82	FY 83	FY 84	FY 85	FY 86	TOTAL
TOTAL		147				147
FEDERAL		125*				125
STATE						
LOCAL		22				22

*Preliminary Engineering

LOCATION MAP



PROJECT NAME Everett-Front

ID No FAU 9300

APPLICANT City of Portland

SCHEDULE

TO ODOT _____

PE OK'D _____ EIS OK'D _____

CAT'Y _____ BID LET _____

HEARING _____ COMPL'T _____

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	$ 147,000
CONSTRUCTION	926,000
RIGHT OF WAY	8,000
TRAFFIC CONTROL	65,000
ILLUMIN, SIGNS, LANDSCAPING, ETC	6,000
STRUCTURES	300,000
RAILROAD CROSSINGS	
TOTAL	$ 1,452,000

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) ____

FAUS (OREGON REGION) ____

FAUS (WASH REGION) ____

UMTA CAPITAL ____ *UMTA OPRTG* ____

INTERSTATE ____

FED AID PRIMARY ____

INTERSTATE SUBSTITUTION 85%

_____ ____

NON FEDERAL

STATE ____ *LOCAL* 15%

100%

COMMITTEE MEETING TITLE JPACT

DATE 11/10/82 - 7:30 am

	NAME	AFFILIATION
M-A	Ed Hardt	ODOT
M-	Mildred Schwab	City of Portland
G-	STEVE DOTTERRER	CITY OF PORTLAND STAFF
G-	Ted Spence	ODOT
G-	Lillian Hamer	TRI-MET
G-	Sarah Salazar	Port of Portland
S-	Bill Kaiser	Metro
G-	JERRY MARKESINO	CITY OF PORTLAND
M-A	Bob Oleson	Metro
M-	AL MYERS	EAST MULT. CO. CITIES
M-	Charlie Williamson	Metro
M-	JOHN FREWING	TRI-MET
M-	ED FERGUSON	WSDOT
G-	KEITH AHOLA	WSDOT
G-	Gilbert Mollenberg	Regional Planning Council
M-	Corky Kirkpatrick	Metro
G-	Winston Kurth	Clack. Co.
G-	Elton Chang	FHWA - Salem
G-	Marty Nizlek	WASH CO.
S-	Karen Thackston	Metro
M-	Dennis Buchanan	Mult. Co.
G-	Bebe Rucker	" "
S-	Andy Cotugno	Metro
S-	Rick Gustafson	"
S-	Keith Lawton	"