

A G E N D A

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METRO

MEETING: METRO COUNCIL REGULAR MEETING
DATE: May 25, 1995
DAY: Thursday
TIME: 7:00 PM
PLACE: Council Chamber

| Approx. Time * | | <u>Presenter</u> | <u>Lead Councilor</u> |
|----------------------|---|---------------------|-----------------------|
| 7:00 PM | CALL TO ORDER AND ROLL CALL | | |
| (5 min.) | 1. INTRODUCTIONS | | |
| (5 min.) | 2. CITIZEN COMMUNICATIONS | | |
| (5 min.) | 3. EXECUTIVE OFFICER COMMUNICATIONS | | |
| | 4. CONSENT AGENDA | | |
| 7:15 PM (5 min.) | 4.1 Consideration of Minutes of the May 16, 1995 Work Session , the May 18, 1995 Council Meeting, and the April 25, May 2 and May 3, 1995 Future Vision Meetings. | | |
| | 5. INFORMATIONAL ITEM | | |
| 7:20 PM (20 min.) | 5.1 1995 Independent Financial Audit Plan | Hoffman Waterman | Bow |
| | 6. ORDINANCES: FIRST READINGS | | |
| 7:40 PM (5 min.) | 6.1 Ordinance No. 95-602 , An Ordinance Relating to Administration, Amending the Metro Code, and Declaring An Emergency. | | |
| | 7. CONTRACT REVIEW BOARD | | |
| 7:45 PM (10 min.) | 7.1 Resolution No. 95-2154 , For the Purpose of Requesting the Solicitation of Competitive Bids Pursuant to Metro Code Section 2.04.043 for "REGGIE", A Regional Government Information Exchange Network | Clem | McCaig |
| | 8. RESOLUTIONS | | |
| 7:55 PM (10 min) | 8.1 Resolution No. 95-2138 , For the Purpose of Adopting the 1995 Interim Federal Regional Transportation Plan (RTP) | Cotugno | Monroe |

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* All times listed on the agenda are approximate; items may not be considered in the exact order listed.

Approx.
Time *

Presenter

| | | | | |
|----------------------|-----|---|---------|--------|
| 8:05 PM (10 min.) | 8.2 | Resolution No 95-2139 , For the Purpose of Amending the FY 1995 Metro Transportation Improvement Program to Allocate \$1.026 Million to Various Planning Activities and To set Priorities for the Region 2040 Reserve. | Cotugno | Monroe |
| 8:15 PM (10 min.) | 9. | COUNCILOR COMMUNICATIONS | | |
| 8:25 PM (10 min.) | 10. | LEGISLATIVE ITEMS | | |
| 8:35 PM | | ADJOURN | | |

* All times listed on the agenda are approximate; items may not be considered in the exact order listed.

AGENDA ITEM 4.1

Meeting Date: May 25, 1995

**Minutes of Future Vision Meetings held "in the field" April 25, May 2 and May 3, 1995 are attached.
Minutes of Council Meetings held May 16 and 18 will be provided for consideration at today's meeting.**

Joint Metro Council/Future Vision Commission
Gresham City Hall
April 25, 1995

Metro Councilors Present: Susan McLain, Ruth McFarland, Ed Washington

Future Vision Commissioners Present: Fred Stewart, Marilyn Wall, Len Fraiser, Peggy Lynch, Bob Texture

Councilor McLain called the meeting to order at 7:15 p.m.

Councilors and Commission members introduced themselves.

Ty Weisdoerfer, Boring resident, appeared to testify. He noted he was a mink farmer, in RA2 Clackamas County zoning. He stated he did not desire to build on the land at this time. He stated the map indicated the land was rural reserves. Councilor McLain discussed the Future Vision Commission and the Region 2040 project concurrently. She emphasized that a decision on site specific areas would not be determined until the comprehensive plans were decided. Fred Stewart discussed the objectives. Peggy Lynch discussed the objective of preservation of farm lands in the document.

Roger Miracle stated in concept the plan was noble. He questioned who bears the cost of the plan. He noted he owned property off of Hogan Road that would be rural reserve under the 2040 plan. He said he was attempting to develop the land and was having difficulty as a result of the designation of rural reserves. He read into the record guarantees under the fifth amendment, *Armstrong v. United States, 1960*. He suggested softening the language of the definition of rural reserves such that those designations might be more flexible. Councilor McLain noted the vision called for promotion of individuality. Fred Stewart asked for comments from Roger Miracle following his reading of the Future Vision document. Councilor McFarland noted the decisions about reserves had not yet been made, but that those would affect people. She encouraged continued discussion. Peggy Lynch noted burden of the cost of urban services needed to be identified.

David Tiley appeared to testify. He stated he lived in unincorporated Clackamas County. He noted rural character existed in the area currently. He advocated for new people moving here to bear the cost of service increases. He said the unincorporated areas needed administration. Peggy Lynch stated the communities would decide how to administer themselves, either incorporating or not. Councilor McLain noted implementation of the plan had not yet been addressed. Mr. Tiley called for public involvement in the planning. Peggy Lynch noted Clackamas County had an effort underway for opportunities for citizen communications. Mr. Tiley spoke to concerns about the Pleasant Valley area. He called for planning in the event of catastrophic events. He called for local awareness when conducting community meetings.

Claire Valerie Ingaabo spoke to concerns about integrating diverse cultures in the metropolitan region.

Art Lewellan, Portland resident noted San Diego had not planned as well as the Portland area. He supported Max development. He stated he supported S/N light rail.

Jeanne Orcutt suggested early meeting notification. She asked for a summary of the document at the next meeting. In response to Ms. Orcutt, Councilor McLain stated the Metro Council would adopt the statement, not local governments. Councilor McLain noted a regular review of the Vision was also proposed. Ms. Orcutt called for moratorium on building and limiting growth. She stated she objected to land banking and called for more freeways for auto transportation.

Lyn White stated he lived in designated rural reserves in the Sandy area. He noted he was aware of the project for over a year. He stated the concept was difficult to "pin down". He questioned who was controlled by the vision statement. He said the statement was required by the Metro Charter, but it did not relate to the other functions of the agency.

Jean Ridings appeared to testify. She stated she had specific amendments to the document and would forward written comments. She expressed concerns related to urbanization of rural areas. She called for shuttles to Max and fewer cars in garages. Peggy Lynch discussed carrying capacity. Len Fraiser spoke to the transient movement of the US population.

Councilor McLain adjourned the meeting at 9:00 p.m.

Prepared by,

Susan Lee, CMC
Council Assistant

Joint Metro Council Future Vision Commission Meeting
West View High School
Beaverton
May 2, 1995

Metro Councilors Present: Susan McLain

Present: Peggy Lynch, Robert Liberty, Wayne Lei, Bob Texture, Marilyn Wall, Mike Houck

Susan McLain called the meeting to order at 7:05 p.m.

Susan McLain noted the purpose of the meeting was to hear from the public with regard to the Future Vision document. She stated specific questions would be addressed as possible. She reviewed the Region 2040 newsletter.

Members present introduced themselves. Councilor McLain discussed the selection, composition and mission of the Future Vision Commission.

In response to a question from Bill Bugbee, Robert Liberty discussed the function of the Future Vision Commission. Mike Houck commented on the future of the region as function of the commission. Liberty discussed the Region 2040 Study in relation to the Future Vision document. He noted the Council would likely adopt a framework plan consistent with the Future Vision Statement. Peggy Lynch spoke to the development of the vision based on the needs of people. Ken Gervais, Metro Staff, discussed the differences between the Region 2040 Study and the Future Vision Statement. He noted the 2040 study was the technical planning portion of the mission that Future Vision established. Bob Texture used Palo Alto, California as an analogy of the mistakes that might occur in urban design without proper planning. Mike Houck stated the development of the Future Vision Commission document was a collaborative effort in terms of participation. Robert Liberty noted the document was not regulatory.

Bill Bugbee noted that at the local level decisions were being made that impacted people today. He noted the existing growth was not being dealt with in the context of the plan. He called for early implementation of the plan. He noted the objective was not to create a boundary, but to maintain livability. He called for a greater emphasis on telecommuting opportunities. He noted IBM eliminated 20 million square feet of office space due to innovations in telemarketing. He advocated methods to reduce vehicle miles traveled. He suggested government serve as a conduit between vendors and potential users of such technologies. He called for natural resource protection and cost analysis of development.

Mike Houck noted Metro was participating in a process to examine water resource needs in the area.

Cecilia Gregory supported the Future Vision Statement preceding development. She spoke to changes in the region over the past forty years. She discussed responsible natural resource protection. She noted it was difficult to plan for the use of property. She said water quality was essential to the region. She said society was being moved into two classes. She said there were limited resources for the disadvantaged and poor in the region. She spoke to the need for safe parks and recreation areas in communities.

Kelly Lundquist spoke to practical applications in planning. She noted the ideas were often good but that sometimes neighborhoods would stop the development because people don't want things like greenspaces in their backyard. She called for addressing the contradiction in these developments. Peggy Lynch called for discussions of these types of issues. Lynch noted an annual review of the plan was proposed. Mike Houck called for developing mechanisms for increasing citizen activism and education with regards to issues. Kelly Lundquist called for development of low income housing equitably distributed in the region. She questioned if the business sector would be encouraged to provide such services. Robert Liberty noted the document was not regulatory. He discussed several mixed use developments that would meet the objectives discussed.

Tom Harvey commented on implementation issues. He noted he lived near the Peterkort Property. He expressed concerns about the development of property. He favored mixed use development. He noted the housing market was

going to continue to segment the population between the poor and the wealthy. He noted middle class housing was not being developed. He said paths to the new light rail were not being constructed. He expressed concerns about the zonal editions of the newspaper. He noted the Oregonian did not report on the events of the region, but segregated them by geographic area.

Maureen Warneking expressed concerns about implementing the plan. She stated she concurred with other persons providing testimony. She said density was proposed to be increase, but that she did not want to live in a denser neighborhood. She noted land prices were increasing. She spoke to infrastructure concerns. She said some areas in the urban growth boundary were proposed for development that could not be economically developed. She expressed concerns about low income residential opportunities. She said minimum wage did not pay the rent in the area. She noted 12,000 people were homeless in Washington County and that was understandable given the price of housing. She said nothing was being done to address the housing problems in the region. She spoke to a desire to have adequate schools and parks. Roberty Liberty noted in times of increased growth, housing costs increased. In response to Liberty, Warneking stated six houses per acre was too dense and children would not have a place to play. Houck noted that options for density should be available for those interested.

Mary Vogel expressed concerns about the divergence between the vision and the current development occurring. She said parks and open spaces did not exist in the area. She said the current parks had no bio-diversity. She called for restoration of natural areas and parks to their previous condition. She spoke to the Unified Sewerage Agency (USA) planned development. She said transportation plans should be more comprehensive in terms of options. She called for trees to be included in regional transportation plans. She discussed the community land trust project as a mechanism for addressing economic housing needs. She envisioned watershed awareness in the region.

Greg Melanowski stated he lived on the edge of the urban growth boundary. He favored maintaining the existing urban growth boundary and existing the exclusive farm use land. He said he operated an organic u-pick farm. He said he dedicated five to ten percent of the land for wildlife preservation. He said his operation would provide a lot of opportunity to the urban area. He spoke to being good neighbors and encouraged a stable UGB. He stated they would commit to not developing if the tax exemption were maintained and the area was not condemned.

The group briefly discussed the development of farm lands within the urban growth boundary. Susan McLain noted the Regional Urban Growth Goals and Objectives would address some of these types of issues. She noted they would be reviewed as part of the 2040 process. A discussion occurred related to limiting growth or providing planning to sustain livability.

Susan McLain reviewed the timeline for adoption of various plans discussed and announced methods by which to communicate with Metro.

With no further citizens appearing to testify, Susan McLain adjourned the meeting at 8:50 p.m.

Prepared by,

Susan Lee, CMC

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Joint Metro Council Future Vision Commission Meeting
Lake Oswego City Hall
May 3, 1995

Metro Councilors Present: Susan McLain, Don Morissette, Jon Kvistad

Present: Bob Textor, Robert Liberty, Marilyn Wall, Len Fraiser, Alice Schlenker, Fred Stewart,
Judy Davis, Peggy Lynch, Peter McDonald

Susan McLain called the meeting to order at 7:10 p.m.

Alice Schlenker, Mayor of Lake Oswego, welcomed the Future Vision Commission and the Metro Council to the City of Lake Oswego. She introduced herself and the mission of the Future Vision Commission.

Susan McLain introduced herself and opened the meeting. The members of the Future Vision Commission introduced themselves. Susan McLain reviewed the Future Vision Commission documents and statement. She discussed the relationship of the Future Vision Statement with the 2040 Growth Concept, Framework Plan and comprehensive plans.

Peggy Lynch spoke to the plan being a document to address the people in the region, not specific planning objectives.

Bill Atherton appeared to testify, he distributed and summarized handouts, copies of which are included in the record of this meeting. He stated the document is important and thanked the commission for the opportunity to discuss the document prior to adoption. He noted the 2040 Growth Concept was adopted in January, 1995 and the Future Vision Statement should have occurred first. Mr. Atherton responded to questions by the Future Vision Commission members. He discussed issues related to growth scenarios. Councilor Morissette noted population growth would occur even if no new people moved to the region. Councilor McLain noted carrying capacity was discussed on page three of the report.

Jay Woodward, 17705 SW Treetop Lane, Lake Oswego, spoke to concerns related to the Region 2040 study. He expressed concerns about differences between Metro and the local jurisdictions. He said Metro may not have enough familiarity with the local communities. He said he had concerns about no new freeways to accommodate the increased population. He said bicycles were discussed fourteen times in the concept and he noted bicycles were not as common in the region. He said he had problems with the increased densities proposed. Finally, he said infrastructure was paid for by system development fees and the developers are providing the infrastructure, not the jurisdictions.

Alice Schlenker noted the Future Vision Commission did not prepare the 2040 Growth Concept. She discussed the adoption process of the related planning components.

Gordon Haber, 705 Country Club Dr., Lake Oswego resident, noted he was a bicyclist. He noted a substantial number of people commute by bicycle.

Sid Bass, Lake Oswego, appeared to testify. He discussed his concerns related to potential population growth. He discussed growth scenarios and used analogies to illustrate examples. He spoke to alternative transportation options being encouraged in high density areas. Alice Schlenker thanked Mr. Bass for his active participation in the community. Mr. Bass spoke to community coordination and intergovernmental cooperation to address natural resource concerns in the region.

John Gronewold, 17819 NE Couch, Portland, appeared to testify. He spoke to flexibility in the Future Vision Statement such that implementation can be feasible. He used the North Portland Costco project as an example. He commented on traffic and congestion problems. He noted people would commute if they like the area, noting many

people today commute from Vancouver, Washington. Members of the Commission exchanged dialogue with Mr. Gronewold on the various topics raised.

Councilor Morissette spoke to the need for flexibility. He noted roads would need to be examined as a method to address increased population. He advocated locating services close to communities. He stated implementation of 2040 would require accommodations. He called for affordable housing and housing options for people.

Robert Liberty stated local jurisdictions are determining who can live in an area by determining minimum lot sizes. He noted if communities were providing jobs, but not providing for housing related to the jobs in the community.

Linda White, 2661 Boreland Rd., Tualatin, appeared to testify. She noted her family had been in the area for sometime. She expressed concerns related to planning issues. She spoke to quality of life issues. She said schools were overcapacity. She discussed amenities in the Walker's Corner area of the region. She said the area was going to be sited for development. She expressed concerns about water quality. She recognized change would occur and innovative ways needed to be developed to address the problems associated with change.

Carl Hoffman, 6695 S. Glennwood Court, Lake Oswego, appeared to testify. He discussed what attracted him to the area specifically, large lot sizes. He spoke to the rise in housing prices and development in the area. He used European analogies. He stated in Holland housing was very limited and young people lived in massive apartment complexes operated by the government. He said few people would be able to afford housing in the region. He said parks and natural areas needed to be provided for apartments and large housing developments.

Catherine Mathias, 623 6th St., Lake Oswego, stated she concurred with Linda. She called for helping people moving to the region by providing flexibility in planning. She called for neighborhood planning of communities. She noted in her neighborhood secondary dwellings were allowed on current properties to allow for parents, children or rental income opportunities. She advocated negative population growth. She called for addressing the needs of an aging population.

Bill Atherton recapped his summary of the meeting proceedings. He noted most people felt the area was going to be worse. He said traffic would increase and air quality decrease. He called for a more detailed and serious discussion about reaching the limits and carrying capacity.

Councilor McLain discussed the adoption process of the Future Vision Statement. Commission members gave closing comments.

Susan McLain adjourned the meeting at 9:00 p.m.

Prepared by,

Susan Lee, CMC
Council Assistant

AGENDA ITEM 5.1

Meeting Date: May 25, 1995

1995 independent financial audit plan. Presented by representatives fro KPMG Peat Marwick accounting firm at the request of Metro Auditor, Alexis Dow. No written materials were submitted at the time agenda was printed.

AGENDA ITEM 6.1

Meeting Date: May 25, 1995

**Ordinance No. 95-602
First Reading**

An Ordinance Relating to Administration, Amending the Metro Code, and Declaring an Emergency.

BEFORE THE METRO COUNCIL

AN ORDINANCE RELATING TO)
ADMINISTRATION, AMENDING THE)
METRO CODE, AND DECLARING AN)
EMERGENCY)

ORDINANCE NO. 95-602
Introduced by Mike Burton,
Executive Officer

THE METRO COUNCIL ORDAINS AS FOLLOWS:

Section 1. The following sections of Metro Code Chapter 2.02 Personnel Rules are amended as follows:

(a) Section 2.02.030 is amended to read:

2.02.030 Definitions of Personnel Terms

- (1) "Auditor" means the elected Auditor of Metro or his/her designee.
- (2) "Council" means the elected governing body of Metro.
- (3) "Chief financial officer" means the person responsible for managing the financial affairs and budget of Metro.
- (3)(4) "Department" means a major functional unit of Metro.
- (4)(5) "Department director" means a person responsible for the administration of a department or his/her designee.
- (5)(6) "Division" means a major functional unit of a department.
- (6)(7) "Employee" means an individual who is salaried or who receives wages for employment with Metro.
- (7)(8) "Executive Officer" means the elected Executive Officer of Metro or his/her designee.
- (8)(9) "Exempt position" means a position exempt from mandatory overtime compensation.
- (9)(10) "Fiscal year" means a twelve (12) month period beginning July 1 and ending June 30.

- (10)(11) "Flexible work schedule" means an alternative work schedule other than the established normal work schedule, but which includes the same number of total hours per pay period as other full-time positions.
- (11)(12) "Full-time" means a position in which the scheduled hours of work are forty (40) hours per week and which is provided for in the adopted budget.
- (12)(13) "Hourly rate" means the rate of compensation for each hour of work performed.
- (13)(14) "Immediate family" means the husband, wife, son, daughter, father, mother, brother, sister, father-in-law, mother-in-law, grandparents or any relative living in the employee's household.
- (14)(15) "Layoff" means a separation from employment because of organizational changes, lack of work, lack of funds, or for other reasons not reflecting discredit upon the employee.
- (15)(16) "Non-exempt" position means a position that is eligible for overtime compensation.
- (16)(17) "Non-represented employee" means an employee who is not in a recognized or certified bargaining unit.
- (17)(18) "Part-time" means a position in which the scheduled hours of work are less than forty (40) hours per week but at least twenty (20) hours or more per week and which is provided for in the adopted budget.
- (18)(19) "Permanent employee" means an employee who is appointed to fill a budgeted position and who is not temporary or seasonal. However, the term permanent does not confer any form of tenure or other expectation of continued employment.
- (19)(20) "Permanent position" means a budgeted position which is not temporary or seasonal. However, the term permanent does not confer any form of tenure or other expectation of continued employment.
- (20)(21) "Personnel action" means the written record of any action taken affecting the employee or the status of his/her employment.

