

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ALTERING) RESOLUTION NO. 92-1550
THE INTERGOVERNMENTAL AGREEMENT)
ON THE WESTERN BYPASS STUDY) Introduced by Rena Cusma,
Executive Officer

WHEREAS, The Metropolitan Service District (Metro) is a signatory to the Western Bypass Study Planning Coordination Agreement in accordance with Resolution No. 91-1425; and

WHEREAS, That Planning Coordination Agreement was intended to define the involvement and decision-making process for the participating jurisdictions; and

WHEREAS, It has been determined that there is insufficient detail in information developed at the strategy evaluation stage to make decisions on the reasonableness of recommendations for further study prior to the refinement of alternatives; and

WHEREAS, the Oregon Department of Transportation (ODOT) has requested amendments to the process to postpone these decisions on reasonableness of alternatives for final consideration in the Draft Environmental Impact Statement until after the refinements and analysis of alternatives; and

WHEREAS, It is expected that there will be enough information to eliminate a limited number of broad strategies from further consideration; and

WHEREAS, These amendments do not reduce involvement of affected local governments but postpone their decisions to a later stage of the process; and

WHEREAS, This postponement will produce more detailed

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District authorizes amendments to the Intergovernmental Agreement for the Western Bypass Study as substantially defined in Exhibit A.

2. That the Council requests that at the time ODOT presents its recommendation on strategies to be eliminated, ODOT shall also present a detailed description of their process for ensuring that the non-eliminated strategies, in all significant aspects, are represented in the alternatives advanced for further analysis.

ADOPTED by the Council of the Metropolitan Service District
this 23rd day of January, 1992.



Jim Gardner, Presiding Officer

TKL:lmk
92-1550.RES
1-15-92

EXHIBIT A

ODOT'S PROPOSED AMENDMENTS TO
WESTERN BYPASS STUDY PLANNING COORDINATION AGREEMENT

I. Amend Section III as follows:

III. Recommendation of Strategies

- A. ODOT's staff will study, develop, and refine strategies to meet the statewide and regional westside circumferential travel needs identified in the Purpose and Need Statement. Reasonable system modes, including major highways, arterial, major transit (bus and light rail), and demand management measures, shall be considered. ODOT's staff will recommend elimination of some modes and strategies from further detailed consideration by the following steps:
1. Identification of strategies;
 2. Development of conceptual system-level alternatives;
 3. Evaluation of strategies; and
 4. Recommendation of reasonable strategies that meet the identified purpose and need.
- B. Based on the strategies recommended for elimination by ODOT's staff, JPACT and Metro shall consider recommending or requiring elimination of strategies considered unreasonable to meet the purposes and needs identified in the Statement. As part of this process, JPACT and Metro shall consider any appropriate amendments to the RTP to eliminate strategies from further study. The adoption of any RTP amendments eliminating strategies from further study shall be accompanied by findings demonstrating compliance with applicable statewide planning goals and regional goals and objectives, if necessary. For each strategy eliminated, Metro shall demonstrate the reasons why the eliminated strategy cannot meet the identified statewide and regional transportation system needs.
- C. Each City and the County hereby agree to provide staff assistance to Metro in the development of findings demonstrating compliance with applicable statewide planning goals to support an RTP amendment eliminating strategies considered unreasonable to meet the purposes and needs set forth in the Statement.
- D. Upon completion of the activities described in subsection B above, Metro shall transmit correspondence to each City and the County identifying the strategies recommended to

be eliminated from further study. The correspondence shall contain the findings supporting Metro's action.

IIIA Recommendation of Alternatives for DEIS Evaluation.

- A. Based on the strategies it recommended for further study, ODOT's staff will develop, refine, and recommend alternatives for evaluation in the Draft Environmental Impact Statement (DEIS).
- B. Based on the alternatives recommended for DEIS evaluation by ODOT's staff, JPACT and Metro shall consider reasonable alternatives for DEIS evaluation. As part of this process, JPACT and Metro shall consider any appropriate amendments to the RTP to incorporate alternatives recommended for DEIS evaluation.
- C. Upon completion of the activities described in subsection B above, Metro shall transmit correspondence to each City and the County identifying the alternatives approved for evaluation in the DEIS.
- D. Within 90 days following receipt of Metro's correspondence, each City and the County shall consider adopting a Resolution in response to Metro's action. The Resolution shall be in the form attached hereto as Exhibit "C" and shall endorse or reject the alternatives recommended by JPACT and Metro for DEIS evaluation. Upon adoption, the Resolution shall be submitted to ODOT's Manager. Failure to submit the Resolution shall be considered a rejection of the alternatives recommended for DEIS evaluation.

IV. Acknowledged Comprehensive Plan and Zoning Review.

Within 30 days following approval by JPACT and Metro of alternatives recommended for DEIS evaluation, Metro, the County, and each City shall assist the study by:

- A. Initiating staff review of their respective functional or comprehensive plans and land use regulations to determine applicable provisions which apply to the Study; and
- B. Transmitting to ODOT's Manager a copy of those plan and regulation provisions deemed applicable.

EXHIBIT "C"

IN THE MATTER OF ENDORSEMENT OF)
ALTERNATIVES RECOMMENDED BY JPACT) RESOLUTION NO. _____
AND METRO FOR DEIS EVALUATION)

WHEREAS, the Oregon Department of Transportation (ODOT) is conducting a Western Bypass Study to identify and resolve issues related to accommodating major existing and future state, regional and intra-county travel needs within the project study area; and

WHEREAS, a Purpose and Need Statement has been prepared identifying the underlying purpose and need for the Western Bypass Study; and

WHEREAS, ODOT's staff has studied, developed, and refined alternatives to meet the regional westside circumferential travel needs identified in the Purpose and Need Statement; and

WHEREAS, ODOT's staff has recommended certain reasonable alternatives for evaluation in the Draft Environmental Impact Statement (DEIS); and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metropolitan Service District (Metro) have considered reasonable alternatives for DEIS evaluation as recommended by ODOT's staff.

NOW, THEREFORE, IT IS RESOLVED as follows:

That the [city, county] hereby endorses for further study the reasonable alternatives endorsed by JPACT and Metro for evaluation in the DEIS.

or

That the [city, county] hereby rejects the alternatives endorsed by JPACT and Metro for evaluation in the DEIS because [explain].

EXHIBIT "C"

IN THE MATTER OF ENDORSEMENT OF)
[FURTHER STUDY OF STRATEGIES]) RESOLUTION NO. _____
ALTERNATIVES RECOMMENDED BY JPACT)
AND METRO FOR DEIS EVALUATION)

WHEREAS, the Oregon Department of Transportation (ODOT) is conducting a Western Bypass Study to identify and resolve issues related to accommodating major existing and future state, regional and intra-county travel needs within the project study area; and

WHEREAS, a Purpose and Need Statement has been prepared identifying the underlying purpose and need for the Western Bypass Study; and

WHEREAS, ODOT's staff has studied, developed, and refined [strategies] alternatives to meet the regional westside circumferential travel needs identified in the Purpose and Need Statement; and

WHEREAS, ODOT's staff has recommended certain reasonable [strategies] alternatives for [further study] evaluation in the Draft Environmental Impact Statement (DEIS); and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metropolitan Service District (Metro) have considered reasonable [strategies] alternatives for [further study] DEIS evaluation as recommended by ODOT's staff.