- (21)(22) "Personnel director" means the employee appointed by the Executive Officer to administer the provisions of this chapter regardless of whether the person is also a department director.
- (22)(23) "Personnel file" means an employee's official personnel file which is kept in the office of personnel.
- (23)(24) "Personnel Procedures Manual" means a manual developed by the office of personnel and approved by the Executive Officer to implement the policies and provisions of this chapter.
- (24)(25) "Probationary period" means a continuation of the screening process during which an employee is required to demonstrate fitness for the position to which the employee is appointed or promoted. Successful completion of any probationary period is for Metro's internal screening process only and does not confer any form of tenure or other expectation of continued employment.
- (25)(26) "Probationary employee" means an employee serving any period of probation.
- (26)(27) "Promotion" means the change of an employee from a position in one classification to a position in another classification having a higher maximum salary rate.
- (27)(28) "Reclassification" means a change in classification of a position by raising it to a class with a higher rate of pay, reducing it to a class with a lower rate of pay, or changing it to another class at the same rate of pay, based upon the duties currently assigned to an existing position or to be assigned for a vacant position. If the position is filled, the incumbent employee is reclassified along with the position.
- (28)(29) "Regular employee" means an employee who has successfully completed the required initial probationary period occupying a permanent position.
- (29)(30) "Reinstatement" means the return of an employee to a position following a separation of employment.
- (30)(31) "Represented employee" means an employee who is in a recognized or certified bargaining unit.

- (31)(32) "Resignation" means voluntary separation from employment.
- (32)(33) "Seasonal employee" means an employee who is employed during peak seasons of the year and who may be scheduled as needed during the remainder of the year.
- (33)(34) "Separation" is the cessation of employment with Metro not reflecting discredit upon the employee.
- (34)(35) "Status" refers to the standing of an employee.
- (35)(36) "Temporary employee" means a nonstatus employee appointed for the purpose of meeting emergency, nonrecurring or short-term workload needs, or to replace an employee during an approved leave period, for a period not to exceed 1,044 hours within a fiscal year, excluding interns, work-study students, and CETA employees, or similar federal and state employment programs.
- (36)(37) "Termination" means the cessation of employment with Metro.
- (37)(38) "Volunteer" means an individual serving in a non-paid voluntary status.
- (38)(39) "Work schedule" means the assignment of hours of work by a supervisor.

(b) Section 2.02.080 is amended to read:

2.02.080 Recruitment and Appointment

(a) All promotions and appointments to vacancies shall be based on the requirements of the position and organizational and operational needs.

(b) Recruitment efforts will be coordinated by the office of personnel in cooperation with the hiring department. Recruiting publicity will be distributed through appropriate media and/or other organizations to meet affirmative action guidelines. Such publicity will indicate that Metro is an affirmative action, equal opportunity employer and will be designed to attract a sufficient number of qualified applicants.

(c) Internal Recruitments. A regular employee who has successfully completed his/her initial probationary period may apply for vacant positions and will be considered as an internal applicant. Temporary employees must have completed a competitive recruitment and selection process through the office of personnel to be considered as an internal

applicant. All applications will be considered without prejudice to their present positions. Regular, regular part-time and temporary employees who apply will be given first consideration in filling a vacant position. Notice of internal recruitment shall be posted not less than five (5) working days to allow for receipt of applications.

(d) General Recruitment. If the vacancy is not filled as a result of internal recruitment, recruitment outside the agency will commence. The period of general recruitment shall be not less than ten (10) working days to allow for receipt of applications.

(e) Pursuant to the terms and intent of ~~ORS 268.180(5), ORS 268.210 and ORS 268.215,~~ All appointments of employees shall be the sole responsibility of the Executive Officer subject to the provisions of this chapter. However, the appointment of all department directors, the chief financial officer and the general counsel, ~~or other positions who report to both the Council and the Executive Officer,~~ must be confirmed by a majority of the Council prior to the effective date of each such appointment or promotion.

(f) All appointments of employees to the office of the Executive Officer shall be the sole responsibility of the Executive Officer.

(g) All appointments of employees to the Council department shall be the sole responsibility of the Presiding Officer of the Council.

(h) All appointments of employees to the office of Auditor shall be the sole responsibility of the Auditor.

(i) ~~Direct a~~ Appointments of staff in the office of the Executive Officer, department directors, the chief financial officer, the personnel director, the general counsel, staff in the office of the Executive Officer, staff in the office of the Auditor, and staff in the Council office may be made without going through the normal recruitment and selection process. ~~All appointed staff in the office of the Executive Officer and appointed department directors~~ The personnel director, the chief financial officer, all department directors, and all appointed staff in the office of the Executive Officer shall serve at the pleasure of the Executive Officer. ~~All appointed s~~ Staff in the office of Auditor shall serve at the pleasure of the Auditor. ~~All appointed s~~ Staff in the Council department office shall serve at the pleasure of the Council.

(c) Section 2.02.325 is amended to read:

2.02.325 Definitions of Personnel Terms

- (1) "Council" means the elected governing body of Metro.
- (2) "Department" means a major functional unit of Metro.

- (3) "Department director" means a person responsible for the administration of a department or his/her designee.
- (4) "Dismissal" means the termination of employment for cause (see Termination).
- (5) "Division" means a major functional unit of a department.
- (6) "Employee" means an individual who is salaried or who receives wages for employment with Metro.
- (7) "Executive Officer" means the elected Executive Officer of Metro or his/her designee.
- (8) "Exempt position" means a position exempt from mandatory overtime compensation.
- (9) "Fiscal year" means a twelve (12) month period beginning July 1, and ending June 30.
- (10) "Full-time" means a position in which the scheduled hours of work are forty (40) hours per week and which is provided for in the adopted budget.
- (11) "Non-exempt" position means a position that is eligible for overtime compensation.
- (12) "Part-time" means a position in which the scheduled hours of work are less than forty (40) hours per week but at least twenty (20) hours or more per week and which is provided for in the adopted budget.
- (13) "Permanent employee" means an employee who is appointed to fill a budgeted position and who is not temporary or seasonal. However, the term permanent does not confer any form of tenure or other expectation of continued employment.
- (14) "Permanent position" means a budgeted position which is not temporary or seasonal. However, the term permanent does not confer any form of tenure or other expectation of continued employment.
- (15) "Personnel Action" means the written record of any action taken affecting the employee or the status of his/her employment.

- (16) "Personnel director" means the employee appointed by the Executive Officer to administer the provisions of this chapter regardless of whether the person is also a department director.
- (17) "Personnel file" means an employee's official personnel file which is kept in the office of personnel.
- (18) "Probationary period" means a continuation of the screening process during which an employee is required to demonstrate fitness for the position to which the employee is appointed or promoted. Successful completion of any probationary period is for Metro's internal screening process only and does not confer any form of tenure or other expectation of continued employment.
- (19) "Reclassification" means a change in classification of a position by raising it to a class with a higher rate of pay, reducing it to a class with a lower rate of pay, or changing it to another class at the same rate of pay, based upon the duties currently assigned to an existing position or to be assigned for a vacant position. If the position is filled, the incumbent employee is reclassified along with the position.
- (20) "Regular employee" means an employee who has successfully completed the required initial probationary period occupying a permanent position.
- (21) "Represented employee" means an employee who is in a recognized or certified bargaining unit.
- (22) "Resignation" means voluntary separation from employment.
- (23) "Status" refers to the standing of an employee.
- (24) "Termination" means the cessation of employment with Metro, whether or not for cause.

Section 2. The following sections of Metro Code Chapter 2.04 Metro Contract Procedures are amended as follows:

- (a) Section 2.04.010 is amended to read:

2.04.010 Definitions

- (a) "Competitive bids or bids" means a competitive offer in which price and conformance to specification will be the award criteria.

(b) "Contract Review Board or Board" means the Council is the Contract Review Board for the Metropolitan Service District Metro with the powers described in ORS chapter 279 and section 2.04.020 of this chapter.

(c) "Emergency" means an emergency for the purpose of this chapter means the occurrence of a specific event or events that could not have been reasonably foreseen and prevented, and which require the taking of prompt action to remedy the condition and thereby avoid further physical damage or harm to individuals or the occurrence of avoidable costs.

(d) "Emergency contracts" means a contract may be exempt from the competitive bidding process if an emergency requires prompt execution of a contract, but only if the contract is limited to remedying the emergency situation.

(e) "Executive Officer" means the Metro Executive Officer. For the purpose of this chapter Executive Officer also means those persons to whom the Executive Officer has delegated authority to execute contracts and contract amendments.

(e)(f) "Exemptions from competitive bidding" means exemptions include any exemption or exception from the regular competitive bidding process for Public Contracts as defined in ORS 279.011 to 279.061, this chapter, and any exemption made by the Board pursuant to section 2.04.041 of the Code.

(f)(g) "Intergovernmental Agreement" means a written agreement with any other unit or units of federal, state or local government for the performance of any or all functions and activities that a party to the agreement, its officers or agencies, have authority to perform. "Unit of local government" includes a county, city, district or other public corporation, commission, authority or entity organized and existing under statute or city or county charter. (ORS 190.003 Definitions for ORS 190.003 to 190.110.) As outlined in ORS 190.010, the agreement may provide for the performance of a function or activity:

- (1) By a consolidated department;
- (2) By jointly providing for administrative officers;
- (3) By means of facilities or equipment jointly constructed, owned, leased or operated;
- (4) By one of the parties for any other party; or
- (5) By a combination of the methods described in numbers (1) through (4) above.

(e)(h) "Notice of Award" means written communication to a responsive, responsible bidder or proposer stating that their bid or proposal has been conditionally determined to be the lowest, responsive, responsible bid or most responsive proposal and that the district intends to enter into a contract upon completion by the bidder/proposer of all required conditions.

(h)(i) "Personal Services Contract" means:

(1) The following are personal services contracts:

- (A) Contracts for services performed as an independent contractor in a professional capacity, including but not limited to the services of an accountant, attorney, architectural or land use planning consultant, physician or dentist, registered professional engineer, appraiser or surveyor, passenger aircraft pilot, aerial photographer, timber cruiser, data processing consultant or broadcaster.
- (B) Contracts for services as an artist in the performing or fine arts, including but not limited to persons identified as photographer, film-maker, painter, weaver or sculptor.
- (C) Contracts for services of a specialized, creative and research-oriented, noncommercial nature, including, but not limited to, contracts funded by specially designated Metro revenue sources such as the "One Percent Well Spent" program to fund innovative recycling projects.
- (D) Contracts for services as consultant.
- (E) Contracts for educational and human custodial care services.

(2) The following are not personal services contracts:

- (A) Contracts, even though in a professional capacity, if predominantly for a product, e.g., a contract with a landscape architect to design a garden is for personal services, but a contract to design a garden and supply all the shrubs and trees is predominantly for a tangible product.
- (B) A service contract to supply labor which is of a type that can generally be done by any competent worker, e.g., janitorial, security guard, crop spraying, laundry and landscape maintenance service contracts.

(C) Contracts for trade-related activities considered to be labor and materials contracts.

(D) Contracts for services of a trade-related activity, even though a specific license is required to engage in the activity. Examples are repair and/or maintenance of all types of equipment or structures.

~~(j)~~ "Procurement officer" means the person designated by the Executive Officer to carry out the functions required of such person by this chapter.

~~(i)(k)~~ "Public agency" means any agency of the federal government, state of Oregon, or any political subdivision thereof, authorized by law to enter into public contracts and any public body created by intergovernmental agreement.

~~(i)(l)~~ "Public contract" means any purchase, lease or sale by Metro of personal property, public improvement or services, including those transacted by purchase order, other than agreements which are for personal services. Public contracts may be obtained by purchase order as determined by the Executive Officer.

~~(e)(m)~~ "Public improvement" means projects for construction, reconstruction or major renovation on real property by or for a public agency. "Public improvement" does not include emergency work, minor alteration, ordinary repair or maintenance in order to preserve a public improvement.

~~(i)(n)~~ "Purchase Order" means a public contract for purchase of goods in any amount, or for goods and services \$500 or less, or for services \$500 or less.

~~(m)(o)~~ "Request for Proposals or RFP" means a request for proposals is the process described in section 2.04.050, "Personal Services Contracts." This process may be used for public contracts only when the Board has granted an exemption for that type of contract or for a particular contract as set out in section 2.04.041, "Requirement of Competitive Bidding, Exemptions." The Board may adopt a particular RFP process for a particular contract by setting forth the amendments in the exemption approval.

~~(n)(p)~~ "Sole Source Contracts" means contracts for which it can be documented there is only one qualified provider of the required service or material.

(b) Section 2.04.030 is amended to read:

2.04.030 Rules and Procedures Governing All Personal Services and Public Contracts

(a) Applicability. All personal services contracts and public contracts are subject to the applicable selection, review and approval procedures of this chapter.

~~(b) — Initiating a Contract. When a department initiates a contract not in the form of a purchase order, it must first notify the Contracts Division of the Department of General Services of its intention and request the issuance of a contract number which shall appear on all copies of the contract. The department must complete a contract summary form indicating the specifics of the contract. This form must be forwarded to the Contracts Division of the Department of General Services either with a fully executed contract (one copy) if the amount is estimated to be \$2,500 or under, or with an unexecuted contract (three copies) for review, approval and signature if the amount is over \$2,500.~~

~~(e) — Documentation Required for Contract Files. The Contracts Division of the Department of General Services will maintain central files for all contracts. An original copy should be given to each contractor. All correspondence relating to a contract which alters conditions or amounts must be included in the central files as should all papers which document the process of obtaining competitive bids, quotes or proposals. In any case where a low bid, quote or proposal is not accepted, a detailed justification must be included with the contract file. Other documentation, if applicable, that should be included in the file includes:~~

- ~~(1) — Mailing Lists~~
- ~~(2) — Affidavits of Publication~~
- ~~(3) — Insurance Endorsements and Certificates~~
- ~~(4) — Amendments~~
- ~~(5) — Extensions~~
- ~~(6) — Related Correspondence~~
- ~~(7) — Quotes, Proposals and Bids~~
- ~~(8) — Bonds~~
- ~~(9) — DBE/WBE Information~~
- ~~(10) — Contract Closure Form~~
- ~~(11) — Personal Services Evaluation Form~~

~~(d)(b) Contract Review. Prior to approval by the appropriate person or body, contracts shall be reviewed as follows:~~

- (1) Any contract which deviates from a standard contract form, exceeds \$25,000 for a personal services contract or a public contract, or is with another public agency must be reviewed by the general counsel.
- (2) Contracts involving federal or state grant funds must be reviewed by the ~~Deputy Executive Officer~~ chief financial officer.

~~(e)(c)~~ Disadvantaged Business Program. All contracting and purchasing is subject to the Metro Disadvantaged Business Enterprise Program. Metro will take affirmative action to do business with Disadvantaged Business Enterprises. The ~~Contracts Division of the Department of General Services~~ liaison officer will maintain a directory of disadvantaged businesses which shall be consulted and used in all contracting and purchasing of goods and services. If a disadvantaged business is included in the directory that appears capable of providing needed goods or services, that business should be contacted and given an opportunity to compete for Metro business. Contracts awarded subject to the program may be exempted from the competitive bidding process by resolution of the Contracting Review Board.oooo

~~(f)(d)~~ Monthly Contract Report. The Executive Officer will provide a monthly report to the Council, pursuant to section 2.04.032, of all contracts, including extensions and amendments, which have been executed during the preceding month; provided, however, that such monthly report need not include purchase orders under \$500.

~~(g)(e)~~ Federal/State Agency Approval. When required by federal or state law or regulations, review and approval of Metro contracts shall include prior concurrence or approval by appropriate federal or state agencies.

~~(h)(f)~~ No contract or contract amendment may be approved or executed for any amount in excess of the amount authorized in the budget.

(c) Section 2.04.040 is amended to read:

2.04.040 Public Contracts, General Provisions

(a) Competitive Bidding. Metro may enter into an intergovernmental agreement with the State of Oregon to make purchases from State Price Agreement established by the State of Oregon by competitive bids. Metro may purchase directly from these price agreements that are based on the state's competitive bids. Unless exempt from public bidding, all other public contracts shall be awarded to the lowest, responsive, responsible bidder responding to competitive bids by Metro.

(b) Oregon Preference. In all public contracts, the district shall prefer goods or services that have been manufactured or produced in Oregon if price, fitness, availability and quality are otherwise equal. Where a contract in excess of \$10,000 is awarded to a contrac-

tor not domiciled or registered to do business in Oregon, the initiating department shall assure compliance with the provisions of ORS 279.021.

(c) Rejection of Bids. The Executive Officer ~~or the Deputy Executive Officer~~ may reject any bid not in compliance with all prescribed public bidding procedures and requirements and may, for good cause, reject any or all bids upon a finding that it is in the public interest to do so, for example, when all bids exceed the budget or estimate for that project.

(d) Bonds. Unless the Board shall otherwise provide, bonds and bid security requirements are as follows:

- (1) Bid security not exceeding ten percent (10%) of the amount bid for the contract is required unless the contract is for \$25,000 or less.
- (2) For public improvements, a labor and materials bond in an amount equal to one hundred percent (100%) of the contract price is required for contracts over \$15,000.
- (3) For public improvements, a performance bond in an amount equal to one hundred percent (100%) of the contract price is required for contracts over \$10,000. If the contract is under \$50,000, the performance bond and labor and material bond may be one bond; if the contract is \$50,000 or more, there shall be two (2) bonds.
- (4) Bid security, labor and material bond and performance bond may be required even though the contract is of a class not identified above, if the Executive Officer determines it is in the public interest.
- (5) Bid security and labor and performance bonds will not be required for food products procured pursuant to section 2.04.090.
- (6) Bid security and bonds may be provided in the form of a surety bond, cash, cashier's check or certified check.

(d) Section 2.04.043 is amended to read:

2.04.043 Public Contracts Between \$2,500 and \$25,000

(a) Selection Process. Unless completely exempt from competitive bidding under section 2.04.041, when the amount of the contract is \$2,500 or more, but not more than \$25,000, the district must obtain a minimum of three (3) competitive quotes. The district shall keep a written record of the source and amount of the quotes received. If three (3) quotes are not available, a lesser number will suffice provided that a written record is made

of the effort to obtain the quotes. "Prior to selecting any contractor for a public contract greater than \$10,000, but not more than \$25,000", the contracting department shall notify the ~~Department of General Services~~ procurement officer of the nature of the proposed contract, the estimated cost of the contract, and the name of the contact person. The ~~Department of General Services~~ procurement officer shall publish notice of the intent to solicit competitive quotes, including a summary of the information supplied by the contracting department. No contract selection may be made until at least five (5) days after such publication and after consideration of all quotes received.

~~(b) Review Process. After selection and prior to approval, the contract must be reviewed by the Contracts Division of the Department of General Services.~~

~~(e)~~(b) Approval Process

- (1) ~~For e~~Contracts of \$2,500 or more, either shall be signed by the Executive Officer or Deputy Executive Officer must sign; however, the director or assistant director of the Zoo may sign purchase orders of \$10,000 or less. When designated in writing to serve in the absence of the Executive Officer or Deputy Executive Officer, the director of General Services may sign contracts. No contract may be approved or executed for any amount in excess of the amount authorized in the budget.

~~(d)~~(c) All contracts are subject to the rules and procedures of section 2.04.030, "Rules and Procedures Governing Personal Services and Public Contracts."