NOW, THEREFORE, IT IS RESOLVED as follows:

That the [city, county] hereby endorses for further study the reasonable [strategies] alternatives endorsed by JPACT and Metro for [further study] evaluation in the DEIS.

or

That the [city, county] hereby rejects the [strategies] alternatives endorsed by JPACT and Metro for [further study] evaluation in the DEIS because [explain].

PROPOSED FINDINGS IN SUPPORT OF AMENDMENTS TO
WESTERN BYPASS STUDY PLANNING COORDINATION AGREEMENT

The Oregon Department of Transportation is proposing amendments to the Western Bypass Study Planning Coordination Agreement (Agreement). ODOT's proposals would amend Sections III and IV and Exhibit "C" of the Agreement and add a new Section IIIA.

The thrust of the proposed amendments is to split the current process governing the recommendation of strategies for elimination or for further study into two separate steps. Presently, JPACT and Metro consider both the elimination of strategies and the recommendation of strategies for further study following completion of the strategies stage of the Study. Under the proposed amendments, JPACT and Metro would consider only the elimination of strategies at the completion of the strategies stage. JPACT and Metro review of strategies recommended for further study by ODOT's staff would be postponed until after ODOT's staff has developed, refined and recommended alternatives for evaluation in the Draft Environmental Impact Statement (DEIS). Following action by JPACT and Metro on the alternatives recommended for evaluation in the DEIS, each City and County would consider adopting a resolution either endorsing or rejecting the alternatives recommended by JPACT and Metro for DEIS evaluation.

This amendment is justified for several reasons. First, there is sufficient information available at the completion of the strategies stage of this Study to eliminate certain strategies from further review. It is reasonable not to consider these strategies further, or to spend additional funds studying these strategies, when adequate information already is available to demonstrate that those strategies cannot reasonably meet the purposes and needs identified in the Purpose and Need Statement. Accordingly, the provisions regarding action by JPACT and Metro to eliminate these strategies from further study following completion of strategies are unchanged.

Second, several local government and citizen representatives on the Technical Advisory Committee, Citizens Advisory Committee and the Steering Committee have stated that the level of detail provided in the strategies stage is not sufficient to enable them to determine whether the strategies recommended for further study are reasonable. These representatives have requested more detailed information on these strategies to obtain a better understanding of what each strategy would look like and how the strategies would achieve the identified purposes and needs. Because the Study process already provides for development and refinement of alternatives before commencing with evaluation in the Draft Environmental Impact Statement, it is reasonable to postpone, until completion of the alternatives stage, (1) consideration by JPACT and Metro of alternatives recommended by ODOT's staff for evaluation in the DEIS; and (2) endorsement or rejection of those alternatives by the Cities and County. Through this postponement, JPACT, Metro, and the Cities and County will be better able to

assess the reasonableness of the alternatives proposed for DEIS evaluation.

In summary, with these amendments, JPACT, Metro, and the Cities and County would not be asked to endorse or reject strategies proposed for further study by ODOT's staff, but instead would be asked to endorse or reject more detailed and refined alternatives proposed for evaluation in the DEIS. JPACT, Metro, the Cities and Counties would review and endorse or reject the alternatives before work commences on the DEIS. Their review would be aided by the more detailed information gathered by ODOT's staff during the alternatives stage of the Study. With this more detailed information, JPACT, Metro, each City and the County will be better able to judge whether the alternatives recommended for evaluation in the DEIS are reasonable.

**PROCEDURES FOR AMENDMENTS TO THE
WESTERN BYPASS STUDY PLANNING COORDINATION AGREEMENT**

The process for amending the IGA is set out in Section X of the Agreement. That section authorizes any party to the Agreement, to "submit a formal request for amendment to the other parties." The formal request must contain (1) a statement describing the amendment; and (2) a statement of findings indicating why the proposed amendment is necessary. See Section X(B)(1) and (2). As the party originating the proposal, ODOT would bear this responsibility.

Upon receipt of the proposed amendment, the appropriate local government governing body must, within 45 days, "schedule a review of the request." Upon completion of this review, the governing body may approve or deny the request or make a determination that the request warrants "additional review." The decision should then be promptly forwarded to ODOT's manager. While the decision to approve, deny or seek additional review should be made at a public meeting, the governing body is not required to hold a public hearing or take public testimony on the proposed amendment. However, each party is required to make good faith efforts to resolve requests to amend the Agreement.

If additional review is requested, then ODOT, as the party proposing the amendment, would commence a joint study within 30 days following the date it determines that the proposed amendment creates disagreement. The study must be completed within 90 days following that date. After the study is completed, ODOT would review the recommendations drawn from the study and decide whether or how to proceed.

ODOT'S PROPOSED AMENDMENTS TO
WESTERN BYPASS STUDY PLANNING COORDINATION AGREEMENT

Note: Additions are underlined; deletions are [bracketed].

I. Amend Section III as follows:

III. Recommendation of Strategies

- A. ODOT's staff will study, develop, and refine strategies to meet the statewide and regional westside circumferential travel needs identified in the Purpose and Need Statement. Reasonable system modes, including major highways, arterial, major transit (bus and light rail), and demand management measures, shall be considered. ODOT's staff will recommend elimination of some modes and strategies from further detailed consideration by the following steps:
1. Identification of strategies;
 2. Development of conceptual system-level alternatives;
 3. Evaluation of strategies; and
 4. Recommendation of reasonable strategies that meet the identified purpose and need.
- B. Based on the strategies [recommended for further study and the strategies] recommended for elimination by ODOT's staff, JPACT and Metro shall consider [reasonable strategies for further study and shall consider] recommending or requiring elimination of strategies considered unreasonable to meet the purposes and needs identified in the Statement. As part of this process, JPACT and Metro shall consider any appropriate amendments to the RTP to eliminate strategies from further study. [, including both the incorporation of strategies recommended for further study and the elimination of strategies considered unreasonable to meet the purposes and needs identified in the Statement.] The adoption of any RTP amendments eliminating strategies from further study shall be accompanied by findings demonstrating compliance with applicable statewide planning goals and regional goals and objectives, if necessary. For each strategy eliminated, Metro shall demonstrate the reasons why the eliminated strategy cannot meet the identified statewide and regional transportation system needs.
- C. Each City and the County hereby agree to provide staff assistance to Metro in the development of findings demonstrating compliance with applicable statewide

planning goals to support an RTP amendment eliminating strategies considered unreasonable to meet the purposes and needs set forth in the Statement.

- D. Upon completion of the activities described in subsection B above, Metro shall transmit correspondence to each City and the County identifying the strategies [approved for further study and those] recommended to be eliminated from further study. The correspondence shall contain the findings supporting Metro's action.
- E. [Within 90 days following receipt of Metro's correspondence, each City and the County shall consider adopting a Resolution in response to Metro's action. The Resolution shall be in the form attached hereto as Exhibit "C" and shall endorse or reject the strategies recommended by JPACT and Metro for further study. Upon adoption, the Resolution shall be submitted to ODOT's Manager. Failure to submit the Resolution shall be considered a rejection of the strategies recommended for further study.]

NEW SECTION

IIIA Recommendation of Alternatives for DEIS Evaluation.