(e) Section 2.04.044 is amended to read:

2.04.044 Public Contracts Over \$25,000

(a) Selection Process. Unless exempt from competitive bidding by section 2.04.041, the following competitive bidding procedures shall apply to all contracts ~~over \$25,000.~~

- ~~(1) The initiating department staff will prepare bid specifications and compile a list of potential bidders.~~
- ~~(2) The bid document will be reviewed by the Contracts Division of the Department of General Services and by the general counsel before bids are solicited or advertised, and shall include the contract form to be used.~~
- ~~(3)~~(1) A request for bids will be advertised in the manner required by law and in a local minority newspaper, and in any appropriate trade magazine.

Additional advertisement may be appropriate depending upon the nature of the contract.

- ~~(4) The initiating department will receive and open sealed bids at the time and place designated in the request for bids.~~
- ~~(5) The opened bids will be reviewed by the requesting department and a recommendation and contract will be submitted to the Contracts Division of the Department of General Services.~~
- ~~(6) After selection and prior to approval, the contract must be reviewed by the Contracts Division of the Department of General Services.~~
- ~~(7) The initiating department will notify all bidders in writing of the contract award and obtain any necessary bonds and insurance certificates.~~
- (8)(2) The district shall reserve the right to reject any or all quotes or bids received.**

(b) Approval Process. All initial contracts with a contract price of more than \$25,000 shall be approved and executed by the Executive Officer or Deputy Executive Officer. ~~When designated in writing to serve in the absence of the Executive Officer or Deputy Executive Officer, the director of General Services may approve and execute contracts of \$25,000.~~ No contract may be approved or executed for any amount in excess of the amount authorized in the budget.

(c) Within thirty (30) days of award of a construction contract, the ~~Contracts Division of the Department of General Services~~ **procurement officer** shall provide the notice required by ORS 279.363.

(d) All contracts are subject to the rules and procedures of section 2.04.030, "Rules and Procedures Governing Personal Services and Public Contracts."

(e) Prior to the award of a contract to any bidder other than the apparent low bidder the Executive Officer shall obtain the prior approval of the Contract Review Board.

(f) Section 2.04.051 is amended to read:

2.04.051 Personal Services Contracts Under \$2,500

(a) Selection Process. For personal services contracts of less than \$2,500, the department director shall state in writing the need for the contract. This statement shall include a description of the contractor's capabilities in performing the work. Multiple

proposals need not be obtained. ~~This statement will be kept in the Department of Finance and Administration contract file.~~

(b) Approval Process. For personal services contracts of less than \$2,500, the director of the initiating department, or a designee of the director approved by the Executive Officer, may sign contracts if the following conditions are met:

- (1) A standard contract form is used.
- (2) Any deviations to the contract form are approved by the general counsel.
- (3) The expenditure is authorized in the budget.
- (4) The contract does not further obligate district beyond \$2,500.
- (5) The appropriate scope of work is attached to the contract.
- (6) The Contract is for an entire project or purchase; not a portion of a project or purchase which, when complete, will amount to a cost of \$2,500 or more.
- (7) No contract may be approved or executed for any amount in excess of the amount authorized in the budget.

(c) All contracts are subject to the rules and procedures of section 2.04.030, "Rules and Procedures Governing Personal Services and Public Contracts."

(g) Section 2.04.052 is amended to read:

2.04.052 Personal Services Contracts Between \$2,500 and \$25,000

(a) Selection Process. For personal services contracts \$2,500 or more but not more than \$25,000, the department director shall use the following process:

- (1) Proposals shall be solicited from at least three (3) potential contractors who, in the judgment of the department director, are capable and qualified to perform the requested work. Prior to selecting any contractor for a personal services contract greater than \$10,000 but not more than \$25,000, the contracting department shall notify the ~~Department of General Services procurement officer~~ of the nature of the proposed contract, the estimated cost of the contract, and the name of a contact person. The ~~Department of General Services procurement officer~~ shall publish notice of the intent to solicit competitive proposals,

including a summary of the information supplied by the contracting department. No contract selection may be made until at least five (5) days after such publication and after consideration of all proposals received.

- (2) The initiating department shall document the fact that at least three (3) proposals have been solicited. Preferably, the proposals should be written, but this is not required. The district reserves the right to reject any or all proposals for any reason.
- (3) Evaluation, as determined by the department director, may require oral presentations and shall include use of a contractor evaluation form. The objective is the highest quality of work for the most reasonable price. The quality of the proposal may be more important than cost.
- (4) Personal Services Evaluation Form. The personal services evaluation form shall document the reasons for the selection. Proposals shall be evaluated according to predetermined criteria. The evaluation process may include the evaluators assigning a quantifiable score on how each aspect of a proposal meets the predetermined criteria. The contract may be awarded to the firm receiving the highest average score.
- (5) Notification of selection or rejection shall be made in writing after final review by the initiating department.

(b) Review Process. After selection and prior to approval, the contract must be reviewed by the ~~Contracts Division of the Department of General Services~~ procurement officer.

(c) Approval Process. ~~For eContracts of \$2,500 or more, either shall be signed by the Executive Officer or Deputy Executive Officer must sign. When designated in writing to serve in the absence of the Executive Officer or Deputy Executive Officer, the director of general services may sign contracts. No contract may be approved or executed for any amount in excess of the amount authorized in the budget.~~

(d) All contracts are subject to the rules and procedures of section 2.04.030, "Rules and Procedures Governing Personal Services and Public Contracts."

(h) Section 2.04.053 is amended to read:

2.04.053 Personal Services Contracts of More than \$25,000

(a) Selection Process. For personal services contracts of \$25,000 or more an evaluation of proposals from potential contractors shall be performed as follows:

- (1) A request for proposals shall be prepared by the initiating department and shall be reviewed by the general counsel and the procurement officer. Where appropriate, notice of the request shall be published in a newspaper of general circulation or in trade magazines. In addition, Metro shall notify in writing at least three (3) potential contractors, who, in the judgment of the department director, are capable and qualified to perform the requested work. The initiating department will be responsible for maintaining the file and making the appropriate notification.
- (2) All requests for proposals shall at a minimum contain a description of the project and a brief summary of the project history, contain a detailed proposed scope of work or other specifications setting forth expected performance by the contractor, include a description of the criteria that will be utilized to evaluate proposals and the estimated budget for the project.
- (3) Evaluations of proposals shall include use of a contract evaluation form. The use of an oral interview or an evaluation team is recommended.
- (4) Personal Services Evaluation Form. The personal services evaluation form shall document the reasons for the selection. Proposals shall be evaluated according to predetermined criteria. The evaluation process may include the evaluators assigning a quantifiable score on how each aspect of a proposal meets the predetermined criteria. The contract may be awarded to the firm receiving the highest average score.
- (5) After evaluation is complete, the department director will recommend final selection through the ~~Contracts Division of the Department of General Services~~.
- (6) Notifications of selection and rejection shall be made in writing by the initiating department.
- (7) Personal services contracts with the scope of work must be approved by the department head and then forwarded to the ~~Contracts Division of the Department of General Services~~ procurement officer for internal review and execution. General counsel review is required.

(b) Approval Process. All initial contracts with a contract price of greater than \$25,000 shall be approved and executed by the Executive Officer or ~~Deputy Executive Officer~~. ~~When designated in writing to serve in the absence of the Executive Officer or Deputy Executive Officer, the Director of General Services may approve and execute~~

~~contracts of more than \$25,000.~~ No contract may be approved or executed for any amount in excess of the amount authorized in the budget.

(c) All contracts are subject to the rules and procedures of section 2.04.030, "Rules and Procedures Governing Personal Services and Public Contracts."

(i) Section 2.04.054 is amended to read:

2.04.054 Personal Services Contract Extensions and Amendments

(a) Selection Process

- (1) A personal services contract may be renewed without receiving competitive proposals if the contractor is performing a continuing activity for the agency. This applies, but is not limited to contracts for construction observation, public relations consulting, outside legal counsel and annual auditing. Except as provided in subsection (2) below, competitive proposals must be solicited for these services at least once every three (3) years and annually if the contractor proposes a price or rate increase of more than ten percent (10%) over the previous year.
- (2) Personal services contracts may be renewed, extended or renegotiated without soliciting competitive proposals if, at the time of renewal, extension or renegotiation, there are fewer than three (3) potential contractors qualified to provide the quality and type of services required and the initiating department makes detailed findings that the quality and type of services required make it unnecessary or impractical to solicit proposals.
- (3) In addition to the requirements of this subsection, any contract amendment or extension exceeding \$10,000 shall not be approved unless the Contract Review Board shall have specifically exempted the contract amendment or extension from the competitive procurement procedures of section 2.04.053.

(b) Approval Process

- ~~(1) Less than \$2,500. All contract amendments and extensions which are less than \$2,500 if the contract was originally for \$2,500 or more or which result in a total contract price of less than \$2,500 may be approved by the director of the initiating department or by a designee of the director approved by the Executive Officer if the following conditions are met:~~

~~(A) A standard contract form is used.~~

~~(B) Any deviations to the contract form are approved by the general counsel.~~

~~(C) The expenditure is authorized in the budget.~~

~~(D) The contract does not further obligate Metro beyond \$2,500.~~

~~(E) The appropriate scope of work is attached to the contract.~~

~~(F) No contract amendment or extension may be approved in an amount in excess of the amount authorized in the budget.~~

~~(2) \$2,500 and Over. All personal services contract amendments and extensions which are for \$2,500 or more or which result in a total contract price of more than \$2,500 shall be approved and executed by either the Executive Officer or Deputy Executive Officer. When designated in writing to serve in the absence of the Executive Officer or Deputy Executive Officer, the director of Regional Facilities may sign contract amendments and extensions. No contract amendment or extension may be approved for an amount in excess of the amount provided for in the budget.~~

(c) All contracts are subject to the rules and procedures of section 2.04.030, "Rules and Procedures Governing Personal Services and Public Contracts."

(j) Section 2.04.090 is amended to read:

2.04.090 Food Items and Food Service Contracts

(a) Selection Process

- (1) All food items and food service contracts will be procured through competitive bidding, except as provided in sections (2) through (5) below.
- (2) Competitive bids or quotes are not required when food items other than those routinely stocked by a Metro department are needed for requested catering services.
- (3) Competitive bids or quotes are not required for fully or partially prepared food items which require:

- (A) The use of a specific recipe provided and/or developed in conjunction with a Metro department; or
- (B) The use of a proprietary recipe or formula which is the property of a vendor.

In the event a procurement is made pursuant to the exception listed in this section (3), the initiating department must document that the food product is within the criteria set out in (3)(A) or (3)(B).

- (4) (A) Purchases of the following food products may be limited to vendors who have been prequalified according to the procedures set out at section (4)(B) below:
 - (i) Groceries, i.e., food items that are purchased in a preserved state (e.g., canned or frozen);
 - (ii) Meat and poultry;
 - (iii) Produce.
- (B) Upon a determination by the Executive Officer that it is in the best interest of Metro to purchase the food products listed in (4)(A) from pre-qualified vendors, the agency may develop a pre-qualified suppliers list. The initiating department shall make reasonable efforts to inform known companies which provide the required food products that a pre-qualification process will be conducted. At a minimum, the initiating department's efforts shall include the publication of an invitation to pre-qualify in at least one (1) newspaper of general circulation, a local minority newspaper and any appropriate trade publications in the area. The invitation to pre-qualify shall specify the deadline for submission of pre-qualification applications; minimum standards which must be met to pre-qualify as a potential supplier; and shall provide an estimate of the quantity of the product which may be required during a designated time period. All vendors who submit the documentation required in the invitation to pre-qualify shall be listed as pre-qualified suppliers of the food products covered by the solicitation unless the agency disqualifies the prospective vendor upon a finding that:
 - (i) The vendor does not have sufficient financial ability to perform the contract;

- (ii) The vendor does not have the equipment available to perform the contract;
- (iii) The vendor does not have key personnel available of sufficient experience to perform the contract; or
- (iv) The vendor has repeatedly breached contractual obligations to public and private contract agencies.

In the event a prospective is disqualified, the agency shall notify the vendor in writing. The notice shall specify the reasons for the disqualifications and shall inform the vendor of its rights to a hearing under ORS 279.043 and 279.045.

Vendors who fail to meet the above criteria during the period covered by the prequalified vendor list may be disqualified from the pre-qualified vendor list.

- (C) Monthly firm price quotes shall be required of all pre-qualified suppliers. Once a pre-qualified vendor list has been created, all food products listed in section (4)(A)(i) through (iii) shall be ordered from the pre-qualified supplier whose products meet the minimum product specification and who submits the lowest price quote for the period covered by the required monthly price quote. In the event the supplier that submits the lowest price quote is unable to provide the ordered products, the food products may be ordered from the supplier whose quote is the next lowest and whose products meet the minimum product specifications.
 - (D) A pre-qualified supplier may be removed from the pre-qualified suppliers list for any of the reasons listed in section (4)(B) above.
 - (E) Pre-qualification lists shall be opened annually for prospective suppliers to submit the documentation required for placement on the pre-qualified suppliers list. Placement on the pre-qualified suppliers list will be for a period of three years, unless a supplier is removed for one of the reasons listed in section (4)(B) above.
- (5) Competitive bids or quotes are not required for food items which the Executive Officer authorize for a market test. A market test is used to determine whether a food item should be added to the district's menu

or to develop the specifications for a particular food item. The test should clearly define the period of time for the market study, not to exceed one (1) year, and the statistical method used to determine the value of the food item as part of the regular menu. A written report shall be made and a copy placed in the district's central contract files. If a market test food item is accepted for regular sales, it will be subject to the appropriate competitive purchase procedures described under section 2.04.090. If a food product identified during a market test fits within one of the product categories identified in subsection (3) above, the food product may be procured without competitive bids or quotes.

(b) Review Process. After selection and prior to approval, the contract must be reviewed by the director of Finance and Administration.

(c) Approval Process

(1) \$2,500 and Under. All contracts and amendments and extensions which are \$2,500 or less or which result in a total contract price of \$2,500 or less may be approved by the director of the initiating department or by a designee of the director approved by the Executive Officer if the following conditions are met:

- (A) A standard contract form is used.
- (B) Any deviations to the contract form are approved by the general counsel.
- (C) The expenditure is authorized in the budget.
- (D) The contract does not further obligate the district beyond \$2,500.
- (E) The appropriate scope of work is attached to the contract.
- (F) The contract is for an entire project or purchase; not a portion of a project which, when complete, will amount to a cost not greater than \$2,500.

(2) Over \$2,500. All contracts and amendments and extensions which exceed \$2,500 ~~may shall be approved by either executed by~~ the Executive Officer or Deputy Executive Officer. ~~When designated in writing to serve in the absence of the Executive Officer or Deputy Executive~~

~~Officer, the director of Regional Facilities may sign contracts and amendments and extensions.~~

(3) Exceptions. Emergency contract extensions and amendments may be approved by the Executive Officer or his/her designee.

(d) All contracts are subject to the rules and procedures of section 2.04.030, "Rules and Procedures Governing Personal Services and Public Contracts."

Section 3. Metro Code Section 9.01.070 Emergency Succession is amended to read:

9.01.070 Emergency Succession: In the event of the death of the Executive Officer or the declaration of a vacancy in that office, the ~~Deputy Executive Officer~~ director of the department of administrative services shall immediately take the oath of office and become the Executive Officer until such time as the Council shall fill the vacancy by appointment or a successor shall be elected and qualified. If the ~~Deputy Executive Officer~~ Director of the department of administrative services shall not be qualified or if a vacancy exists in that position, then the ~~Director of Finance and Information~~ chief financial officer shall so serve while continuing to hold the position of ~~Director of Finance and Information~~ chief financial officer. If that position shall also be vacant or the person shall not qualify, then the Council shall in emergency session designate a qualified person to so serve on a temporary basis.

Section 4. Emergency Clause

This ordinance being necessary for the health safety or welfare of the Metro area, for the reason that the administrative reorganization effected by this ordinance will save substantial resources an emergency is declared to exist and this ordinance shall be effective upon adoption by the Council.

ADOPTED by the Metro Council this ____ day of _____, 1995.

J. Ruth McFarland, Presiding Officer

ATTEST:

Recording Secretary

gl
1229

AGENDA ITEM 7.1

Meeting Date: May 25, 1995

Resolution No. 95-2154

Before the Contract Review Board

For the Purpose of Requesting the Solicitation of Competitive Bids Pursuant to Metro Code Section 2.04.043 for "REGGIE", A Regional Government Information Exchange Network.

STAFF REPORT

FOR THE PURPOSE OF REQUESTING THE SOLICITATION OF
COMPETITIVE FIDS PURSUANT TO METRO CODE SECTION
2.04.043 FOR "REGGIE," A REGIONAL GOVERNMENT
INFORMATION EXCHANGE NETWORK

Date: May 25, 1995

Presented by Ann Clem

FACTUAL BACKGROUND AND ANALYSIS

The *Information Services Strategic Plan*, completed this fiscal year, identifies Metro's need for high speed computer linkages to other governments' computer systems. Such a Wide Area Network (WAN) can support many of the network services available on a Local Area Network (LAN) such as the one in use at Metro. A diagram of the proposed network is included.

The South/North LRT project currently has the greatest need for linking the 12 locations involved in the planning and environmental phase of this project. A large quantity of work is being jointly authored via Fax and hand carried floppy diskettes.

Grant funds are available from WSDOT to cover the costs of connecting the 12 sites and also the monthly U. S. West Communications charges for three years. The maximum project cost is \$125,633. These funds must be expended on the capital items before June 30, 1995. Council approval is sought for immediate issuance of a Request for Bids (RFB). An amendment to the budget will come before the Council on June 8, 1995 for a capital outlay of \$44,960.

Therefore, a trial phase is proposed, connecting the 12 offices involved in light rail projects. The ability to electronically transfer documents, GIS maps and communicate through e-mail will produce immediate benefits. These offices include:

1. City of Portland, Department of Transportation
2. Tri-Met Central Office
3. C-TRAN (Clark County)
4. Regional Planning Council (Clark County)
5. Oregon Department of Transportation, Metro Region Office
6. Metro Regional Center
7. Clackamas County
8. Multnomah County
9. City of Milwaukie
10. City of Vancouver

11. Washington Department of Transportation

12. Oregon City

For cost reasons, this first phase will employ less expensive medium speed technology to evaluate effectiveness for large file transfers such as RLIS maps, drawings and photographs. Services will be purchased from US West Communications, employing their Frame Relay technology.

We have chosen an acronym for this network -- REGGIE-- for Regional Government Information Exchange. If this initial phase proves to be cost justified, it establishes the base for a broadening of REGGIE that could provide an "Internet like" telecommunications network for governments in this region. Information exchange will be instantaneous, presenting new possibilities for intergovernmental coordination and communication.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 95-2154

BEFORE THE METRO CONTRACT REVIEW BOARD

FOR THE PURPOSE OF REQUESTING) RESOLUTION NO. 95-2154
THE SOLICITATION OF COMPETITIVE)
BIDS PURSUANT TO METRO CODE) Introduced by Mike Burton,
SECTION 2.04.043 FOR "REGGIE,") Executive Officer
A REGIONAL GOVERNMENT)
INFORMATION EXCHANGE NETWORK)

WHEREAS, the Regional Transportation Plan has designed the South/North transit corridor as the region's next priority for development following completion of Light Rail Transit in the Westside Corridor and Hillsboro Extension; and

WHEREAS, this high priority project will benefit from a computer network linking the 12 bi-state governments cooperatively involved in this study via a Frame Relay data transfer technology regional computer network which has been dubbed "REGGIE;" and

WHEREAS, there are grant funds from the Washington Department of Transportation available to cover the maximum expected costs of \$125,633 for the procurement, installation, and three (3) years of telecommunications charges projected as outlined in Exhibit A attached, if the hardware and software is purchased prior to June 30, 1995; and

WHEREAS, Section 2.04.041 (c) of the Metro Code allows the Contract Review Board to exempt a specific contract from one form of competitive bidding, and direct the use of alternate contracting and purchasing practices; and

WHEREAS, the formal competitive bidding process for Public Contracts Over \$25,000 as defined by Metro Code Section 2.04.044 would not allow the competitive bidding and execution of contract(s) within that timeframe, but Section 2.04.043 for Public Contracts Between \$2,500 and \$25,000 would; now, therefore,

BE IT RESOLVED THAT,

The Metro Council acting as Metro's Public Contract Review Board, hereby approves the solicitation of competitive bids for REGGIE, a wide area computer network between the Metro Regional Center and the 12 governments participating in the South/North High Capacity Transit Study pursuant to the process outlined in Section 2.04.043 of the Metro Code, and authorizes the Executive Officer to execute the purchase order(s) and/or contract(s) necessary to accomplish its acquisition with grant funds prior to June 30, 1995.

ADOPTED by the Metro Council this ___ day of _____, 1995.

J. Ruth McFarland, Presiding Officer

REGGIE costs for Metro & 12 other sites:

| Per site: | One Time Cost | Monthly Service | One Site 1st Year | One Site 2nd Year | One Site 3rd Year | One Site 3 yr Total | 10 Site Total |
|------------------------------------|---------------|-----------------|-------------------|-------------------|-------------------|---------------------|--------------------|
| 56KBps Frame relay, 1 PVC per site | \$375.00 | \$74.03 | \$1,263.36 | \$888.36 | \$888.36 | \$3,040.08 | \$30,400.80 |
| FastComm monoFRAD | \$1,750.00 | | \$1,750.00 | \$0.00 | \$0.00 | \$1,750.00 | \$17,500.00 |
| ACC Danube Brouter, cable, etc. | \$1,551.00 | | \$1,551.00 | \$0.00 | \$0.00 | \$1,551.00 | \$15,510.00 |
| Connection Software | \$1,000.00 | | \$1,000.00 | \$0.00 | \$0.00 | \$1,000.00 | \$10,000.00 |
| | | Total | \$5,564.36 | \$888.36 | \$888.36 | \$7,341.08 | \$73,410.80 |

| State Connection: | One Time Cost | Monthly Service | State 1st Year | State 2nd Year | State 3rd Year | State 3 Year Total | State Total |
|--|---------------|-----------------|--------------------|----------------|----------------|--------------------|--------------------|
| To access Mult Co & ODOT. | \$975.00 | \$1,011.00 | \$13,107.00 | N/A | N/A | \$13,107.00 | \$13,107.00 |
| 1st year costs will be picked up by Reggie Project. Subsequent years will be picked up by Metro ISD. | | Total | \$13,107.00 | \$0.00 | \$0.00 | \$13,107.00 | \$13,107.00 |

| For Metro: | One Time Cost | Monthly Service | Metro 1st Year | Metro 2nd Year | Metro 3rd Year | Metro 3 Year Total | Metro Total |
|--------------------------------|---------------|-----------------|--------------------|-------------------|-------------------|--------------------|--------------------|
| T1 Frame Relay service, 10PVCs | \$537.00 | \$545.24 | \$7,079.88 | \$6,542.88 | \$6,542.88 | \$20,165.64 | \$20,165.64 |
| ADTRAN T1 CSU/DSU, single port | \$950.00 | | \$950.00 | \$0.00 | \$0.00 | \$950.00 | \$950.00 |
| Two (2) Cisco Routers | \$6,000.00 | | \$6,000.00 | \$0.00 | \$0.00 | \$6,000.00 | \$6,000.00 |
| Two (2) Firewall Servers | \$5,000.00 | | \$5,000.00 | \$0.00 | \$0.00 | \$5,000.00 | \$5,000.00 |
| Connection Software | \$7,000.00 | | \$7,000.00 | \$0.00 | \$0.00 | \$7,000.00 | \$7,000.00 |
| | | Total | \$26,029.88 | \$6,542.88 | \$6,542.88 | \$39,115.64 | \$39,115.64 |

Grand total \$125,633.44

Assumptions:

- 1) Three year contract.
- 2) Twelve remote sites: ODOT, WashDOT, PDOT, C-TRAN, Tri-Met, RTC, Clackamas Co, Clark Co, Multnomah Co, City of Milwaukie, City of Vancouver, and Oregon City.
- 3) All remote sites will be 56KBps, our site will be T1 (1.44MBps).
- 4) All remote sites are within the US West LATA or are already accessible through the State of Oregon.

Planning Department Budgetary Information:

The Following Spending Authority is required from Council.

| | | |
|--------------------|---------------------|--|
| Capital | | |
| Reggie Hardware | \$44,960.00 | |
| M&S | | |
| Reggie Network Svc | \$63,673.44 | |
| Reggie Software | \$17,000.00 | |
| Total | \$125,633.44 | |

AGENDA ITEM 8.1

Meeting Date: May 25, 1995

Resolution No. 95-2138

For the Purpose of Adopting the 1995 Interim Federal Regional Transportation Plan (RTP).



METRO

Date: April 20, 1995
To: TPAC
From: Michael Hoglund, ^{MH}Transportation Planning Manager
Re: Interim Federal RTP

TPAC will be asked to recommend approval of the Interim Federal Regional Transportation Plan (RTP) at their April 28 meeting. Attached for your review prior to the meeting are the following items:

1. A staff report and proposed Metro Council/JPACT resolution recommending adoption of the federal RTP. Please note that the resolution contains a resolve that adopts the April 1995 draft Interim Federal RTP and an amendments report. We anticipate changes resulting from agency and public review. Agreed-upon changes will be included in the amendments report. A final federal RTP will be prepared following Metro Council adoption.
2. An April 19, 1995 memo from Larry Shaw, Metro Senior Assistant Legal Counsel, describing a strategy to temporarily proceed with "decoupling" state and federal RTPs. Traditionally, all state and federal requirements are met in a single RTP. The conflict between the need to keep the RTP current for federal purposes and the need to do more work for state purposes, does not allow that to happen at this time.

The proposed strategy will allow the region to proceed with adoption of an RTP to meet federal requirements and use federal transportation funds, while recognizing additional work is necessary to satisfy state land use and transportation planning requirements through the refined 2040 Growth Concept, RUGGOs, and RTP phase II.

3. General criteria for financially constraining the RTP. Chapter 7 of the draft federal RTP identifies 20-year system costs and revenues for both the state system and for the "regionally significant" non-state system. ODOT has developed a general approach for prioritizing projects within estimated revenues of an additional \$410 million over the

TPAC
April 20, 1995
Page 2

revised \$1.8 billion of need. Bruce Warner presented their approach to JPACT on April 13.

The attached general criteria are for prioritizing regionally significant non-state system needs of \$1.44 billion within estimated revenues of \$738 million. In general, the criteria reflect the ODOT approach. They recognize a significant shortfall and concentrate on high priority projects that focus on implementing the Region 2040 growth concept while maintaining the strength of the current system.

This item and the resulting constrained system will obviously be a major item of TPAC discussion. Metro staff, with some assistance from the RTP work teams, will apply the criteria and present a first draft of a constrained system at the meeting.

In order that we can quickly review and incorporate comments, as appropriate, into an amendment document, please bring written comments to the TPAC meeting which highlight any major issues, comments, or suggestions. Comments can also be sent prior to the meeting to Tom Kloster, RTP Project Manager (mail or FAX, 797-1794).

A copy of the draft federal RTP is not included in this mailing. The document was subject to extensive distribution upon its release. All TPAC members and most alternates, all local jurisdictions and transportation agencies, and a large number of interested citizens should have copies. However, if you do not have a copy, or would like another, please contact Jan Faraca at 797-1757.

MH:lmk

Attachments

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2138 FOR THE PURPOSE OF ADOPTING THE 1995 INTERIM FEDERAL REGIONAL TRANSPORTATION PLAN (RTP)

Date: April 20, 1995

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would: 1) bring the region into compliance with federal ISTEA transportation planning regulations set forth in 23 CFR Part 450 and 49 CFR Part 613; 2) leave the 1992 Regional Transportation Plan (RTP) in place for the purpose of satisfying State of Oregon planning requirements; and 3) establish a policy context for merging (recoupling) the state and federal versions of the RTP in Phase II of the RTP update.

FACTUAL BACKGROUND AND ANALYSIS

The interim federal Regional Transportation Plan (RTP) is the culmination of a four-month regional effort to bring the plan into compliance with federal ISTEA regulations and establish a policy context for Phase II of the RTP update. Key revisions included in the federal RTP are:

1. Updated regional transportation policy (Chapter 1 of the federal RTP) that reflects an increased emphasis on multi-modal transportation planning, the relationship between land use and transportation, demand management, new system management technology and consideration of regional transportation funding constraints.
2. Limited revisions to the planned regional system that reflect multi-modal transportation considerations (including new bicycle, transit and freight system maps in Chapter 4 of the federal RTP) and other regional system needs that have emerged or changed since adoption of the 1992 RTP.
3. An update of the 20-year list of needed transportation improvements and programs (Chapter 5 of the federal RTP) that reflects projects completed since the last major RTP update and the revised system needs identified in Chapter 4.
4. A framework for completing a comprehensive analysis of system performance, including the use of the intermodal and congestion management systems (Chapter 6).
5. A methodology for developing a "financially constrained" network that is limited to current and reasonably anticipated funding sources (Chapter 7).

6. A financially constrained transportation network and analysis of how financial constraints affect the 20-year project needs identified in the federal RTP (Chapter 7).
7. An expanded discussion of outstanding issues (Chapter 8) and ongoing RTP activities (Appendix) that will provide greater plan continuity in future updates.

This resolution is the first of three needed to adopted the interim federal RTP. This resolution adopts the required federal transportation elements. Two companion resolutions will follow, one addressing air quality conformity requirements (set forth in the federal Clean Air Act Amendments of 1990 (CAAA) and state DEQ new state conformity rule), and another adopting public involvement procedures for transportation planning.

In Phase II of the update, these new features of the federal RTP will be further refined and the plan substantially revised to address the state Transportation Planning Rule (TPR) and the Region 2040 growth concept. Until completion of the Phase II effort, however, the 1992 RTP will remain in effect for purposes of state planning requirements, and the federal RTP will serve concurrently to satisfy federal regulations. Adoption of the interim federal RTP will allow the region to continue to use federal funds during the Phase II process.

The public involvement program for the RTP update spans both phases. In Phase I, public involvement activities featured the "Choices We Make: A Regional Transportation Fair," and four "Priorities '95" town meetings held throughout the region. The RTP Citizen Advisory Committee (CAC) was also selected during Phase I, and will continue to serve throughout Phase II of the update.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2138.

TK:lnk
95-2138.RES
4-20-95



METRO

Date: April 19, 1995

To: Mike Hoglund, Transportation Planning Manager

From: *LSH*
Larry Shaw, Senior Assistant Counsel

Regarding: RTP ADOPTION STRATEGY DISCUSSION
Our file: 10.3.J

1992 RTP/Functional Plan - Ordinance No. 92-433 Coupled

ORS 268.390 requires that Metro adopt a state RTP, a transportation functional plan. It may contain "recommendations and requirements" for local comprehensive plans per ORS 268.390(4). Chapter 8 contains local plan consistency and dispute resolution processes. Functional plans must be consistent with RUGGO. So, the 1992 RTP is consistent with 1991 RUGGO, particularly Objective 13.

The federal "Regional Transportation Plan" (RTP) is now called "Metropolitan Transportation Plan" in post-ISTEA federal regulations. It is the mandatory transportation systems plan that (1) is the basis for the Transportation Improvement Program (TIP), and (2) now must be financially "constrained."

The 1989 and 1992 RTPs coupled the federal mandatory RTP and state RTP (mandatory functional plan) in the same document adopted by Ordinance No. 92-433.

TIP/RTP Resolutions - Decoupling

I understand that several projects brought into the TIP since 1992 by resolution have been brought into the RTP by the same resolution. This may comply with federal law which requires that a project must be in the RTP to qualify for the TIP. However, if this has occurred, these RTP amendments are not yet included in the coupled RTP/Functional Plan that was adopted by ordinance.

MTP Resolution - Decouple in 1995

The ISTEA based "metropolitan transportation plan (MTP)" will be a "constrained" federal systems plan update that uses an interim 2015 forecast derived from the 2040 Growth Concept proposal, not acknowledged comprehensive plans. So, it will contain post 1992 TIP-added projects and fewer long term unfunded projects. The bicycle/pedestrian mode share will be increased based on the 1994-95 study instead of the 1985 data. Fewer areas outside the UGB will need to be served than under comprehensive plan use policies.

Mike Hoglund, Transportation Planning Manager
February 8, 1995
Page 2

Narrower South/North choices can be shown than in 1992. Adopted Westside station area minimum densities can be used for those areas.

Assuming no federal law difficulty with adoption of the MTP by resolution, the initial adoption of a separate federal RTP for funding purposes in June-July 1995 would leave the 1992 RTP in place for state land use purposes until the TSP is done in mid 1996. Obviously this would require (1) review of differences between the federal RTP and 1992 RTP (state) for any 1995-96 comprehensive plan or project problems and (2) a short "decoupling" ordinance amendment to clearly take the federal RTP role out of Ordinance No. 92-433. Arguably, this would make the federal RTP resolution only a set of funding premises under state law, not a land use decision. Federal RTP projects would still have to be in local comprehensive plans and not inconsistent with the 1992 Functional Plan.

Federal RTP/TSP - Recoupled in 1996.

After 1995 RUGGO acknowledgment by LCDC, Urban Reserves designation, any interim Growth Concept planning, and at the time the regional Transportation Systems Plan (TSP) is ready in 1996, the amended federal RTP and transportation functional plan could be adopted together by ordinance, again. The recoupled RTP/TSP functional plan and framework plan component probably would not be appealed for its status as the federal MTP. It is likely to be appealed on some basis for its regulatory impact as the regional TSP.

RUGGO Amendment Impact - July 1995

Both the refined 2040 Growth Concept and updates of RUGGO Goal II objectives are scheduled to be adopted into RUGGO in July 1995. That amendment action is a land use decision and amended RUGGO will be submitted to LCDC for acknowledgment.

Since functional plans must be consistent with applicable RUGGOs, state RTP update adopted as a functional plan must comply with the RUGGOs in effect at the time it is adopted. Even if there is little change in the 1995 RUGGO Transportation Objective, there would be confusion if a state RTP/Functional Plan update were adopted under amended RUGGOs that will be undergoing LCDC and, probably, court review. Such confusion presents opportunities for successful appeals and LUBA remands.

Recommendation

"Decouple" the federal RTP from the 1992 Functional Plan in 1995 leaving it as the state RTP and consider "recoupling" them with the TSP in 1996.

rpj1959

cc: Tom Kloster

**Proposed Financial Constraint Selection Criteria
for the
Regionally Significant Non-State System
1995 Interim Federal RTP**

Objective:

Develop criteria to guide allocation of residual capital resources to the Regionally Significant Non-State System for the purpose of financially constraining 1995 Interim Federal RTP. The exercise is a first cut attempt at developing such a system. The purposes of the exercise are 1) to define a system for air quality conformity purposes, and 2) to identify the funding shortfall anticipated between forecast revenues and 20 year needs.

Assumptions:

- Maintenance, preservation, operating, and routine safety needs are met.
- Only projects of regional significance are eligible (as defined or mapped in Chapters 1 and 4 of the interim federal RTP).
- The ODOT methodology will be used to constrain the state system, subject to revision through the adoption process.

Criteria:

The first two criteria are borrowed from the ODOT methodology and may have implications for the non-state system.

1. TIP Committed. Include projects that were committed to during the ODOT STIP cut process (e.g., completion of Westside related Sunset Highway projects, I-5/Kruse interchange).
2. Phases. Include second or final phases of projects which have initial phases completed or funded (e.g., Wilsonville Interchange; 60th Avenue Connection).
3. ATMS Plan. Similar to maintenance and safety, management of the existing system should be a top priority. The ATMS capital program of \$50 million should be completed. The \$50 million includes both state and non-state facilities. The basis for the number is ODOT's ATMS study which identified an \$80 million, 18-year program. About \$30 million is for maintenance; \$50 million for capital.
4. Big Safety projects. Include major, justified safety projects as determined by ODOT and jurisdictions. Projects in this category cross

all modes and should identify major expenditures which are intended to address high accident locations with major property damage and/or loss of life.

5. Congestion > 1.0. Include projects (or phases) which address LOS areas which are greater than 1.0 now and in the future. Generally, these are areas with chronic congestion and minimal alternatives, either through land use or alternative modes, or routes or access links identified on the RTP freight system.
6. Congestion: LRT Corridors. Tolerate higher 2015 congestion (1.15 v/c) in LRT corridors. This criteria acknowledges that higher v/c can lead to peak hour spreading and recognizes that higher congestion can be tolerated where alternative modes have been provided.
7. 2040 Implementation (Roads). Fund roadways which serve major 2040 land use areas that do not conflict with above LRT objective (e.g., Columbia Corridor, 217, I-5 South climbing lane, Gresham N/S arterial, Beaverton E/W arterial, etc.).
8. Geographic Coverage. 20 to 30% for each area: E. County, Clackamas, City of Portland, Washington.
9. Bridges. Maintain existing bridge system. Replace Sellwood Bridge with constrained revenues and incorporate Multnomah County share of HBR "big bridge" funds to downtown bridges.
10. Transit. Assume some level of federal flexible funding to Tri-Met for capital to allow service expansion above 1.5 percent per year (based on payroll tax and farebox estimates).

Note: Staff is determining the amount flexible funds necessary to purchase Tri-Met capital that would translate into an additional .5 percent per year growth over 10 and 20 years. The information will be available at the April 28 meeting.

11. Access Oregon Highways. ODOT assumes that without significant new revenue, none of the three AOH projects (Sunrise, Mt. Hood, Western Bypass) will proceed.
12. Pedestrian. Pedestrian needs are still being identified. High potential pedestrian areas consistent with Region 2040 (Central City, Regional and Town Centers, and Main Streets) should be eligible for significant pedestrian funds. Staff will allocate funding to pedestrian deficient 2040 areas and provide a cost estimate at the meeting.

13. **Bike.** Define a critical bicycle network to serve Region 2040 concept and complete gaps in high potential bicycle areas.

*Note: Staff is defining the system and developing cost estimates.
Information will be available at the meeting.*

14. **Freight.** Fund critical priorities which maintain freight system mobility needs to serve high growth commodity terminals.

MH
Metro
4/20/95

Date: April 20, 1995
To: Andy Cotugno
Metro
From: Dave Williams, Manager ^{JCW}
Transportation Analysis Unit
Subject: Financially Constrained RTP

INTEROFFICE

MEMO

The federally mandated financial constraint assumptions make the "Interim Federal Regional Transportation Plan" different from past RTPs. This RTP can include only a limited set of transportation improvements upon which air quality conformity and subsequent TIPs can be based.

In submitting the attached list of improvements for inclusion in the "federal" RTP, we have tried to acknowledge the full range of transportation issues facing the region while confronting less than optimal assumptions of available revenue.

Specifically, the attached list of improvements is based upon the following considerations:

- ◆ We acknowledge the priority JPACT gave to certain projects delayed in the last TIP.
- ◆ We gave priority to projects which were the second phase of previously programmed improvements.
- ◆ We propose to continue the regional ATMS plan, albeit at a somewhat slower pace.
- ◆ We have tried to address the need for efficient freight movement.
- ◆ We tried to reflect the access needs of regional centers inherent in 2040 plan.
- ◆ We need to address our worst freeway safety and operational problems.
- ◆ We want to implement low cost TSM improvements in several corridors needing attention.