- A. Based on the strategies it recommended for further study, ODOT's staff will develop, refine, and recommend alternatives for evaluation in the Draft Environmental Impact Statement (DEIS).
- B. Based on the alternatives recommended for DEIS evaluation by ODOT's staff, JPACT and Metro shall consider reasonable alternatives for DEIS evaluation. As part of this process, JPACT and Metro shall consider any appropriate amendments to the RTP to incorporate alternatives recommended for DEIS evaluation.
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IV. Acknowledged Comprehensive Plan and Zoning Review.

Within 30 days following approval by JPACT and Metro of [strategies] alternatives recommended for DEIS evaluation, Metro, the County, and each City shall assist the study by:

- A. Initiating staff review of their respective functional or comprehensive plans and land use regulations to determine applicable provisions which apply to the Study; and
- B. Transmitting to ODOT's Manager a copy of those plan and regulation provisions deemed applicable.

STOP



Sensible Transportation Options for People

December 11, 1991

CONCERNS ABOUT ODOT'S PROPOSED AMENDMENT TO THE WESTERN BYPASS STUDY IGA

On December 3, 1991, the Oregon Department of Transportation (ODOT) sent a memo to the members of the Western Bypass Study Steering Committee, Technical Advisory Committee (TAC), and Citizens Advisory Committee (CAC), informing them of a proposed amendment to the study's Intergovernmental Agreement (IGA). This amendment shifts the local government endorsement of the study results from the end of the strategies phase to the end of the alternatives phase prior to beginning work on the DEIS (Draft Environmental Impact Statement).

STOP opposes this amendment for the following reasons:

1. It undermines the Study's stated objectives of assuring consensus from local jurisdictions at each step in the study process.

ODOT has repeatedly stated that consensus from all jurisdictions is critical before the study progresses to the next step, so that concerns and potential problems are identified and addressed immediately. Yet when several local jurisdictions recently balked at the revised strategies, ODOT responded by changing the process rather than addressing those concerns.

2. It eliminates public participation from a critical point in the study. If there are problems with the revised strategies, local jurisdictions hear from their constituents now, so the problems can be addressed as the strategies are developed into alternatives.
3. It postpones public review of the various alternatives until they are "cast in asphalt" and highly resistant to change. By postponing the public review step, ODOT has reduced public involvement to reaction to the stated alternatives; there is no opportunity for citizens to be involved in the alternatives' development.
4. The proposed amendment removes the continued discussion of alternatives from public view. Already Washington County and the cities of Beaverton and Tigard have signed a Memorandum of Understanding to address the timing and funding of two projects included in one of the alternatives,

without notifying other study participants. This MOU was placed on Washington County's Consent Agenda, to be passed without the benefit of public discussion.

ODOT maintains that the public can follow the development of alternatives by attending the Western Bypass Study committee meetings. These meetings, however, actively discourage public participation. The CAC allows brief public comments at the beginning of the meeting, but does not require the committee to address these concerns in any way as the meeting progresses. In fact, the CAC has rarely addressed any public comment during the course of the study. Public comment at the TAC and Steering Committee is solely at the discretion of the committee chair. Public comments at these meetings have rarely been addressed by either committee.

STOP also objects to the way in which ODOT has presented the proposed amendment to the study committees, particularly the CAC.

- * ODOT did not advise any of the study committees of the proposed IGA amendment until after local jurisdictions had received the amendment and timeline for consideration.
- * ODOT did not advise the Citizens Advisory Committee of the amendment process or timing until after one local jurisdiction had already considered and approved the amendment. This effectively blocked any members of the CAC from knowing about or participating in the discussion of the proposed amendment.
- * In addition, ODOT did not know -- nor bother to find out -- the meeting dates at which local jurisdictions would be discussing the proposed amendment. STOP researched that information easily with telephone calls and made that information available to CAC members and interested citizens. There was, incidentally, great interest from the 30 or so citizens in attendance at the CAC.

In short, ODOT's neglect of the Citizens Advisory Committee has effectively denied CAC members -- and the general public -- the opportunity to comment on a change that eliminates public input from a critical point in the study!

This is far from good public involvement.

Therefore, STOP recommends:

1. The defeat of the IGA Amendment as proposed by ODOT.
2. A new amendment that adds local jurisdiction review and public hearings on the alternatives recommended for DEIS Evaluation.

There needs to be 2 steps for public review and local jurisdiction approval: 1) As strategies move forward into the alternative phase (as provided for in the original IGA) and 2) Before alternatives are incorporated into the DEIS (additional step).



CITY OF
PORTLAND, OREGON

OFFICE OF TRANSPORTATION

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January 2, 1992

MEMORANDUM

To: Andy Cotugno
From: Steve Dotterer *SD*
Re: TPAC Meeting for January 3rd

Due to holiday schedules and conflicts, neither Vic Rhodes, the City's TPAC alternate, nor I can attend this month's meeting. I do have some comments on one of the agenda items (Res. 92-1550) which I ask you to pass on to other TPAC members.

In its current form, I would not support adoption of the resolution amending the Western Bypass study process. The proposed amendment seems flawed in several ways:

1. It now seeks to defer decisions due to lack of critical information about some of the strategies/alternatives. This problem could be solved simply by delaying the strategy selection until the information or alternative refinements have been prepared.
2. It alters a study process adopted several years ago (pre-Transportation Planning Rule) without revising the study to reflect the significant policy elements of the Rule. This was the subject of much discussion last month when the RTP amendments were adopted. At a minimum, it would seem necessary to include an evaluation of each Western Bypass scenario based on the Transportation Rule.
3. I believe that the last time TPAC reviewed this study, we asked for an opportunity to review the selection criteria. I do not believe that the review occurred and this amendment seems to make it impossible.

I hope that discussion and amendments at TPAC will remove these flaws.

SD:db

* This updated Staff Report for Resolution No. 92-1550 reflects JPACT review and recommended approval of the resolution (para. 2), and the correct committee reference (see "Steering Committee" para.4, line 1).

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1550 FOR THE PURPOSE OF ALTERING THE INTERGOVERNMENTAL AGREEMENT ON THE WESTERN BYPASS STUDY

Date: December 24, 1991

Presented by: Andrew Cotugno

PROPOSED ACTION

Adopt Resolution No. 92-1550 authorizing the change in the intergovernmental agreement between Metro, ODOT, Washington County and the cities of Washington County defining the decision-making process for the Western Bypass Study.

TPAC and JPACT have reviewed the intergovernmental agreement and recommend approval of Resolution No. 92-1550.

FACTUAL BACKGROUND AND ANALYSIS

The Metro Council joined in an intergovernmental agreement in May of 1991 (Resolution No. 91-1425) defining the Western Bypass Study decision-making process. This resolution included the agreement to make a decision on the inclusion or elimination of the broad strategies to be developed as refined alternatives and carried, without further decisions through the Draft Environmental Impact Statement process, terminating in a "preferred alternative" decision.

At the Steering Committee meetings, the representatives came to the conclusion that, while there was sufficient information at the broad strategy level to drop some alternative(s), there was insufficient information to determine the reasonableness of strategies to be carried forward through the DEIS process as recommended by ODOT staff.

This amendment to the intergovernmental agreement would allow the elimination of obviously unreasonable alternatives at the end of the strategy evaluation and allow the refinement and analysis of alternatives to be carried out, giving more detailed information at the end of the Alternatives Analysis. This amendment also inserts a new decision point on which alternatives to carry through the DEIS at the end of this more detailed analysis (in short, getting more information before making a decision).

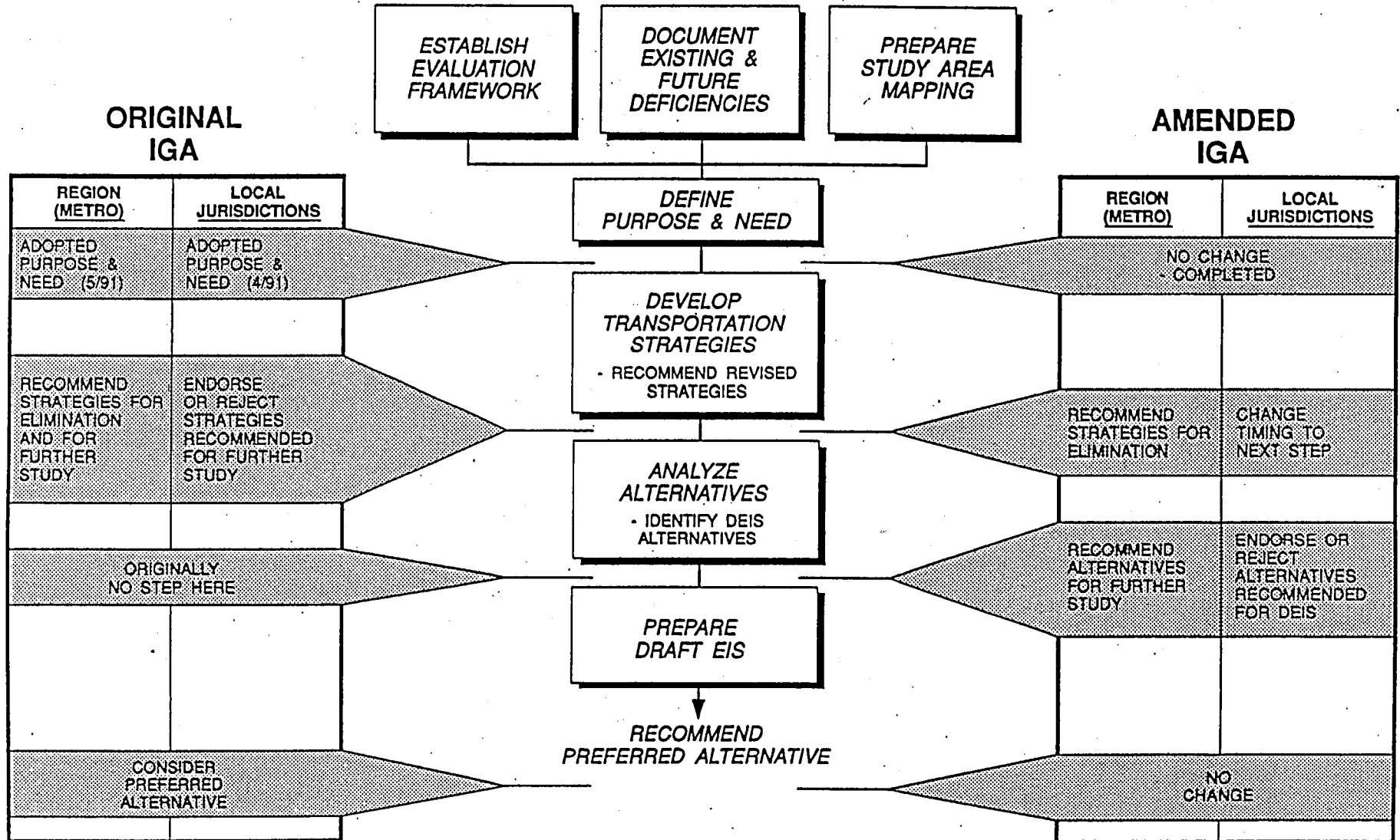
The attachment diagrams the change in the decision point. Moving decisions that were placed between strategy evaluation and Alternatives Analysis to a point between Alternatives Analysis and the preparation of the DEIS.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 92-1550.

WESTERN BYPASS STUDY
Oregon Department of Transportation

IGA AMENDMENT 12/91 PROCESS FLOW CHART



TRANSPORTATION AND PLANNING COMMITTEE REPORT

RESOLUTION NO. 92-1550, For the Purpose of Altering the Intergovernmental Agreement on the Western Bypass Study

Date: January 16, 1992

Presented by: Councilor Devlin

COMMITTEE RECOMMENDATION: At the January 14, 1992 Transportation and Planning Committee meeting, Councilors Gardner, McLain and myself voted 3 to 0 to recommend Council adopt Resolution No. 92-1550 as amended. Councilors Bauer and Buchanan were excused.

COMMITTEE DISCUSSION/ISSUES:

1. STAFF PRESENTATION & BACKGROUND: Michal Wert, Oregon Department of Transportation (ODOT), presented Resolution No. 92-1550 which amends the Western Bypass Study IGA (Intergovernmental Agreement). Ms. Wert said the local governments requested the amendment and ODOT is acting to process it.

Ms. Wert said the IGA was adopted for two reasons: 1) to provide for Council/Commission briefings as the study proceeds, primarily at "key decision points", so updates could occur on information development, findings, and public comments received through the committee process; 2) to allow the study team to receive jurisdictions' comments throughout the process. The IGA was not intended to be a public involvement process; a separate public involvement program operates concurrently.

To date, jurisdictions have acted on three "key decisions": to adopt the IGA, adopt ODOT's Public Involvement program as their own, and adopt the study's Purpose and Need Statement. The fourth key decision was to have been at the end of the transportation strategies development phase, with Metro "eliminating obviously unreasonable" strategies and Metro and local jurisdictions formally "endorsing" strategies for further refinement under Alternatives Analysis (AA). This would have been the last decision by Metro and local jurisdictions until ODOT returned with a Preferred Alternative, after the Draft Environmental Impact Statement (DEIS) process.

Resolution No. 92-1550 would amend the IGA process to move the fourth key decision from a point between broad Strategies Development and Alternatives Analysis to a point after Alternatives Analysis, before DEIS (see Attachment A to the Staff Report). Metro would still act to eliminate unreasonable strategies from further review.

Ms. Wert said the local jurisdictions wanted this amendment because they were uncomfortable endorsing strategies for AA without more information. She said locals were particularly concerned with the Arterials Strategy, which would improve arterial street systems within the Urban Growth Boundary (UGB). Local jurisdictions were concerned many of the improvements are not in current land use plans. However, locals hesitated to discard this strategy because additional information may support its development under AA. Ms. Wert said local jurisdictions were also uncomfortable with the original IGA decision-making

process and not having an opportunity to examine alternatives prior to the DEIS study.

Ms. Wert described the change in decision-making as essentially combining the broad strategies development stage with AA. ODOT normally does not have two separate steps but moves from strategies into alternatives through analysis and refinement. Under the amended IGA, all non-eliminated strategies would move into AA.

At this point, the Study Committee has identified four strategies to move into AA: 1) No Build, 2) TSM - Transportation System Management, 3) Bypass, and 4) Arterials. The third and fourth strategies include transportation demand management and transit strategies. A fifth transit intensive strategy is still being discussed.