- ◆ We want to address several particular bike/pedestrian improvements on the state system.
- ◆ We want to encourage the use of local matching funds for state-owned arterials and NHS routes not on the state system, which could be a leveraging mechanism for a regional arterial program.
- ◆ We need to perform reconnaissance/EIS work in several places before specific solutions can be proposed for funding.
 - I-5 North
 - I-205 Corridor
 - I-405/US 26 Connection
 - AOH MIS reports
 - Special freight-only treatments

acd0419.e

ODOT Constrained Project List

TIP Committed

- US-26 Camelot - Sylvan (Phase 3)* *29.6 million*
- Reconstruct Sunset mainline, replace Canyon Road overcrossing and
- add third lanes.
- US-26 Hwy 217 - Camelot* *8.747 million*
- Add 3rd lane EB, noise walls, remove Wilshire on-ramps and close local
accesses.
- OR-217 Sunset Hwy - TV Hwy NB* *24.15 million*
Widen Highway and structure and complete ramp work.
- US-26 Murray Blvd. - Hwy. 217* *10.2 million*
- Improve freeway and ramp operations by providing 6 through lanes
between Highway 217 and Murray Blvd. interchanges and providing
westbound braided ramps between ORE 217 and Cedar Hills Blvd.
interchanges.
- I-5 @ Hwy. 217 (Phase 2) *1.2 million*
- Improve ramp and freeway operations by constructing Phase 2 of the
project.

* Westside Projects

Completion of Committed Projects

- I-5 Wilsonville Interchange (Phase 2) *6.479 million*
- Complete the interchange improvements by lengthening the ramps and
extending the storage lanes on Wilsonville Road to allow for improved
traffic operations on the freeway and on Wilsonville Road.

ATMS

- Advanced Traffic Monitoring System *26.3 million*
- The ATMS program will facilitate the transportation systems
management element of the RTP by metering all freeway ramps, initiating
an arterial street program, installing closed captioned television, and
commencement of an operation center.

Freight

- US-30B NE 33rd or NE 60th *8 million*
- Provide a better connection between Columbia Blvd. and Lombard Street to facilitate east/west commercial (freight) traffic flow in the vicinity of NE 33rd or NE 60th.
- US-30B Killingsworth @ Columbia *9.82 million*
- Widen railroad overpass to improve clearances for freight movement and provide for additional lanes on the north leg of the Columbia Blvd. / Killingsworth Street intersection.
- I-84 Troutdale Interchange - Jordan Interchange (Phase 1) *7 million*
- Phase 1 will widen the Sandy River Bridge and provide auxiliary lanes between the Troutdale and Jordan Interchanges to improve freeway and ramp operations.
- I-205 E. Portland Freeway @ Highway 224 (Sunrise Unit 1)
(Listed under Safety and Congestion)

2040

- OR-217 TV Highway to 72nd *96 million*
- Widen to three lanes plus auxiliary lanes each direction.
- I-5 Greeley - N. Banfield (Phase 1)
(Listed under Safety and Congestion)

Safety and Congestion

- I-5 Greeley - N. Banfield (Phase 1) *36 million*
- Eliminate severe bottleneck conditions on I-5 southbound between Broadway and I-84 interchanges by constructing the first phase of a widening and ramp modification improvement to I-5 in the vicinity of the Memorial Coliseum / Oregon Convention Center. Phase 1 will consist of constructing frontage roads to facilitate traffic flow in the vicinity of the freeway. Phases 2 and 3 will braid the freeway ramps between Broadway and I-84 to improve freeway and ramp operations.
- I-205 E. Portland Freeway @ Highway 224 (Sunrise Unit 1) *114 million*

- Improve the congestion caused by weaving conflicts on I-205 between the Milwaukie Expressway and the Clackamas Boring Highway and improve the through-movement capacity and industrial access by rebuilding the I-205/ Highway 224 interchange and constructing a new limited access facility from I-205 to Highway 212 at approximately 135th.

US-30B Killingsworth @ Columbia
(Listed under Freight)

Westside Projects
(Listed under TIP Committed)

Transportation System Management

- ORE 99W I-5 - Durham Road *1 million*
- Interconnect traffic signals to improve traffic progression.
- US-26 Cornell to Bethany *0.025 million*
- Provide interconnect between interchange traffic signals at Cornell and Bethany to improve traffic progression.
- ORE-8 (TV) 209th Ave. - Brookwood *0.3 million*
- Interconnect traffic signals to improve traffic progression and reduce delay.
- ORE-43 Cedar Oak - Hidden Spring *0.02 million*
- Interconnect traffic signals to improve traffic progression and reduce delay.
- ORE-217 Hwy. 217 NB off-ramp @ Scholls *0.341 million*
- Reduce congestion and improve freeway and ramp operation by widening the off-ramp to provide dual left turn lanes, and by replacing the signal controller to improve progression.
- I-5 NB I-205 Exit *2 million*
- Provide a two-lane off-ramp from I-5 northbound onto I-205 to improve freeway and ramp operations.






Pedestrian / Bikeways

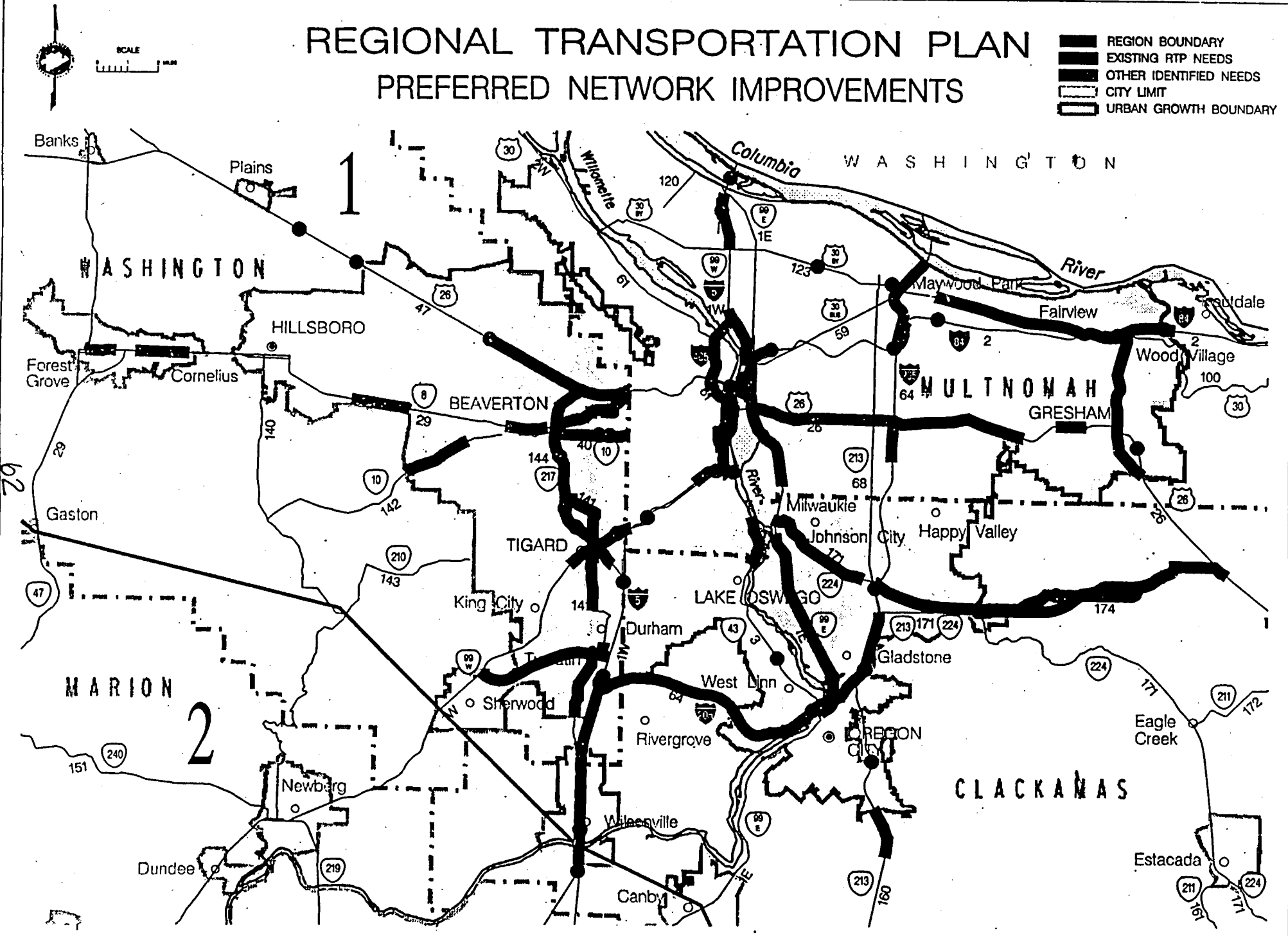
- ORE-99E Harrison Street - Oregon City Shopping Center *2.5 million*
- Improve pedestrian safety by installing lighting and constructing and replacing sidewalks along McLoughlin Boulevard.

| | | |
|--|---|---------------|
| ORE-10 (SW Beaverton-Hillsdale Hwy.) | <u>SW 65th to Hwy 217</u> | 6.075 million |
| - Construct bicycle lanes and sidewalks | | |
| OR-99W (Barbur Blvd.) | <u>Terwilliger Blvd. to Multnomah Blvd.</u> | 3.3 million |
| - Construct bicycle lanes and sidewalks | | |
| OR-99W (SW Barbur Blvd.) | <u>Hamilton St. to Front St.</u> | 1.9 million |
| - Construct bicycle lanes and sidewalks | | |
| Hall Blvd. | <u>Oak St. to Pacific Hwy.</u> | 1 million |
| - Construct bicycle lanes and sidewalks | | |
| <u>I-205 Multi-use Trail Intersection Improvements</u> | | 0.213 million |
| - Improve several street crossings along the I-205 trail to improve bicycle access. | | |
| OR-8 (Canyon Road) | <u>SW 110th to SW Canyon Dr.</u> | 3.667 million |
| - Construct sidewalks | | |
| Overmatch | | |
| US-26 | <u>Palmquist/Orient Drive</u> | 1 million |
| Improve intersection. | | |
| US-26 | <u>Birdsdale to Eastman</u> | 4 million |
| Widen to five lanes. | | |
| ORE-8 (TV Hwy) | <u>209th/219th</u> | 2.5 million |
| - Realign 209th on the south with 219th on the north to improve operations. | | |
| ORE-10 (Farmington) | <u>209th Ave. -172nd Ave.</u> | 10.8 million |
| - Provide a three-lane section to improve traffic flow and safety. | | |
| ORE-43 | <u>Terwilliger Intersection</u> | 1.1 million |
| - Construct northbound left turn lane on State Street to Terwilliger; reconfigure Terwilliger at its intersection with State Street; install traffic signal. | | |
| ORE-43 | <u>A Avenue Intersection</u> | 0.58 million |
| - Improve turning radius from A Avenue for southbound turn onto Highway 43, restripe turning lanes, and upgrade signal. | | |

REGIONAL TRANSPORTATION PLAN





PREFERRED NETWORK IMPROVEMENTS

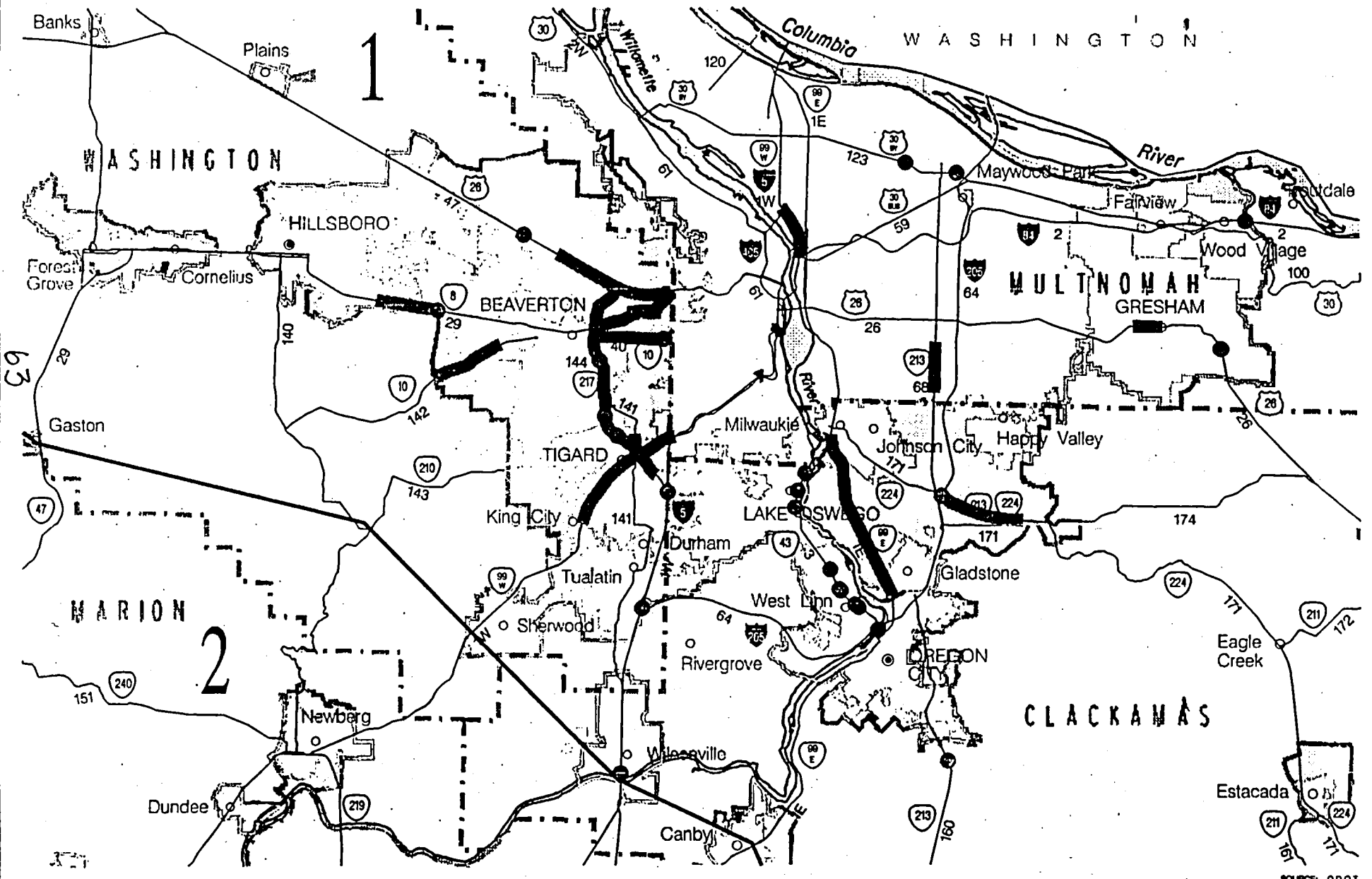
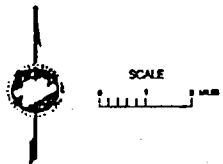
-  REGION BOUNDARY
-  EXISTING RTP NEEDS
-  OTHER IDENTIFIED NEEDS
-  CITY LIMIT
-  URBAN GROWTH BOUNDARY



REGIONAL TRANSPORTATION PLAN

CONSTRAINED NETWORK IMPROVEMENTS

-  REGION BOUNDARY
-  CONSTRAINED PROJECTS
-  CITY LIMIT
-  URBAN GROWTH BOUNDARY



SOURCE: O.D.O.T.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 95-2138
1995 INTERIM FEDERAL REGIONAL)
TRANSPORTATION PLAN (RTP)) Introduced by
Rod Monroe, Chair
JPACT

WHEREAS, Pursuant to Title 23, Code of Federal Regulations (CFR) Part 450 and Title 49 CFR part 613, Metropolitan Planning Rules, the federal Intermodal Surface Transportation Efficiency Act (ISTEA) regulations require metropolitan planning organizations to update transportation plans every three years; and

WHEREAS, The federal ISTEA requires financially constrained plans; the Clean Air Act Amendments of 1990 (CAAA) requires that metropolitan transportation plans do not result in worsened air quality; and the American with Disabilities Act (ADA) requires that metropolitan transportation plans address the needs of the disabled; and

WHEREAS, The interim federal Regional Transportation Plan (RTP) establishes the policy framework for the region's transportation system and satisfies federal ISTEA regulations; and

WHEREAS, This interim federal RTP provides the scope for transportation improvements eligible for funding through the Metro Transportation Improvement Program (MTIP); and

WHEREAS, Approval by resolution of the federal RTP is required to receive federal transportation planning funds; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby declares:

1. That the interim federal RTP, attached as Exhibit A, is approved.
2. That staff is instructed to incorporate revisions in Exhibit B for final submittal to the Federal Highway Administration (FHA) and Federal Transit Administration (FTA) for certification.
3. That approval is contingent upon demonstrating conformity of the federal RTP with CAAA.
4. That staff is instructed to proceed with Phase II RTP update activities to fully address both state and federal transportation planning requirements.

ADOPTED by the Metro Council this _____ day of _____,
1995.

J. Ruth McFarland, Presiding Officer

TK:lwk
4-20-95
95-2138.RES

AGENDA ITEM 8.2

Meeting Date: May 25, 1995

Resolution No. 95-2139 A

For the Purpose of Amending the FY 1995 Metro Transportation Improvement Program to Allocate \$1.026 Million to Various Planning Activities and To Set Priorities for the Region 2040 Reserve.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2139A FOR THE PURPOSE OF AMENDING THE FY 1995 METRO TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE \$1.026 MILLION TO VARIOUS PLANNING ACTIVITIES AND TO SET PRIORITIES FOR THE REGION 2040 RESERVE

Date: April 21, 1995

Presented by: Andrew Cotugno

PROPOSED ACTION

Adoption of this resolution would approve allocation of \$1.029 million of the Region 2040 Reserve to carry out planning activity scheduled in the FY 96 Unified Work Program (see Exhibit A of the Resolution). It would also eliminate the current allocation of funds to implement ATMS priorities within the region's various MACS corridors. The balance of these funds -- \$3.2 million -- would instead be allocated to a Highway 43 MACS Corridor Reserve fund to implement projects that will be determined after completion of the OR 43 MACS Corridor Study in late FY 96 or early FY 97. Finally, it would approve, for further deliberation, a list of projects totaling approximately \$52.1 million to which the residual Region 2040 Reserve (and miscellaneous other unallocated or unobligated funds) will be considered further.

FACTUAL BACKGROUND AND ANALYSIS

Source of Funds. In January of 1994, Metro and ODOT jointly approved reduction of the ODOT Six-Year Program in order to balance the program against available revenue. More was cut than was needed. After addressing priority transit needs, including Hillsboro LRT Extension related expenses, the excess -- \$16 million -- was stored in a Region 2040 and an Alternative Mode Reserve fund for allocation to projects supportive of the Region 2040 Land Use Concept under development at that time.

Additionally, Metro transferred the balance of anticipated FY 96 and FY 97 regional STP funds -- approximately \$11 million -- into a consolidated Region 2040 Reserve fund.

Solicitation and Public Participation. On January 18, 1995, Metro initiated allocation of the 2040 Reserve and Alternative Mode funds at the Metro Transportation Fair. The funds were described and a set of draft intermodal technical and administrative project selection criteria were circulated for comment. In February, Metro announced a six week solicitation period for project nominations from the region's jurisdictions and operating agencies. Projects totaling approximately \$150 million were nominated (roughly \$30 million for each county, the City of Portland and the Port of Portland). Staff applied the technical criteria to these projects and on April 14, 17 and 18, Metro, Council and JPACT hosted public meetings throughout the region to solicit public testimony on the resulting project rankings.