Ms. Wert noted the STOP letter in the resolution packet and responded to their issues, stressing the IGA amendments reflected the consensus of the local jurisdictions; the IGA is not intended as a public involvement tool; the IGA amendment would provide for locals to examine alternatives prior to DEIS; and the lack of public notice about the amendment occurred because the local jurisdictions asked ODOT to expedite the process, given the December holidays and fewer local government meetings.

Ms. Wert also responded to Steve Dotterer's letter (City of Portland), noting his suggestion that Strategies Development and AA be combined was the actual outcome of the IGA amendment; the Transportation Rule is difficult to apply because there are no policy guidelines, although an informal Attorney General opinion said the rule should be applied at the system level; and TPAC did review the selection criteria with Mr. Dotterer present and no follow-up was requested.

2. DISCUSSION & ISSUES: Councilor McLain expressed concerns about implementation of the Transportation Rule and the lack of guidelines, development and application of selection criteria, and the description of the IGA amendment as simply a combination of Strategies Development and AA steps. She also noted concern with the integrity of the study process and opportunities for citizen input and local jurisdiction review.

Councilor McLain emphasized the importance of knowing clearly how criteria are developed and used, as policy decisions ultimately emerge from the criteria application. Ms. Wert explained the criteria were technical and used to discard strategies, but not to select any alternatives. The criteria would not be a part of the DEIS phase. Ms. Wert said the final decision will be a political choice because the strategies and alternatives that emerge are not markedly different.

Councilor Gardner noted the IGA amendment probably improved public involvement, but expressed concern about the feasibility of maintaining the substantive integrity of all non-eliminated strategies as they were refined into alternatives. Ms. Wert said at question was ODOT's integrity to develop the study. She noted Metro had means to monitor the study's integrity through Metro representatives' participation on the study committees and through Metro staff who work with ODOT staff on modeling and developing alternatives. She said integrity was a

legitimate concern, as ODOT was the former Highway Division; but if Metro believes the study process has not been open and objective, major changes need to happen now.

The Committee discussed the importance of understanding how the 1000 Friends of Oregon study LUTRAQ (Land Use, Transportation and Air Quality) will be incorporated into the Western Bypass decision-making process. LUTRAQ and the ODOT studies are now on the same schedule. Ms. Wert noted the studies' consultant teams work closely together and Metro Transportation staff Keith Lawton is doing the modeling for both studies. She said ODOT is discussing with 1000 Friends how to ensure consistent study information for comparison purposes. Under the IGA process, the LUTRAQ alternative, along with all reasonable alternatives recommended by the local jurisdictions and Metro, would be analyzed at the DEIS stage.

3. PUBLIC TESTIMONY: Two citizens presented testimony to the Committee:

Molly O'Reilly, President of Sensible Transportation Options for People (STOP), testified in opposition to Resolution No. 92-1550. She expressed support for the proposed new decision point after AA and before DEIS, but said local review of the broad strategies, prior to AA, should also occur. Ms. O'Reilly said it was important to discuss the broad strategies now because they are still malleable. If review only occurs after AA, people are already dealing with "done deeds". She said the IGA amendment actually demonstrated a lack of consensus because the local jurisdictions could not agree on broad strategies.

Ms. O'Reilly said the Transportation Rule should be applied as early as possible because VMT (Vehicle Miles Travelled) reductions will be critically linked to transportation development in the Western Bypass study area. She said none of the four strategies outlined by Ms. Wert will move the region towards compliance with the Transportation Rule and VMT reduction. She said STOP does not believe a good transit strategy is possible without looking at land use because the study area/Washington County has developed around a single-occupancy vehicle lifestyle and is "transit hostile." Under the study plan, ODOT will not conduct any land use analyses.

Ms. O'Reilly recommended an alternative action to the IGA amendment. To address the local jurisdictions' concerns about endorsing any broad strategies, she recommended the IGA be changed to have the local jurisdictions "acknowledge" the strategies. This action would maintain the public review process of the strategies without requiring the local jurisdictions to express support of any strategies. STOP's primary concern is the lack of public review of the strategies.

Ms. O'Reilly said STOP has serious concerns with the study's public involvement process and urged the Council to examine the process as she felt it does not meet Metro's standards.

Robert Liberty said the study process is fundamentally flawed because none of the ODOT strategies consider changes to land use patterns. He said land use will ultimately determine the success of any transportation alternative implemented. Mr. Liberty expressed concern that the study committees are dominated by representatives of jurisdictions and interest groups which are officially committed to the bypass.

Mr. Liberty noted the ODOT study follows NEPA (National Environmental Policy Act) guidelines which require jurisdictions to "consider" environmental consequences before taking actions, but do not mandate any form of environmental protection. The NEPA process is not the same as applying State land use goals. Mr. Liberty said under the current process, State land use goals, along with LUTRAQ, will be inserted at the study's end. If litigation arises over the land use goals application, nobody will want to revisit earlier analyses. He said the land use goals should be applied as early as possible to educate all participants about Goal 12. He noted there may be disagreement on how the Transportation Rule applies, but there is no question that Goal 12 does apply.

Mr. Liberty said he did not believe Metro's Regional Urban Growth Goals and Objectives (RUGGO) would be applied because no opportunity for their incorporation has been identified. He recommended Metro reconsider its participation in the ODOT study and conduct its own study with ODOT and Tri-Met as participants. Metro could take a leadership role to address land use changes and ensure all of the region is involved, for example, analyzing the implications for Gresham in its Goal 12 application if the bypass is built.

4. CONCLUDING COMMENTS & AMENDMENT: Councilor McLain said the study process is flawed if it does not allow citizen input at the strategies development level or as strategies are being refined into alternatives. However, this amendment does not address this problem. She asked the Committee Chair to schedule a discussion and review of the IGA process and actual agreement to address these concerns.

Ms. Wert noted the Council can propose a different IGA amendment. She said it would be a disservice to the local jurisdictions to suggest they do not know how the study is progressing because the study team regularly briefs the jurisdictions. She said the proposed amendment resulted because local jurisdictions have major reservations about the strategies and are unwilling to support them without more information.

Councilor Gardner proposed the following amendment, which was unanimously supported, to put the Committee and Council on record as expecting all non-eliminated strategies to translate substantively intact into alternatives: (a second "Be It Resolved")

2. That the Council requests that at the time ODOT presents its recommendation on strategies to be eliminated, ODOT shall also present a detailed description of their process for ensuring that the non-eliminated strategies, in all significant aspects, are represented in the alternatives advanced for further analysis.



Sensible Transportation Options for People

Transportation Needs in the Western Bypass Study Area

Prepared by Sensible Transportation Options for People, Inc.

SYNOPSIS

The proposed Western Bypass freeway has been promoted as a solution to transportation problems in Washington County. The Western Bypass Study's *Statement of Purpose and Need* shows that traffic in the bypass study area is mostly short local trips taken within the urbanized area. Only about 3% of trips beginning and ending within the study area are long distance trips between the southern and north-northwestern districts. Less than 5% of such trips might use a new rural bypass freeway. Traffic that might use a rural bypass is a small fraction of traffic on critically congested arterials. We conclude that constructing a bypass freeway would not relieve existing congestion. Given the projected funding shortfalls for highway and arterial construction in the Metropolitan region and the state, highway dollars would be better spent solving local congestion problems.

Sensible Transportation Options for People (STOP) is a nonprofit grassroots organization dedicated to promoting a wide range transportation options to meet the needs of Washington County and the Metropolitan region. Originally incorporated in response to the proposed Western Bypass freeway, STOP has grown to view transportation issues as inseparable from land use, growth management, urban form, and a host of related issues. STOP is a participant in the Oregon Department of Transportation (ODOT) Western Bypass Study ("Study").

This analysis examines two documents from the Study to determine the nature of traffic problems in the bypass Study area and the effect a new bypass freeway would have in solving those problems. The bypass Study area includes most of Washington County from Hillsboro eastward and contains most of the county's urbanized area and population. For trip analysis purposes the Study area is broken into eight districts: Tualatin/Wilsonville, Scholls, Tigard, Beaverton, North Sunset, Aloha, Hillsboro, and Helvetia .

The Study document *1988 Existing and 2010 No-Build Forecasting Analysis Results* ("2010") uses demographic projections and existing land use designations to forecast traffic conditions in the bypass Study area in the year 2010.

The Study document entitled *Statement of Purpose and Need* ("SOPAN") interprets the 2010 numbers to highlight demand for additional circumferential transportation capacity in the Study area. Circumferential travel is defined as "any person trip which is directed between or across radial routes, and is not limited by trip length or purpose" (SOPAN, p. 15). A trip from Wilsonville to Hillsboro, for example, would be circumferential. "Radial" is relative to the Portland CBD. A trip from Scholls to downtown Portland, for example, would be radial.

WASHINGTON COUNTY TRAFFIC IN 2010

Data from the *SOPAN* show unequivocally that...

The county will remain extremely auto-dependent entering the 21st century. The greatest concern expressed at Study public workshops held in Washington County was reducing automobile dependency. Single-occupancy-vehicle (SOV) trips will comprise 96% of all person-trips in the Study area, exactly as in 1988 (fig. 1). The proportion of trips using transit will remain essentially unchanged at 1.3% (2010, Major Findings and Conclusions, p. 1).

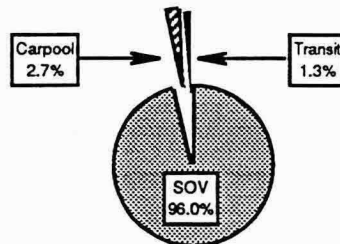


Figure 1
Bypass Study Area Mode Split In 2010

Over two-thirds of all vehicle trips will be local trips less than 6 miles in length in 2010 (fig. 2). Other kinds of trips will be a smaller proportion of all trips in 2010 than they are today (2010, fig. 8).

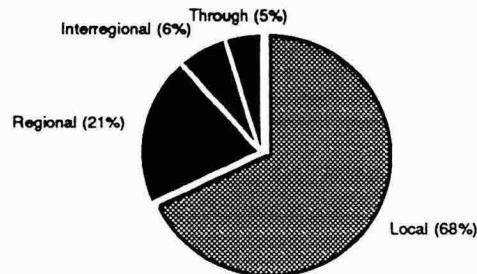


Figure 2
2010 Trip Types

Most trips within the study area will be trips within urbanized areas. Trips within each of the six substantially urbanized districts (Hillsboro, Aloha, North Sunset, Beaverton, Tigard, and Tualatin-Wilsonville), e.g. a trip from Aloha to Aloha or from Beaverton to Beaverton, account for over half of all trips within the study area. Trips between geographically adjacent urbanized districts (e.g. Aloha to Beaverton or Beaverton to North Sunset) account for over a third of all trips within the study area. Together these shorter urban-to-urban trips comprise over 92% of all trips within the study area (fig. 3).

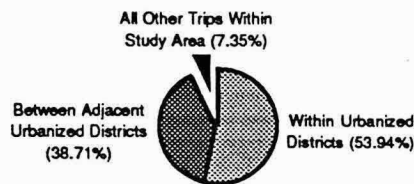


Figure 3
Urban Trips Within the Study Area

Trips entering and/or leaving the Study area will increase only slightly from 1988 to 2010, in contrast to trips beginning and ending within the Study area, which increase greatly. Numbers from the SOPAN (fig. 4) demonstrate this disparity in relative increase.

	1988	2010
All vehicle trips (SOPAN Fig. 8)	834,600	1,362,600
Change 1988 to 2010		63.26%
Auto trips beginning and ending within the study area (SOPAN Table 4)	643,173	1,160,225
Change 1988 to 2010		80.39%
Auto trips not beginning and ending within the study area (difference)	191,427	202,375
Change 1988 to 2010		5.72%

Figure 4
Relative Increase Of Trips

Demand for long distance "circumferential" travel is a small fraction of travel demand within the Study area. Data from the Study (SOPAN, Table 4) is analyzed in Table 1 (attached) to demonstrate this fact. Trips between the southern end of the Study area and the north-northwestern end comprise about 3.3% of trips beginning and ending within the Study area (fig 5).

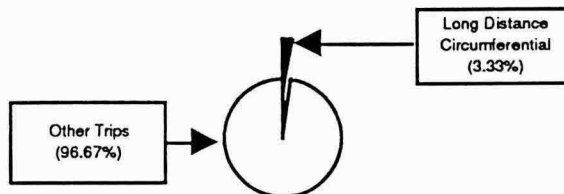


Figure 5
Long Distance Circumferential Trips

Conclusions: Entering the 21st century Washington County will be extremely reliant on the single-occupant private automobile. Most trips will be short single-occupant automobile trips within the urbanized areas. Other kinds of trips will be relatively less important. Long distance "circumferential" trips (from the southern districts to the north-northwest districts) will be a small fraction of trips within the Study area.

HOW MUCH TRAFFIC WOULD USE A RURAL BYPASS FACILITY?

No more than 4.9% of trips beginning and ending within the Study area might use a bypass freeway through the rural area south of Cooper Mountain, between US 99W and TV Highway (fig. 6). Table 2 (attached) uses data from the *SOPAN* to identify trips that would use a bypass, based on origin and destination. All long distance circumferential trips are assumed to use the bypass, as are shorter circumferential trips and local trips near the rural bypass segment. *This assignment of trips to the rural bypass is extremely generous.* Note that Aloha/Tigard and Tigard/North Sunset trips are assumed to use the rural bypass, though for most of these trips use of the bypass would require a great deal of out-of-direction travel. If these trips are not included in the bypass category the percentage of trips using the rural bypass drops to 2.44%.

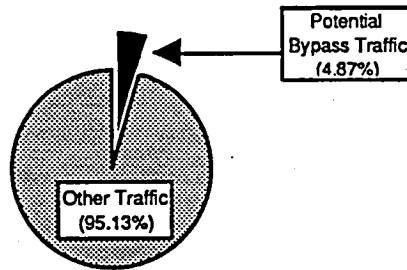


Figure 6
Proportion of Potential Bypass Traffic
Within the Study Area

Potential bypass traffic is not a rapidly growing component of traffic within the Study area. The proportion of person trips within the Study area that would use a rural bypass is approximately constant from 1988 to 2010 (Table 2). In absolute numbers, potential bypass trips will increase by about 25,000 while other trips will increase by about half a million - a twentyfold difference (Fig. 7).