Technical and Administrative Criteria. The originally released technical criteria were revised based on comments received from the Transportation Fair and from TPAC during regular and special meetings throughout February and March. The final technical criteria evaluated eight transportation modes based on five common factors including use potential, safety, support of 2040 land use concept, cost-effectiveness and support of multiple travel modes. The administrative criteria focused on implementation feasibility, public and jurisdiction support (including overmatch), phasing potential, regional equity and relationship to other scheduled projects. JPACT endorsed the criteria during its regular March meeting.

TIP Subcommittee Recommendation. Staff evaluated the testimony received at the April public meetings and then applied administrative considerations to develop a recommended list of \$27 million worth of projects. Additionally, some \$2.7 million of miscellaneous other regional funds that to date are either unobligated or unallocated to specific projects, including CMAQ, MACS implementation and "Old" FAU funds, were identified to support some projects.

This list was then submitted to the TIP Subcommittee for discussion on April 26. The Subcommittee made two recommendations. First, they recommended allocation of funds to support Metro's FY 96 planning program. These projects require grant approvals by July 1 and account for \$1.026 million of the total of \$27 million of reserve funds.

Secondly, the Subcommittee recommended expanding the \$27 million list to retain a variety of projects of importance to individual jurisdictions. They recommended that this expanded project list be evaluated by TPAC and JPACT before arriving at a final recommendation for the remaining \$26 million. This will delay the recommendation by approximately one month, leading to a final allocation decision and adoption by Metro in late June rather than late May.

TPAC Action. TPAC considered the resolution at its April 28 meeting and took two actions. First, it approved allocation of Metro's planning funds in order to ensure that July 1, 1995 grants are released. Second, it concurred with the TIP Subcommittee recommendation to refine the original \$150 million of project nominations to a "short list" of approximately \$50 million (see Exhibit B of the resolution). TPAC noted that it would be particularly important for jurisdictions to assess the phasing potential of each project on the list to ensure that critical project objectives are met at the least cost to the total program. This might include reduction of a request for full construction to meeting PE and right-of-way needs, or reducing project requests to construct only critical links. Staff will work with the jurisdictions to obtain this information and to revise requested funds appropriately.

JPACT Action. JPACT considered the resolution at its May 18 meeting. The main motion to adopt the resolution was approved with several amendments discussed below:

1. Three OR 43 Projects. JPACT approved two amendments to the resolution relative to these projects. First, the three OR 43 projects identified in Exhibit B of the resolution (technically ranked 10th, 28th and 38th of 48 projects) were removed from the short list. Second, the resolution was amended to allocate \$3.2 million of ODOT MACS Implementation Reserve funds to a newly created Highway 43 MACS Corridor Study Implementation Reserve. The intent is that three projects will be considered within the OR 43 MACS Study for implementation and will compete against other Highway 43 Corridor projects for receipt of the newly earmarked reserve funds. This process would also apply to two other OR 43 projects which were ranked (38th and 46th of 48) but not recommended by TPAC for further consideration. Further discussion of this action is contained in Attachments 1 and 2 of this Staff Report.
2. Mill/Henry Street LRT Connection. JPACT approved amendment of Exhibit B to include this project on the "short list." It had previously been ranked as a road expansion project (No. 35 of 48). At the request of the City of Beaverton, staff re-ranked it as a Transit-Oriented Development project where it placed third out of eight projects. Further discussion of this action is contained in Attachment 3 of this Staff Report.
3. Beaverton Creek Master Plan. JPACT amended Exhibit B to include this TOD project on the short list (fourth ranked of eight projects). Further discussion of this action is contained in Attachments 1 and 2 of this Staff Report.
4. Cornelius Tualatin Valley Highway Corridor Study. JPACT approved amendment of Exhibit B to include this unranked study project contingent on the Legislature failing to fund the second round TGM grant program. It was noted that the second round TGM grants would be the most appropriate funding mechanism for this study.
5. Foster Road: 162nd to Jenne Road. JPACT approved amendment of Exhibit B to include this project on the short list (17th ranked of 48). Attachment 2 discusses the project further but overstates costs of the currently proposed phase which would require only \$600,000 (not \$2.1 million).
6. Portland Area Telecommute. A motion to include this project on the short list was defeated, largely because CMAQ funds have been allocated to a similar project. The sentiment was that results of the currently funded project should be published before dedicating additional funds to the same type of novel project (see Attachment 4).

The Chair discussed three other projects which received testimony at the May 4 Metro Council hearing: the Marine Drive widening to Terminal 6; the Hillsdale pedestrian improvements - Phases I and II; and the Gresham pedestrian to MAX - Phase II project. No

motions were made to amend the short list to include any of the three projects. In the case of the Marine Drive project, the Port of Portland representative acknowledged that the other freight projects already on the list were of higher priority. It was noted that the highest priority and most expensive of the Hillsdale projects was already on the list. A City of Gresham representative acknowledged that the \$1 million of CMAQ funds allocated to the first phase of the pedestrian to MAX program was sufficient for the time being.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 95-2139A.



ATTACHMENT 1

METRO

Date: May 16, 1995
To: JPACT
From: *AC* Andy Cotugno, Planning Director
Re: Region 2040 Reserve - Short List

It is recommended that JPACT consider two adjustments to the Region 2040 Reserve "Short List" as follows:

1. Delete Highway 43 projects from consideration. ODOT has a \$3.2 million "Metropolitan-Area Corridor Study" (MACS) reserve fund that they are prepared to commit to the Highway 43 MACS Corridor Study, scheduled to be completed later this year. All of the candidate Highway 43 projects now under consideration could be considered through that MACS study. A TIP amendment to incorporate those projects would be required at that time. The appropriate action at this time would be as follows:
 - a. Delete Highway 43 projects from the "Short List" as reflected on Exhibit B.
 - b. Add a Resolve to the resolution as follows:

"That the \$3.2 million MACS Reserve is hereby committed to implement the Highway 43 MACS Corridor Study."
2. Beaverton Creek TOD project should be considered further as an element of the Metro TOD Program or, if a Metro TOD Program is not funded, as a stand-alone project. It ranked well through this process but negotiations are still underway with the developers regarding the conditions for receipt of these funds and CMAQ funds previously allocated to this project. If the conditions are met, it is an appropriate project to consider for funding.

ACC:lmk



METRO

ATTACHMENT 2

Date: May 9, 1995

To: Rod Monroe, JPACT Chair

From: *AK* Andrew C. Cotugno, Planning Director

Re: Region 2040 Reserve Public Hearing (Resolution No. 95-2139)

On May 4, 1995, the Metro Council conducted a public hearing on an initial narrowing of candidate projects for the \$27 million of Region 2040 Reserve funds. Most of the testimony was in support of projects already reflected in this resolution. As such, adoption of the resolution would be consistent with that testimony. There was, however, testimony in support of the following projects that are not currently reflected in Resolution No. 95-2139:

| | | |
|----------------|--|------------------|
| CRXt 11 . . . | Highway 43/A Street/Failing | \$1,094,645 |
| CRXt 13 . . . | Highway 43/Failing Street | 140,000 |
| PRX 3 | SE Foster Road - 162 to Jenne Road. | 2,112,900 |
| PF 4 | Marine Drive Widening to Terminal 6 | 2,400,000 |
| PP 1 | Hillsdale Pedestrian Improvements - Phases II and III | 600,000 |
| MP 4 | Gresham Ped. to MAX - Phase II. | 481,000 |
| WTOD 2 | Beaverton Creek Master Plan | <u>1,000,000</u> |
| | | \$7,828,545 |

JPACT and the Metro Council should consider the public testimony and decide whether or not to add any of these projects to the initial narrowing reflected in Resolution No. 95-2139. If the resolution is amended, they will be considered further as subsequent narrowing decisions are made.

ACC:lmk

Attachment
 CC: JPACT
 Metro Council

M E M O R A N D U M

**METRO**600 NE Grand, Portland, OR 97232
Phone (503) 797-1700/Fax (503) 797-1794

Date: May 12, 1995

To: JPACT

From: *MH* Mike Hoglund, Transportation Planning Manager

Subject: \$27 Million Regional Reserve; Mill Avenue/Henry Street Connection Project

Attached is a letter from Beaverton Mayor Rob Drake requesting that JPACT include the Mill Avenue/Henry Street Connection Project in the Region 2040 Reserve Allocation - Short List (Resolution No. 95-2139, Exhibit B). Mayor Drake will move inclusion of the project at the May 18 meeting. Consistent with the process to ultimately identify a \$27 million Region 2040 capital program, any additions or deletions to the Exhibit B short list at this time are subject to JPACT approval.

As noted in Mayor Drake's letter, the project has been re-ranked using transit oriented development (TOD) criteria. The City noted that the project is a key component of its development objectives for the area near the Beaverton Central Light Rail Transit Station. Consistent with other projects ranked as TODs as part of this exercise, Metro staff agrees the project should be ranked as a TOD.

As a result of the new ranking, the project has a technical score of 81 (third of eight TOD proposals). Addition of the \$1.7 million dollar project will increase the Region 2040 short list total to around \$49.3 million. The TOD list would increase from \$7.34 million to about \$9.1 million. The attached letter provides more information for your consideration.

MH



CITY of BEAVERTON


4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: (503) 526-2481 V/TDD FAX: (503) 526-2571

ROB DRAKE
MAYOR

MEMORANDUM

Date: May 11, 1995

To: JPACT Members

From: Rob Drake, 
Mayor of Beaverton

Re: TOD Ranking for the Mill Avenue/Henry Street Connection Project
Submitted by Beaverton for Funding by the FY '96 Metropolitan
Transportation Improvement Program (MTIP)

The Mill Avenue/Henry Street Connection Project was submitted by Beaverton for funding in the amount of \$1,740,665 by the FY '96 Metropolitan Transportation Improvement Program. The nomination form requested identification of "Project Type" and we identified both the "Transit Oriented Development" category and the "Road Expansion" category. The project was ranked as a "Road Expansion" project and as such did not rank high and is not included in Exhibit B to Resolution 95-2139, Region 2040 Reserve Allocation - Short List.

The Mill Avenue/Henry Street Connection is more appropriately a TOD project and I have requested that it be ranked as such by METRO staff. Staff today assigned a score of 81 to the project, ranking it third among the submitted TOD projects. I will propose a motion at our May 18th meeting to add the Mill Avenue/Henry Street Connection Project to the Region 2040 Reserve Allocation - Short List, Exhibit B for Metro Resolution No. 95-2139. I expect to continue advocating for the project throughout the ranking and selection process.

I would like to share with you my thoughts regarding this vital project. The Mill Avenue/Henry Street Connection will provide access to the Beaverton Central Light Rail Transit Station, access not now available. The City owns a nine acre site surrounding the Station and it is our intent to develop the site in phase with the opening of Light Rail Transit through Beaverton. We expect to lead TOD development throughout the Beaverton Regional Center. This project is one of the first critical links in that process.

The Beaverton Regional Center is identified in the 2040 Transportation Prioritization Criteria as a high priority location for transportation investments. The Mill/Henry Connection meets four of the six types of investments described in the Criteria as priority transportation investments, five when characterized as a transit facility, which we do because the project is integral to our transit access system.

I believe that a regional commitment to building ridership and transit oriented development in the Beaverton Regional Center is critical to the success of the Westside Light Rail Project.

cc: Beaverton City Council
METRO Executive Mike Burton

Oregon

DEPARTMENT OF
ENERGY

May 11, 1995

Andrew Cotugno
Metro
600 N.E. Grand Ave.
Portland, Or 97232

Dear Mr. Cotugno:

Recently the Oregon Department of Energy (ODOE) submitted a proposal for expanded funding of the Portland area telecommuting project under FY 96 STP funds. We understood that this type of project is a priority in the 2040 regional plan and specifically is included as a recommended strategy in the Regional Transportation Plan. We are disappointed to learn that after administrative and technical criteria were applied, ODOE's telecommuting project was not included in either list of recommended projects.

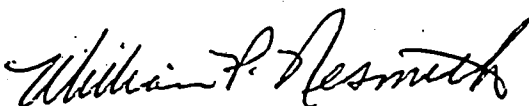
Telecommuting is an effective tool to reduce single occupancy vehicle trips. It reduces fuel use, cuts traffic congestion and helps maintain cleaner air. Telecommuting also helps increase employee productivity and satisfaction. Portland area businesses and government agencies support ODOE's activities in telecommuting.

We believe that the Portland area has a large potential for increased telecommuting activity. Continued funding of ODOE's project would help us tap this potential and quantify results.

We respectfully request that Metro reconsider and include the telecommuting proposal on its second list of proposals to receive further discussion by J-PACT. If this is not possible, in an effort to be more effective in future proposals, we would appreciate a copy of Metro's documentation that shows how administrative criteria were applied to submitted proposals. Please include information on how Metro quantified scores and used them to rank competing proposals.

I would welcome the opportunity to discuss this proposal and Metro's process for decision making with you. You may reach me at (503) 378-5268.

Sincerely,



William P. Nesmith
Administrator
Conservation Resources Division

John A. Kitzhaber
Governor



625 Marion Street NE
Salem, OR 97310
(503) 378-4040
FAX (503) 373-7806
Toll-Free 1-800-221-8035

BEFORE THE METRO COUNCIL

| | | |
|--------------------------------------|---|-------------------------|
| FOR THE PURPOSE OF AMENDING |) | RESOLUTION NO. 95-2139A |
| THE FY 1995 METRO TRANSPORTATION |) | |
| IMPROVEMENT PROGRAM TO ALLOCATE |) | Introduced by |
| \$1.026 MILLION TO VARIOUS PLANNING) |) | Rod Monroe, Chair |
| ACTIVITIES AND TO SET PRIORITIES |) | JPACT |
| FOR THE REGION 2040 RESERVE |) | |

WHEREAS, Metro and ODOT jointly agreed to creation of a \$27.19 million Region 2040 and Alternative Mode Reserve account during the last update of the Metro and ODOT Transportation Improvement Programs (MTIP and STIP) funded with both regional and state STP reserve funds; and

WHEREAS, Metro and ODOT have identified \$4.2 million of miscellaneous additional transportation funds, including some program funds never allocated to specific projects and some project funds never obligated; and

WHEREAS, Metro solicited its regional partners for bicycle, pedestrian, freight, transit, road expansion and preservation, transportation demand management, and transit-oriented development project nominations selected from previously approved local plans and programs that reflect support of the Region 2040 Land Use goals and objectives approved by Metro Council in December 1994; and

WHEREAS, Approximately \$150 million of such project nominations were received; and

WHEREAS, Metro staff applied technical and administrative multi-modal ranking criteria to prioritize these nominated projects; and

WHEREAS, Metro sponsored a widely advertised Transportation

Fair in January and four widely advertised public meetings held throughout the region in April and has held numerous advertised meetings of TPAC, JPACT and the Metro Council inbetween during which these funds, the project nominations and the ranking process have been discussed and been the subject of public testimony; now, therefore,

BE IT RESOLVED:

1. That the FY 1995 Metro TIP be amended to allocate \$1.026 million to the list of projects identified in Exhibit A.

2. That the list of projects totaling approximately \$48.4 million dollars identified in Exhibit B be further considered as the basis of a final recommendation for allocation of the remaining \$26.16 million of Region 2040 Implementation Program funds.

3. That the \$3.2 million MACS Reserve is hereby committed to implement the Highway 43 MACS Corridor Study.

ADOPTED by the Metro Council this ____ day of _____,
1995.

J. Ruth McFarland, Presiding Officer

95-2139A.RES
5-19-95
TW:lmk

EXHIBIT A

REGION 2040 RESERVE ALLOCATION
(Funds To Support Metro FY 96 Planning Program)

Planning

| | |
|-------------------------------------|---------------------|
| Metro ISTE/Rule 12 Planning | \$525,000 |
| Commodity Flow | \$170,000 |
| Local Technical Assistance | \$75,000 |
| Westside Station Area Planning | \$209,000 |
| I-5/Hwy 217 Study | \$50,000 |
| TOTAL 2040 RESERVE ALLOCATED | \$1,029,000 |
| REGION 2040 RESERVE | \$27,190,000 |
| BALANCE | \$26,161,000 |

EXHIBIT B

REGION 2040 RESERVE ALLOCATION - SHORT LIST
 (Excludes funds allocated to Metro FY 96 Planning Program)

PROJECTS

SUMMARY OF ADMINISTRATIVE CONSIDERATIONS

| Rank | Roadway Projects | |
|-------|--|--------------------|
| of 48 | | |
| 1 | Sunnyside Rd. | \$5,000,000 |
| 2 | Murray Signal Interconnect | \$31,000 |
| 3 | 238th/Halsey | \$376,531 |
| 4 | 99W/Tualatin Rd. | \$4,486,000 |
| 6 | Scholls Ferry Signal Interconnect | \$31,000 |
| 7 | I-5 SB/Front Ramp Metering | \$90,000 |
| 8 | Greenburg/Mapleleaf | \$358,900 |
| 9 | Murray N. Signal Interconnect | \$9,000 |
| 10 | Hwy. 43/Willamette Falls | \$115,500 |
| 11 | Johnson Crk. Blvd Phase II | \$1,272,301 |
| 12 | Sandy Blvd. Signal Interconnect | \$167,000 |
| 12 | Powell Signal Interconnect | \$50,000 |
| 12 | TV Highway Signal Interconnect | \$250,000 |
| 12 | Division Sig Interconnect (60th/SE 257th) | \$186,000 |
| 13 | I-5/I-84 Ramp Metering | \$449,000 |
| 17 | Foster Road: 162nd to Jenne | \$600,000 |
| 24 | Hwy. 43 Signal Interconnect | \$1,122,000 |
| 30 | Water Ave Extension | \$1,600,000 |
| 38 | Hwy. 43/A Avenue | \$406,000 |
| na | Lovejoy Ramp Removal - PE | \$1,054,000 |
| na | McLoughlin-Harrison thru Milw. CBD | \$833,000 |
| | REGIONAL 2040 RESERVE TOTAL | \$16,010,732 |
| | FAU-STP | \$833,000 |
| | PROJECTS MOVED TO OR-43 EARMARK | \$1,643,500 |

Phasing potential not yet assessed

Phasing potential not yet assessed

JPACT approved removal from 2040 allocation process; eligible for new \$3.2 M earmark for OR 43 MACS projects. Add-back by request; potential overmatch from FAU funds.

ATMS arterial corridor priority; projects ranked as package of 5 @ \$1 M.

ATMS arterial corridor priority; projects ranked as package of 5 @ \$1 M.

ATMS arterial corridor priority; projects ranked as package of 5 @ \$1 M; multiple jurisdiction benefit

ATMS arterial corridor priority; projects ranked as package of 5 @ \$1 M; multiple jurisdiction benefit

ATMS Program priority; provides infill of existing I-5/I-84 ramp metering

Added by JPACT; original lower ranking was in error; strong public support

JPACT approved removal from 2040 allocation process; eligible for new \$3.2 M earmark for OR 43 MACS projects.

JPACT approved removal from 2040 allocation process; eligible for new \$3.2 M earmark for OR 43 MACS projects.

Unranked "Planning" project

FAU-STP SUPPLEMENT: Unobligated funds currently allocated to hi ranked reg. FAU project.

| Rank | Reconstruction Projects | |
|------|--------------------------------------|--------------------|
| of 6 | | |
| 1 | Hawthorne Brdg Deck Structure | \$5,159,200 |
| 2 | I-5/Kruse Way Reconstruct | \$1,200,000 |
| 4 | SW Front Avenue | \$2,368,720 |
| | REGIONAL 2040 RESERVE TOTAL | \$8,727,920 |

Hawthorne Brdg subject to extensive structural weakening; phasing potential under analysis

Phasing potential not yet assessed

Bold projects are add-backs to original \$27 million staff recommendation

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Exhibit B (Page 2)

Rank | Freight Projects

| | | | |
|------|--|--------------------|---|
| of 6 | | | |
| 1 | COP/Port Columbia/N. Lombard OXing (PE) | \$987,000 | Port add-back due to logical relationship to Columbia/Burgard Intersection project planning |
| 3 | N. Columbia Blvd./N.Burgard Intersection | \$886,000 | |
| 4 | NE Columbia Blvd. Improvements | \$250,000 | |
| 5 | Lower Albina OXing (PE) | \$600,000 | Originally ranked as \$4 M construction request |
| | REGIONAL 2040 RESERVE TOTAL | \$2,723,000 | |

Rank | TDM Projects

| | | | |
|------|------------------------------------|--------------------|---|
| of 6 | | | |
| 1 | Regional TDM Program | \$718,000 | |
| 2&3 | CentralCity/Regional TMA | | |
| | a. CMAQ Unallocated* | \$207,000 | CMAQ SUPPLEMENT: Reallocated from former Cedar Hills bicycle project CMAQ priority. |
| | b. Candidate Project Total* | \$580,000 | Total of nominated Central City/Regional Center TMA projects competing for allocations. |
| 5 | Swan Island TMA | \$150,000 | |
| | REGIONAL 2040 RESERVE TOTAL | \$1,448,000 | |
| | CMAQ | \$207,000 | |

Rank | Transit Projects

| | | | |
|----|------------------------------------|--------------------|---|
| NA | | | |
| | Transit Finance Task Force | \$320,000 | |
| 5 | Gresham LRT Station | \$1,500,000 | Tech. score from TOD criteria; 10-year ridership projection higher than all current Gresham stations combined |
| | REGIONAL 2040 RESERVE TOTAL | \$1,820,000 | |

Rank | Bike Projects

| | | | |
|-------|--|--------------------|--|
| of 19 | | | |
| 1 | Hawthorne Bridge Bike Lanes | \$1,560,000 | Cannot be added to super-structure until painting and deck restoration complete. |
| 2 | Barbur @ Front Bike Lanes | \$1,440,000 | Critical link between two completed system legs accessing Downtown to West Hills |
| 3 | Walker Rd Bikeway Improvement | \$296,000 | |
| 4 | Gateway & Hollywood bike Access | \$400,000 | Phasing potential not yet assessed |
| | REGIONAL 2040 RESERVE TOTAL | \$3,696,000 | |

* Programming of any new TMA funds should be coordinated with DEQ's TMA Program currently authorized at \$897,250 of CMAQ funding.

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Exhibit B (Page 3)

Rank | Pedestrian Projects

of 24

| | | | |
|----|---|--------------------|---|
| 1 | Pacific Ave. - Forest Grove | \$91,000 | |
| 2 | Hillsdale - Phase I | \$520,000 | Highest priority/cost of three phases; rank reflects all three phases as single project |
| 3 | <i>Woodstock Blvd</i> | \$200,000 | |
| 9 | A Avenue - Lake Oswego | \$8,000 | |
| 11 | <i>Cully Blvd Bike & Ped</i> | \$1,680,000 | |
| 16 | <i>Broadway/Weidler</i> | \$2,500,000 | |
| 19 | <i>Springwater Corridor (190th Phase)</i> | \$204,700 | Highest priority of 3 phases; rank reflects 3 phases as single project |
| | REGIONAL 2040 RESERVE TOTAL | \$5,203,700 | |

Rank | TOD Projects

of 7

| | | | |
|---|--|---------------------|--|
| 1 | Metro TOD Program | \$4,500,000 | Land resale leverages program; agency land ownership leverages public/private development agreements |
| 3 | <i>Mill Ave./Henry St. Connection to LRT</i> | \$1,740,655 | Added by JPACT; originally ranked as Road Expansion, re-ranked as TOD |
| 4 | Beaverton Creek Master Plan | \$2,220,544 | Added by JPACT |
| 5 | Gresham N/S Collector | \$1,844,000 | Collector is essential to leverage initial TOD-oriented site development. |
| 8 | Hillsboro Ground Floor Retail | \$1,000,000 | Staff recommended priority reduced if garage retail elements can be phased to market demand |
| | REGIONAL 2040 RESERVE TOTAL | \$11,305,199 | |

Rank | Planning

NA


| | | | |
|--|--|--------------------|--|
| | Metro ISTE/Rule 12 Planning | \$525,000 | FY 97 program funding only |
| | Commodity Flow | \$220,000 | FY 97 program funding only |
| | Local Technical Assistance | \$75,000 | FY 97 program funding only |
| | Westside Station Area Planning | \$209,000 | FY 97 program funding only |
| | I-5/Hwy 217 Study | \$60,000 | |
| | Clackamette Cove Master Plan | \$60,000 | |
| | Cornelius Tualatin Valley Hwy Corridor Stu | \$60,000 | Added by JPACT; eligible for funding if legislature does not renew TGM Grant program |
| | REGIONAL 2040 RESERVE TOTAL | \$1,209,000 | |

| | |
|--|---------------------|
| REGIONAL 2040 RESERVE GRAND TOTAL | \$52,143,551 |
| CMAQ/FAU | \$1,040,000 |
| GRAND TOTAL | \$53,183,551 |

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METRO

To: Presiding Officer, Ruth McFarland
Metro Council
From: Mike Burton 
Date: May 25, 1995
Re: Openspaces Acquisition Strategy

The successful passage of Metro's bond measure for Open Space acquisition is good news to us all. Congratulations and thanks to everyone for the support and effort it took to make that vote a success--not only for the region but for Metro as well. I particularly want to acknowledge Patricia McCaig for the fire that she gave to the campaign.

Of course, with the success of that measure comes new responsibility for Metro to manage the acquisition of property. There are two priorities in my mind: coordinating open space acquisition with the adopted 2040 Growth Concept and getting the public "the most bang for our buck" so to speak.

When I took office last January, I asked the Parks and Greenspaces department: "If the ballot measure passes on Tuesday, what do we do on Wednesday?" Not much thought had been given to that question so I formed a committee of experts in the field of land acquisition, real estate and development and asked them to come up with some recommendations for me about how Metro should manage this project. Attached, please find a memo that outlines the committee's thoughts and recommendations about implementation of the bond measure and how to best spend the money. It also lists the names of the committee members.

While the committee very strongly advocated that the department should begin gearing up for the implementation immediately, it was my belief that as little staff resources and time should be devoted to this prior to passage of the bond measure. Bearing this in mind, there may be some lag between the date of passage with a fully ramped up program for acquisition of property.

As the Director of the Regional Parks and Greenspaces Department, Charlie Ciecko will head up this implementation strategy. He has appointed Nancy Chase as an interim program director. Depending on the strategy formulated for implementation, I anticipate a formal recruitment process to fill that position for the long term.

In addition, I have asked a number of Metro staff to assist Charlie in testing the ideas for this implementation strategy and developing a timeline for the Greenspaces Department. I have asked the following people to participate on that team: Doug Butler, Dan Cooper, John Fregonese, Bern Shanks, Jennifer Sims and Lisa Godwin. On my staff, Heather Nelson will be the lead contact.

**Open Space, Parks, and Streams Bond Measure
Implementation Strategy Committee Recommendations
February 6, 1995**

The Implementation Strategy Committee ("Committee") was convened at the request of Executive Officer Mike Burton to provide him with advice on how Metro should approach the implementation of the Open Space, Parks, and Streams Bond Measure if it is approved by the voters on May 16, 1995. The Committee included the following individuals:

| | | |
|--|--|--|
| John Bates Financial Consultant | Maurene Bishop Pacific Power and Light | Ernie Platt Matrix Development Co. |
| Jim Desmond The Trust for Public Land | John Gould Lane, Powell, Spears, Lubersky | John Sherman Friends of Forest Park |
| Russell Hoeflich The Nature Conservancy | Isaac Kalisvaart HGW, Inc. | Ed Simpson US Bancorp |

The Committee met twice with members of the Metro Executive Officer's staff and the Parks, Finance, and General Services Departments in developing their recommendations. They have agreed to meet one more time in the future to offer additional advice, if required.

The Committee's charge from Executive Officer Burton was to help the staff answer the question:

"If the Open Space, Parks, and Streams Ballot Measure is approved on Tuesday, what will we do on Wednesday?"

In answering this question, the Committee considered Metro's program objectives and plans for the potential use of the Bond funds in order to better understand what will be required to achieve those purposes. They did not, however, discuss or offer advice regarding the program specifics (i.e., sites, priorities, costs, etc.)

******* Background *******

Collectively, the Committee has extensive experience in real estate acquisition and development, financing, property management, trail and natural resource protection and management, and related fields. After the initial informational meeting, a "brainstorming" format was used for tapping their collective expertise and while there were no formal votes on recommendations, there seemed to be a general consensus on most points. (NOTE: All of the Committee members were given an opportunity to review a draft of this report and any dissenting or clarifying comments have been incorporated into the body of the report.)

This section is intended to provide the reader with some brief background which will provide a context for the recommendations which follow.

Metropolitan Greenspaces Master Plan

The basis for the bond measure is the **Metropolitan Greenspaces Master Plan**. Adopted in 1992, the Greenspaces Master Plan is the growth management strategy which details the vision, framework, goals and objectives for a cooperative interconnected system of parks, natural areas, greenways and trails for wildlife and people. The Plan identifies 57 regionally significant natural areas and 34 regional trails and greenways which are intended to link these and our existing parks and greenspaces. Implementation of the Plan is intended to assure that places for nature and outdoor recreation are protected as our region continues to grow.

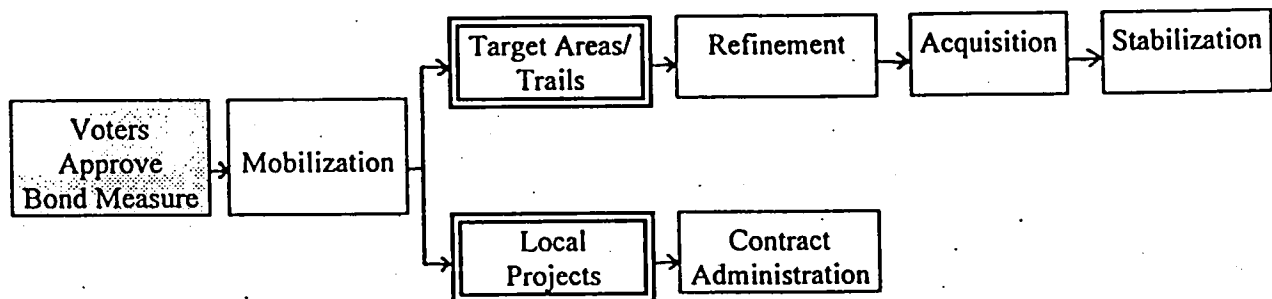
Proposed Open Space, Parks, and Streams Bond Measure

Based on the recommendations of advisory groups and the general public, Metro has referred a bond measure to the voters which will authorize the issuance of \$135.6 million in general obligation bonds. These funds will be focused in three specific areas:

- ◊ to acquire 6000 acres in 14 specific regionally significant target areas.
- ◊ to acquire four regionally significant trail corridor segments and to actually construct trail improvements for a fifth segment.
- ◊ to share \$25 million of the bond proceeds among the cities, counties, and parks districts within the region for them to buy land and/or build facilities to enhance public use and enjoyment of locally significant natural areas.

Implementation Process

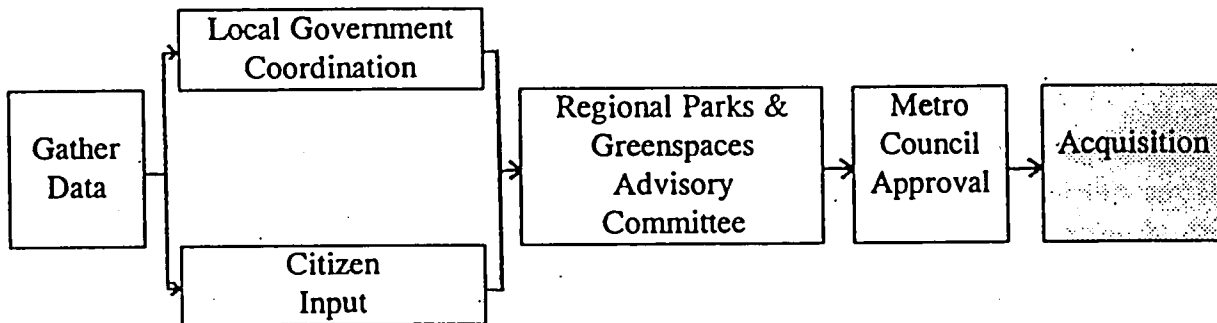
The Committee organized its discussion around the major activities or sequence of events associated with the implementation of the Bond Measure. The chart below is intended to summarize this sequence of events. Each will be defined more precisely as an introduction to the Committee's recommendations in that area. (NOTE: These events are discussed in non-chronological order in order to facilitate a clearer understanding of the requirements and recommendations.)



***** Recommendations *****

Refinement

While many of the areas targeted for acquisition are specifically defined, there are others which are described more generally (e.g., a trail may be designated along a stream but a specific corridor has not yet been determined). The process of more specifically defining what is to be acquired is identified as "refinement". As discussed by the Committee, the refinement process includes the following steps:



According to the Committee, this process is critical in allowing for:

- ◊ Citizen involvement;
- ◊ Awareness of local government plans;
- ◊ Approval from and parameters set by Metro Council in advance of negotiations; and (thus)
- ◊ Most efficient use of staff/contractor time.

Additionally, the Committee made the following recommendations:

- Use the Regional Parks and Greenspaces Advisory Committee to help staff develop and screen potential acquisition targets and parameters. (In other words, advise staff and Council on the specific game plan for each acquisition area without getting involved in the specific real estate transactions.)
- Staff should prepare, for its own use, detailed tax lot maps for each target area and color code them to reflect key features, general purpose, and other pertinent information which will help determine which parcels need to be acquired/controlled. Acquisition objectives should be very specific before beginning the formal acquisition process.
 - For what purpose (generally) is the land to be acquired?
 - Which tax lots or portions thereof are to be targeted?
 - Which ones are essential (don't want any of the adjacent ones if this one isn't available) and which ones are desirable as buffers?
- While it is important to determine what the purpose is in acquiring specific parcels, it is also important not to be inflexible in establishing the official screening parameters.
 - The more inflexible your plans, the tighter the negotiation points and the more "precious" the land becomes.

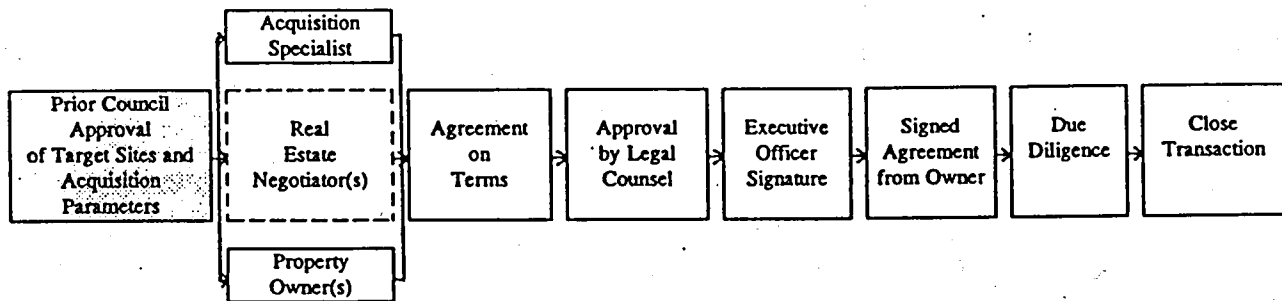
- Tax lots would not be made public knowledge.
- Individual real estate negotiations should be kept confidential.
- **Maximize coverage/publicity of the overall plan, the specific strategies and target sites; get the community involved as an active partner.**
 - Consider processes like those which have been used in Massachusetts and eastern Maryland where the government basically held community meetings where they explained what they wanted to accomplish and how much money they had to spend and then let the community figure out (negotiate) how to achieve that purpose.

Acquisition

The process for acquiring the rights to the land is referred to here as "acquisition". In many cases, this may be for an actual fee simple purchase of the land, but it is also likely to include a number of other transactions (as discussed below) which may provide the access/protection that is desired without actually purchasing the fee interest in the property.

- **Streamline the acquisition process as much as possible; this, typically reduces both land and acquisition costs and improves the odds of success.**

The Committee recommended a streamlined acquisition process, summarized below:



This recommended process incorporates three basic changes to that which is currently used in the options program:

1. It charges the Regional Parks & Greenspaces Advisory Committee with helping to define the appropriate, *specific* target sites and appropriate acquisition parameters (i.e., the limits within which the staff must negotiate).
2. It asks the Metro Council to review and approve the staff and Regional Parks and Greenspaces Advisory Committee recommendations on specific target sites and acquisition parameters prior to beginning the acquisition process. It then eliminates the need for further Council approvals of individual real estate transactions (providing those transactions are fully within the established parameters).
3. It has the Executive Officer sign legal agreements before they are submitted to the property owner. This allows for greater control and, again, will help speed the process.

- **It is desirable to use options initially rather than direct purchases whenever possible in order to avoid ending up with numerous disaggregated parcels which do not achieve the intended purposes. Ideally, these options would not be exercised until all of the essential parcels within a given target area have been "tied up".**
 - The options should be price specific (not just as appraised for "fair market value") in order to minimize surprises and wasted efforts.
 - Options for a year or more are desirable but difficult to negotiate.
 - In many cases, it may be virtually impossible to obtain options (or at least, cost effective ones).
- **In general, it is not a good idea to purchase land that may not be desired/needed ultimately. There may be specific instances where it makes good sense to purchase a larger parcel and then sell an unneeded portion, or to buy land that can't be protected any other way before you have other essential parcels tied up. Many people believe that government already owns too much unused land and it will certainly create some controversy if Metro proposes in the future to sell land which is perceived to have any natural resource value.**
- **Do not use fee simple purchases exclusively; consider a very wide range of interests which may be appropriate to the intended purposes and are potentially less expensive than fee. Although there was no attempt to create a comprehensive list of the interests which might be considered, some of the interests mentioned specifically included: purchase of timber or development rights, sale/transfer of development rights, conservation easements, and trail or access easements.**
- **Leverage bond funds to the greatest extent practical. Work with other governmental agencies, foundations, non-profit organizations, "Friends of ..." groups and neighborhood associations, etc. to insure that other possible sources are considered to supplement/supplant the relatively limited bond funds.**
- **The acquisition parameters set by Council in advance need to be both specific enough and flexible enough to truly empower staff to negotiate creative and cost effective agreements. Anxious sellers want to be dealt with in a professional and timely manner, and land owners are typically reluctant to negotiate with someone who does not have the authority to make a decision.**
- **It is acceptable to continue Metro's current practice of doing "due diligence¹" work after the real estate transaction is fully negotiated, provided the agreement is appropriately structured to protect Metro.**
 - It is important to be very clear in both negotiations and legal agreements that there will be a due diligence period following the execution of legal agreements.

¹ Due diligence work is all of the detailed investigation needed to make sure that the title and the property are exactly as they appear or are represented to be. This work may include things like: Level I and II environmental assessments; biological, archeological, and land surveys; more detailed title and legal investigation; etc.

- Some members of the Committee also thought that it might be important to do some due diligence work *before* acquisition negotiations are complete in order to speed the process and overcome seller resistance. They also noted that this approach could result, in some cases, in spending time and money on work that is not needed ultimately.
- The use of contracted services to help minimize staff requirements is an appropriate way to approach target areas (particularly in those cases where there are a large number of ownerships involved); in some cases, local realtors with detailed knowledge and established relationships in a target area can be a real asset as well.