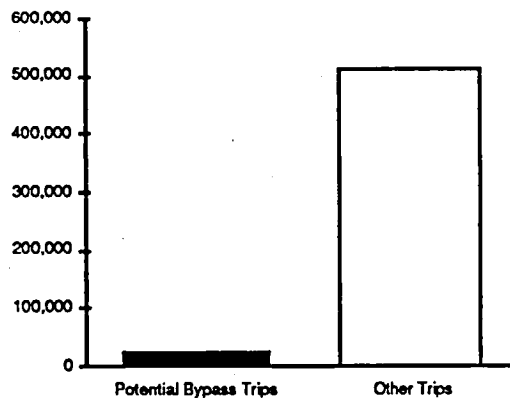


Figure 7
Absolute Growth of Person Trips Within the Study Area - 1988 to 2010

Conclusions: A small fraction of trips beginning and ending within the Study area would use a rural bypass freeway. In absolute terms potential bypass traffic will increase relatively little by 2010, while other traffic will increase dramatically.

OBSERVED CONGESTION IS NOT DUE TO POTENTIAL BYPASS TRAFFIC

Congestion between I-5 and US 99W near Tualatin is not caused by potential bypass traffic. In 2010 during the PM peak hour less than 3% of trips on Tualatin and Tualatin-Sherwood Roads will be traveling to the northern part of the Study area along the Sunset Corridor, and less than three percent will be destined south of the I-5 corridor. Over 66% of such trips will be local traffic beginning or ending in Tigard, Scholls, Sherwood, King City, or Wilsonville (*SOPAN*, Appendix D).

Congestion on 99W near Tualatin Road is not caused by potential bypass traffic. In 1988 about 2 to 3 percent of trips there were generated along the Sunset Corridor. The biggest category of trips was those local to the southern end of the Study area. Local trips will be an even larger percentage of trips in 2010 (*SOPAN*, Appendix D).

Congestion on US 26 near 185th is not caused by potential bypass traffic. In 2010 traffic on this highway will remain strongly oriented towards the northern portion of the Study area. Only 9.0 percent of the traffic in the PM peak hour will be destined for the southern portion of the Study area and Beaverton (*SOPAN*, Appendix D). The Beaverton portion of this 9% would not use a rural bypass.

Congestion on TV Highway is not caused by potential bypass traffic. In 1988 only 4% of PM peak hour trips on TV Highway between 219th Avenue and OR 217 was generated in the southern part of the Study area. Trips on this highway were primarily generated by or destined for districts in the northern portion of the Study area. This situation will remain unchanged in 2010 (*SOPAN*, Appendix D).

Congestion on Farmington Road is not caused by potential bypass traffic. In 1988 only 4% of PM peak hour trips on Farmington Road between 209th Avenue and OR 217 were generated in the southern part of the Study area. Trips on this highway were primarily generated by or destined for districts in the northern portion of the Study area, and will be so in 2010 (*SOPAN*, Appendix D).

Congestion on Oregon 217 is not caused by potential bypass traffic. Although data in the *SOPAN* show a significant fraction of PM peak hour traffic on Oregon 217 in 2010 will be "long distance circumferential trips", much of this traffic would not use a rural bypass. Detailed PM peak traffic data obtained at STOP's request (Table 3) show the *SOPAN* breakout of "long distance circumferential trips" and STOP's breakout of potential bypass trips using Oregon 217 in 2010. The *SOPAN* "long distance circumferential" grouping includes trips for which the rural bypass would be an extremely long out-of-direction detour (e.g. trips between Beaverton and I-5 South). STOP's generous estimate of bypass traffic on 217 at evening rush hour is about 15% of traffic volume, equivalent to much less than one lane of traffic, in contrast to the *SOPAN*'s two full lanes of long distance circumferential traffic.

PM peak hour congestion on 217 (*SOPAN*, fig. 11) is discontinuous and segmented, suggesting that much is due to local and radial traffic. The segment between 99W and Greenburg Road will be extremely congested in both directions in 2010, while the segment between Denny and Allen will be less congested southbound and uncongested northbound. STOP has requested a more detailed data set from ODOT.

Conclusions: The implied promise of relief from congestion when a rural bypass is constructed is an unfortunate misrepresentation. Chronic congestion on the Study area's arterials can not be attributed to traffic that would use a new rural bypass. Even on highway 217, which currently carries nearly all the long distance circumferential traffic, trips that could use a rural bypass are a small component of rush hour traffic. Shorter trips within the existing urbanized area are by far the greatest contributors to rush hour congestion.

SUMMARY

- **Traffic in Washington County is dominated by short urban trips in single occupant automobiles**
- **Traffic that might use a rural bypass is a small fraction of all Washington Country traffic**
- **A rural bypass would have little effect on existing congestion problems**

Long Distance Circumferential Trips				
TRIP ENDPOINTS	1988 TRIPS	2010 TRIPS	PERCENT CHANGE	PERCENT OF ALL TRIPS IN 2010
Aloha / Tigard	11,986	22,478	87.54%	1.94%
Tigard / North Sunset	4,590	5,640	22.88%	0.49%
Aloha / Tualatin	2,008	5,624	180.08%	0.48%
Hillsboro / Tigard	1,616	2,198	36.01%	0.19%
Tualatin / North Sunset	856	1,468	71.50%	0.13%
Hillsboro / Tualatin	500	1,006	101.20%	0.09%
Tigard / Helvetia	90	122	35.56%	0.01%
Tualatin / Helvetia	22	44	100.00%	0.00%
Subtotals ->	21,668	38,580	78.05%	3.33%
Percent of All Trips->	3.37%	3.33%		
Other Trips				
Aloha / Aloha	64,040	175,647	174.28%	15.14%
Beaverton / Beaverton	118,338	138,221	16.80%	11.91%
Hillsboro / Hillsboro	57,062	122,506	114.69%	10.56%
Beaverton / Aloha	76,718	118,816	54.87%	10.24%
Tualatin / Tualatin	30,106	79,530	164.17%	6.85%
Aloha / North Sunset	28,048	77,880	177.67%	6.71%
Aloha / Hillsboro	30,294	72,000	137.67%	6.21%
Beaverton / Tigard	55,202	70,432	27.59%	6.07%
Tigard / Tigard	45,830	66,897	45.97%	5.77%
Beaverton / North Sunset	36,520	47,248	29.38%	4.07%
North Sunset / North Sunset	19,517	43,048	120.57%	3.71%
Tualatin / Tigard	16,882	40,298	138.70%	3.47%
Hillsboro / North Sunset	9,538	20,020	109.90%	1.73%
Beaverton / Tualatin	7,548	12,406	64.36%	1.07%
Beaverton / Hillsboro	9,978	11,764	17.90%	1.01%
Tualatin / Scholls	1,922	4,394	128.62%	0.38%
Aloha / Helvetia	1,536	3,360	118.75%	0.29%
Aloha / Scholls	1,472	3,242	120.24%	0.28%
Hillsboro / Helvetia	2,030	2,742	35.07%	0.24%
North Sunset / Helvetia	2,034	2,450	20.45%	0.21%
Hillsboro / Scholls	828	2,244	171.01%	0.19%
Tigard / Scholls	1,700	2,036	19.76%	0.18%
Scholls / Scholls	1,544	1,586	2.72%	0.14%
Beaverton / Scholls	1,574	1,546	-1.78%	0.13%
Beaverton / Helvetia	612	730	19.28%	0.06%
North Sunset / Scholls	244	300	22.95%	0.03%
Helvetia / Helvetia	372	283	-23.92%	0.02%
Scholls / Helvetia	14	20	42.86%	0.00%
Subtotals ->	621,503	1,121,646	80.47%	96.67%
Percent of All Trips->	96.63%	96.67%		
ALL TRIPS ->	643,171	1,160,226	80.39%	100%

Table 1
Long Distance Circumferential Trips Within The Study Area

Rural Bypass Trips				
TRIP ENDPOINTS	1988 TRIPS	2010 TRIPS	PERCENT CHANGE	PERCENT OF ALL TRIPS IN 2010
Aloha / Tigard	11,986	22,478	87.54%	1.94%
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Tigard / Helvetia	90	122	35.56%	0.01%
Tualatin / Helvetia	22	44	100.00%	0.00%
Scholls / Helvetia	14	20	42.86%	0.00%
Subtotals ->	31,258	56,468	80.65%	4.87%
Percent of All Trips->	4.86%	4.87%		
Other Trips				
Aloha / Aloha	64,040	175,647	174.28%	15.14%
Beaverton / Beaverton	118,338	138,221	16.80%	11.91%
Hillsboro / Hillsboro	57,062	122,506	114.69%	10.56%
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Beaverton / Scholls	1,574	1,546	-1.78%	0.13%
Beaverton / Helvetia	112	730	19.28%	0.06%
Helvetia / Helvetia	372	283	-23.92%	0.02%
Subtotals ->	611,913	1,103,758	80.38%	95.13%
Percent of All Trips->	95.14%	95.13%		
ALL TRIPS ->	643,171	1,160,226	80.39%	100%

Table 2
Rural Bypass Trips Within The Study Area

ENDPOINT <--> ENDPOINT		SOPAN "Long Distance Circumferential"	POTENTIAL BYPASS TRIPS
West Linn (4)	Beaverton (6)	534	
Tigard (7)	North Sunset (13)	450	
Aloha (11)	I-5 South (32)	436	436
West Linn (4)	Aloha (11)	373	
Beaverton (6)	Tual/Wils (8)	369	
Beaverton (6)	I-5 South (32)	262	
Tual/Wils (8)	Aloha (11)	206	206
West Linn (4)	North Sunset (13)	184	
Tual/Wils (8)	North Sunset (13)	142	142
North Sunset (13)	I-5 South (32)	127	127
Tigard (7)	Hillsboro (12)	101	101
West Linn (4)	Hillsboro (12)	82	
Hillsboro (12)	I-5 South (32)	74	74
North Sunset (13)	99W South (31)	43	43
Aloha (11)	99E South (33)	32	32
Tual/Wils (8)	Hillsboro (12)	29	29
Beaverton (6)	99E South (33)	24	
Tigard (7)	W Wash Co. (19)	24	24
Tigard (7)	US 26 West (26)	20	
Aloha (11)	Oregon 211 (34)	16	16
Aloha (11)	Oregon 213 (35)	14	14
Beaverton (6)	Oregon 211 (34)	12	-
Tigard (7)	Helvetia (14)	11	
Stafford (5)	Beaverton (6)	10	
Beaverton (6)	Oregon 213 (35)	10	
Tual/Wils (8)	W Wash Co. (19)	10	10
North Sunset (13)	99E South (33)	9	9
Beaverton (6)	Helvetia (14)	8	
Tigard (7)	Wilson River (27)	8	8
West Linn (4)	Helvetia (14)	7	
Helvetia (14)	I-5 South (32)	7	7
Stafford (5)	Aloha (11)	6	6
Tual/Wils (8)	US 26 West (26)	6	6
Tigard (7)	I-5 North (24)	5	
Stafford (5)	North Sunset (13)	4	4
Tigard (7)	US 30 North (25)	4	
Tual/Wils (8)	Helvetia (14)	4	4
Scholls (9)	North Sunset (13)	4	4
Hillsboro (12)	99E South (33)	4	4
North Sunset (13)	Oregon 211 (34)	4	4
North Sunset (13)	Oregon 213 (35)	4	4
Tual/Wils (8)	Wilson River (27)	3	3
Hillsboro (12)	Oregon 211 (34)	2	2
Hillsboro (12)	Oregon 213 (35)	2	2
North Sunset (13)	Oregon 219 South (30)	2	2
Stafford (5)	Hillsboro (12)	1	1
TOTAL TRIP COUNT ON 217 = 8666			
COLUMN TOTALS ->		3689	1324
PERCENT OF TOTAL TRIP COUNT ->		42.57%	15.28%

Table 3
Traffic Breakout for Oregon 217
At PM Peak Hour

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1550 FOR THE PURPOSE
OF ALTERING THE INTERGOVERNMENTAL AGREEMENT ON THE
WESTERN BYPASS STUDY

Date: December 24, 1991

Presented by: Andrew Cotugno

PROPOSED ACTION

Adopt Resolution No. 92-1550 authorizing the change in the intergovernmental agreement between Metro, ODOT, Washington County and the cities of Washington County defining the decision-making process for the Western Bypass Study.

TPAC has reviewed the intergovernmental agreement and recommends approval of Resolution No. 92-1550.

FACTUAL BACKGROUND AND ANALYSIS

The Metro Council joined in an intergovernmental agreement in May of 1991 (Resolution No. 91-1425) defining the Western Bypass Study decision-making process. This resolution included the agreement to make a decision on the inclusion or elimination of the broad strategies to be developed as refined alternatives and carried, without further decisions through the Draft Environmental Impact Statement process, terminating in a "preferred alternative" decision.

At the Citizens, Technical and Steering Committee meetings, the representatives came to the conclusion that, while there was sufficient information at the broad strategy level to drop some alternative(s), there was insufficient information to determine the reasonableness of strategies to be carried forward through the DEIS process as recommended by ODOT staff.

This amendment to the intergovernmental agreement would allow the elimination of obviously unreasonable alternatives at the end of the strategy evaluation and allow the refinement and analysis of alternatives to be carried out, giving more detailed information at the end of the Alternatives Analysis. This amendment also inserts a new decision point on which alternatives to carry through the DEIS at the end of this more detailed analysis (in short, getting more information before making a decision).

The attachment diagrams the change in the decision point. Moving decisions that were placed between strategy evaluation and Alternatives Analysis to a point between Alternatives Analysis and the preparation of the DEIS.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 92-1550.

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District authorizes amendments to the Intergovernmental Agreement for the Western Bypass Study as substantially defined in Exhibit A.

2. That the Council requests that at the time ODOT presents its recommendation on strategies to be eliminated, ODOT shall also present a detailed description of their process for ensuring that the non-eliminated strategies, in all significant aspects, are represented in the alternatives advanced for further analysis.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1992.

Jim Gardner, Presiding Officer

TKL:lmk
92-1550.RES
1-15-92

information; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District authorizes amendments to the Intergovernmental Agreement for the Western Bypass Study as substantially defined in Exhibit A.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1992.

Jim Gardner, Presiding Officer

TKL:lmk
92-1550.RES
12-24-91