Stabilization

"Stabilization" is the term the Committee used to describe those one-time activities which Metro, as the new owner of a parcel of land, would want to accomplish to safeguard both the property and the public. Typically, this might include such things as installing gates and fences; posting signs; removing garbage and abating hazards; cleaning up contaminated soil; removing derelict structures, etc.

- During the negotiation and due diligence periods, use common sense and carefully assess what is needed to operate/maintain/protect the property over the long term. When appropriate, have the seller assume responsibility for completing required work before Metro takes title to the property (or, alternately, have the seller assume responsibility for related costs through purchase price reductions or placement of funds into escrow at closing).

Mobilization

The Committee used the term "mobilization" to describe the process of getting ready to actually begin implementing the bond-funded program. Typical activities will include: preparing, marketing and selling bonds; formal budget amendments; recruiting and hiring new staff; competitively bidding and selecting contractors; developing detailed work programs; preparing standard contracts; developing informational and marketing materials; etc.

(NOTE: There is no money or staff in the Budget for doing work in advance of the Bond Measure. In addition, the staff and Executive Officer have indicated that they feel that the voters might interpret any expenditures which assume a favorable vote as an act of arrogance or bad faith. The key issue here is that there is 2-3 months of mobilization work to get ready to implement this program. While the voters may be critical of any advance work, they may be equally critical of any delays in getting started.)

- Minimize expenditures but begin preparing to implement the program now, placing emphasis on work that will allow at least some aspects of the program to be implemented quickly. The Committee offered several specific suggestions:
 - Revise the workplan for existing staff to accomplish some of this work.
 - Do internal work that does not require large expenditures or high visibility (e.g., developing standard contracts/intergovernmental agreements, recruit (but not hire) new

staff, pursue options on highly visible parcels more vigorously, develop detailed workplans, design negotiation and community involvement strategies, design informational materials, etc.).

- Consider approaching some of the cities and counties which will be beneficiaries of the bond funds about potential interest in providing staff or funds to help Metro begin preparing to implement the program.
- At least one Committee member suggested that staff were being "hypersensitive" and that "... the whole world is *not* looking at you."

Staffing

Current Metro staff suggested that their aim would be to minimize the number of new/permanent staff assigned to implement the program and that consultants (or perhaps temporary employees) could be used as needed to help accomplish this objective. In specific, staff indicated that they would envision employing a Program Supervisor, 4 Acquisition Specialists, a Trails Specialist, and a Finance/Contract Administrator. The target areas would be divided up on a geographic basis, and assigned to the 4 Acquisition Specialists. The Committee supported this approach in general and offered the following specific comments:

- Establish gradations of authority so that Acquisition/Trails Specialists are empowered to make deals.
- Hire Acquisition/Trail Specialists who are right for the job; not everyone is right to negotiate, to close, and to be entrepreneurial.
- Maintaining continuity of staff is very important in establishing rapport with land owners, friends groups, local governments and other interested parties. Thus, these positions should be long-term and should pay well enough to minimize turnover.

Contracts/Consultants

- When selecting appraisers, it is more important to hire the right one in the first place than it is try to hire others to review their work. Hire one that knows the area, this type of property, etc. and then sit down and discuss the issues in advance. When possible, try to get draft appraisals for review in order to raise concerns or answer questions before the report is "cast in stone".
- In completing due diligence work—particularly environmental assessments—try to obtain *pro bono* assistance or to structure agreements so that initial (e.g., Level I assessments) are provided *gratis* or at a discount in exchange for the opportunity to provide subsequent work. (NOTE: Staff will research whether public competitive bidding requirements will permit this type of arrangement. At a minimum, price breaks and turn-around times should be considered in selecting consultants).

General

- Look for ways to diminish or share responsibilities for the long term protection and maintenance of acquired property by seeking assistance from "Friends of ...", neighborhood, or civic groups, considering an "Adopt-A-Property" program (like Adopt-A-Highway), other parks providers, etc. in order to reduce costs. Also remember that volunteer assistance is not free, but includes costs associated with recruitment, training, turnover, etc.
- Provide information to target area property owners on the benefits of donation.
- Publicity and public relations is very important and should be given a high priority. Specifically, a number of supporting suggestions were offered by the Committee:
 - Promote the vision, provide information, create interest, report progress, support momentum which will help facilitate the purchase negotiations.
 - Give as much publicity to donors as possible; press releases, proclamations, plaques, medals, naming sites or facilities after donors, etc. should all be considered. Don't overlook consultants involved in the acquisition process who agree to donate all or part of their services.
 - Similarly, give lots of recognition to groups or individuals who take responsibility for the ongoing care on acquired property.

(NOTE: Staff realize that the above work would require hiring/contracting of additional staff.)

- Brief the Council regularly on work efforts, progress, difficulties, etc.; its understanding and support will be essential if it is necessary to consider revised acquisition parameters or the possible use of *eminent domain*.
- Remember that this is a big, ambitious project that will be a national model.

***** The staff sincerely appreciates the Committee's assistance. *****



METRO

Date: May 24, 1995

To: Metro Staff

From: Mike Burton, Executive Officer

Re: Metro Reorganization Plan

Introduction

This memo outlines my plan for consolidating Metro's administration. It also presents a number of new roles, responsibilities and relationships, and associated budget and staffing changes.

Current Executive Officer Priorities

- Build partnerships with local governments.
- Build good relationship with the Metro Council.
- Promote a clear vision for the Metro region.
- Establish a clear model for Metro's role and structure in achieving that vision.
- Develop effective and efficient internal management systems, and a productive interdepartmental team.

Organizational Plan Objectives

My plan for reorganization is intended to help achieve a number of purposes:

- Build an effective management team.
- Establish a structure and provide staffing to address inter-departmental issues.
- Focus on administrative policy matters.
- Focus staff contacts with Council.
- Use reorganization to strengthen key functions/relationships for improved outcomes.
- Increase emphasis on long range funding and other financial issues.

Current Organizational Model

Under the current model, there are nine departments, one commission and three offices of elected officials. These thirteen existing organizational units fall into four categories:

- Four direct service providers;
- One planning department;
- Five support services departments; and
- Three offices of elected officials.

Ten organizational units report directly to me, in addition to members of the executive staff. The Office of General Counsel reports to both the Executive Office and Council.

The New Organization Plan

The first step in the reorganization is the creation of a new Administrative Services Department. This unit merges three support services departments (Finance, Personnel, and General Services) into one administrative unit. It simplifies the organizational structure and enhances coordination among support service functions. A key function is financial planning and financing. The Administrative Services Department will be positioned to serve Metro's operating units at varying levels of service depending on organization needs and the degree of autonomy deemed appropriate.

Administrative Services Department Responsibilities

- Provide administrative services in support of Metro's operating units and elected officials.
- Lead Metro's financial planning efforts (for example, long-range funding strategies, financial planning, and annual budgets).
- Establish and manage various funding mechanisms as needed for Metro operations.
- Manage all Council action items related to finance and administrative services.

Administrative Services Director

- Direct accountability to the Executive Officer for the efficient operation and management of the Administrative Services Department;
- Interdepartmental coordination;
- Management Team facilitation;
- Strategic planning and team building; and
- Service, information and coordination to Council.

Chief Financial Officer

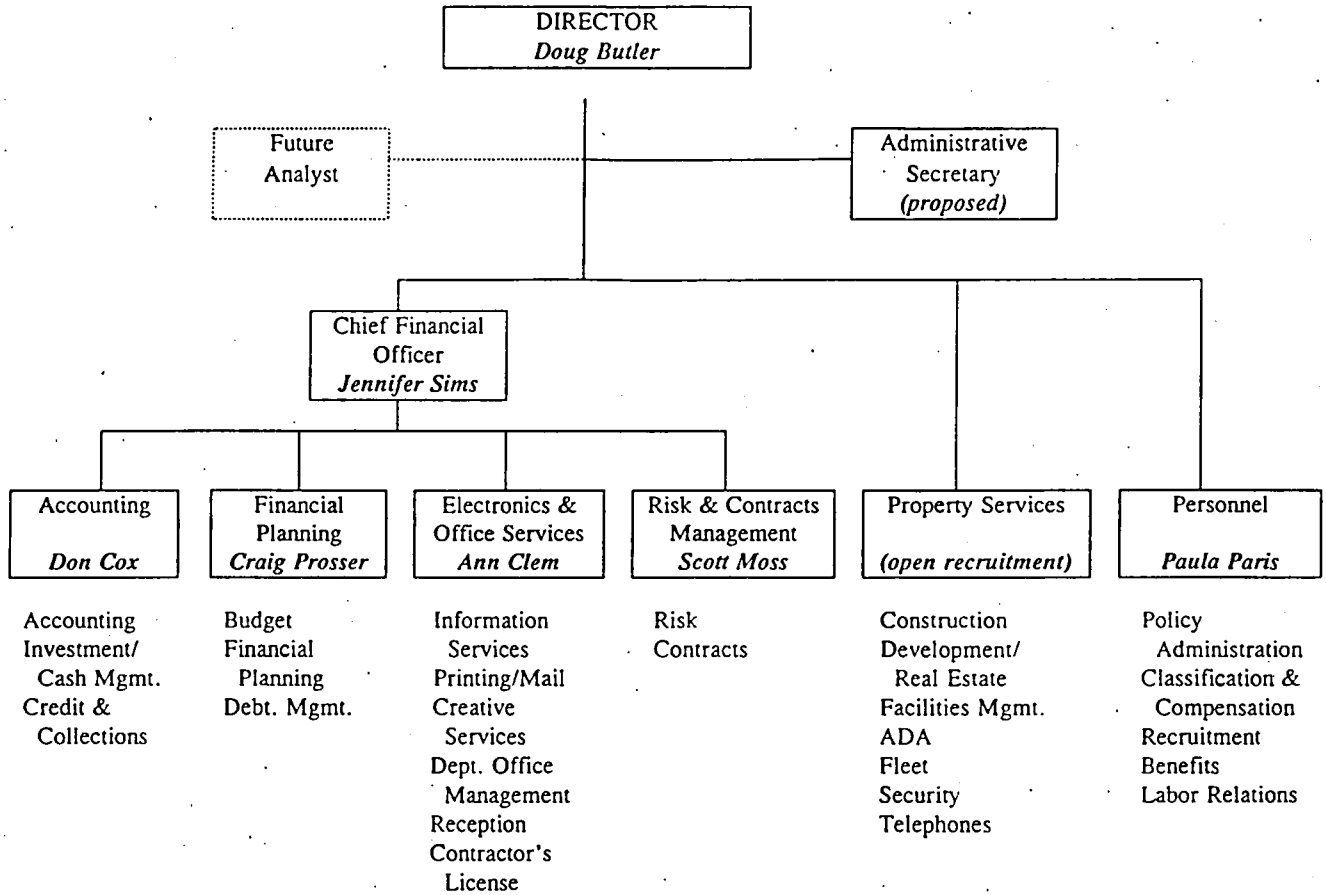
- Serve as a member of the Management Team;
- Provide financial advice and assistance to the Executive Officer and Council;
- Directly supervise accounting, financial planning, electronic and print services, and risk, contracts and grants management;
- Develop a Management Information System; and
- Formulate a long-range funding strategy for Metro.

Structure

The proposed Administrative Services Department will merge all administrative functions of the organization into one department. The services provided by the Department are realigned into six divisions. This structure pulls together similar or related functions and eliminates areas of redundancy. The primary areas of responsibility will be:

- Accounting;
- Financial Planning;
- Risk and Contracts Management;
- Electronic and Print Services;
- Personnel; and
- Property Services.

The structure would consist of six divisions reflective of each of these basic services.



Conclusion

I believe that these organizational changes are a step toward a higher level of efficiency and effectiveness within the agency. Over time, I expect that they will lead to other administrative changes which will encourage even greater empowerment, excellence, and responsiveness in the future.

cc: Metro Auditor
Metro Council
Council Staff

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 95-602 WHICH AMENDS THE METRO CODE TO REFLECT THE NEW ORGANIZATIONAL STRUCTURE CREATED BY THE EXECUTIVE OFFICER, AND DECLARES AN EMERGENCY.

Date: May 12, 1995

Presented By: Mike Burton

Background

Key provisions of Ordinance No. 95-602 are as follows:

- It creates the position of Chief Financial Officer, appointed by the Executive and confirmed by the Metro Council.
- It amends the definition of Personnel Director to reflect that the position need not be a department head.
- It restates and clarifies that department directors, the Chief Financial Officer, the Personnel Director and General Counsel are not subject to normal recruitment and application procedures required for other positions.
- It eliminates references to a Deputy Executive Officer and the Department of General Services in the Contract Procedures Code.
- It allows the Executive Officer to delegate the Executive's signature authority for execution of contracts and amendments. (This does not change any requirements for Council authorization of contracts or amendments.)
- It amends the Emergency Succession provisions of the Metro Code to substitute the Director of Administrative Services for the Deputy Executive Officer.

Recommendation

The Executive Officer recommends Metro Council approval of Ordinance No. 95-602.



METRO

Date: May 18, 1995
To: Metro Council
From: *AC* Andrew C. Cotugno, Planning Director
Re: Regional Transportation Plan

Attached are additional materials relating to the Regional Transportation Plan that reflect discussion and action taken at the May 18, 1995 JPACT meeting.

ACC:lmk

Enclosures

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 95-2138A
1995 INTERIM FEDERAL REGIONAL)
TRANSPORTATION PLAN (RTP)) Introduced by

Rod Monroe, Chair
JFACT

WHEREAS, Pursuant to Title 23, Code of Federal Regulations (CFR) Part 450 and Title 49 CFR part 613, Metropolitan Planning Rules, the federal Intermodal Surface Transportation Efficiency Act (ISTEA) regulations require metropolitan planning organizations to update transportation plans every three years; and

WHEREAS, The federal ISTEA requires financially constrained plans; the Clean Air Act Amendments of 1990 (CAAA) requires that metropolitan transportation plans do not result in worsened air quality; and the American with Disabilities Act (ADA) requires that metropolitan transportation plans address the needs of the disabled; and

WHEREAS, The interim federal Regional Transportation Plan (RTP) establishes the policy framework for the region's transportation system and satisfies federal ISTEA regulations; and

WHEREAS, This interim federal RTP provides the scope for transportation improvements eligible for funding through the Metro Transportation Improvement Program (MTIP); and

WHEREAS, Approval by resolution of the federal RTP is required to receive federal transportation planning funds; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby declares:

1. That the interim federal RTP, attached as Exhibit A, is approved.

2. That staff is instructed to incorporate revisions in Exhibit B for final submittal to the Federal Highway Administration (FHA) and Federal Transit Administration (FTA) for certification.

3. That approval is contingent upon demonstrating conformity of the federal RTP with CAAA.

4. That staff is instructed to proceed with Phase II RTP update activities to fully address both state and federal transportation planning requirements:

5. That TPAC will consider key City of Gresham comments that were made on behalf of Multnomah County Cities regarding text or policy language for inclusion in the Interim Federal RTP and will forward necessary amendments for JPACT/Metro Council consideration by no later than July 1995.

ADOPTED by the Metro Council this _____ day of _____, 1995.

J. Ruth McFarland, Presiding Officer

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2138A FOR THE PURPOSE OF ADOPTING THE 1995 INTERIM FEDERAL REGIONAL TRANSPORTATION PLAN (RTP)

Date: April 20, 1995

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would: 1) bring the region into compliance with federal ISTEA transportation planning regulations set forth in 23 CFR Part 450 and 49 CFR Part 613; 2) leave the 1992 Regional Transportation Plan (RTP) in place for the purpose of satisfying State of Oregon planning requirements; and 3) establish a policy context for merging (recoupling) the state and federal versions of the RTP in Phase II of the RTP update.

FACTUAL BACKGROUND AND ANALYSIS

The interim federal Regional Transportation Plan (RTP) is the culmination of a four-month regional effort to bring the plan into compliance with federal ISTEA regulations and establish a policy context for Phase II of the RTP update. Key revisions included in the federal RTP are:

1. Updated regional transportation policy (Chapter 1 of the federal RTP) that reflects an increased emphasis on multi-modal transportation planning, the relationship between land use and transportation, demand management, new system management technology and consideration of regional transportation funding constraints.
2. Limited revisions to the planned regional system that reflect multi-modal transportation considerations (including new bicycle, transit and freight system maps in Chapter 4 of the federal RTP) and other regional system needs that have emerged or changed since adoption of the 1992 RTP.
3. An update of the 20-year list of needed transportation improvements and programs (Chapter 5 of the federal RTP) that reflects projects completed since the last major RTP update and the revised system needs identified in Chapter 4.
4. A framework for completing a comprehensive analysis of system performance, including the use of the intermodal and congestion management systems (Chapter 6).
5. A methodology for developing a "financially constrained" network that is limited to current and reasonably anticipated funding sources (Chapter 7).
6. A financially constrained transportation network and analysis of how financial constraints affect the 20-year project needs identified in the federal RTP (Chapter 7).

7. An expanded discussion of outstanding issues (Chapter 8) and ongoing RTP activities (Appendix) that will provide greater plan continuity in future updates.

This resolution is the first of three needed to adopted the interim federal RTP. This resolution adopts the required federal transportation elements. Two companion resolutions will follow, one addressing air quality conformity requirements (set forth in the federal Clean Air Act Amendments of 1990 (CAAA) and state DEQ new state conformity rule); and another adopting public involvement procedures for transportation planning.

In Phase II of the update, these new features of the federal RTP will be further refined and the plan substantially revised to address the state Transportation Planning Rule (TPR) and the Region 2040 growth concept. Until completion of the Phase II effort, however, the 1992 RTP will remain in effect for purposes of state planning requirements, and the federal RTP will serve concurrently to satisfy federal regulations. Adoption of the interim federal RTP will allow the region to continue to use federal funds during the Phase II process.

The public involvement program for the RTP update spans both phases. In Phase I, public involvement activities featured the "Choices We Make: A Regional Transportation Fair," and four "Priorities '95" town meetings held throughout the region. The RTP Citizen Advisory Committee (CAC) was also selected during Phase I, and will continue to serve throughout Phase II of the update.

On May 18, JPACT approved the federal RTP as shown in Exhibit A with recommended amendments shown in Exhibit B. The recommended amendments are in response to comments on the plan received at the four Priorities '95 meetings held in April, the Council public hearing on May 4, and other comments submitted during the 30-day RTP public comment period. These comments are compiled in a separate document and included with the Council review packet.

In addition, JPACT also approved an amendment to the resolution that will allow TPAC to consider comments regarding RTP text or policy language from the cities of East Multnomah County that do not affect the RTP air quality conformity process (i.e., comments that do not affect the adopted project matrices). Any resulting RTP amendments must be forwarded by TPAC for JPACT/Metro Council consideration no later than July 1995.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2138.



METRO

Date: May 18, 1995

To: Metro Council and Interested Parties

From: Andrew C. Cotugno, Planning Director

RE: JPACT Recommendations on Comments Received Regarding the Interim Federal RTP

Attached are JPACT recommendations on comments received from citizens and agencies on the interim federal RTP. Comments are presented in summary form, but the original letter or testimony may be referenced according to the source that follows each comment in parenthesis (original testimony and letters are provided separately). JPACT recommends discussion of five specific comments contained in the "Discussion" section of this packet. JPACT recommends that the remaining comments be approved by general consent. Consent items follow the discussion section, and are grouped according to subject areas.

DISCUSSION ITEMS

- Recommended discussion items 1

CONSENT ITEMS

- General RTP Issues 4
- Multi-Modal Roadways 8
- Transit & TODs 16
- Bicycle & Pedestrian 19
- Freight and Intermodal Facilities 22
- Transportation System Management 24
- Transportation Demand Management 25
- Air Quality 26
- Future Analysis & Policy 28
- Land Use 28
- RTP Relationship to the MTIP 28
- Additional JPACT Amendments 29

JPACT recommendations follow each comment, with specific text revisions included where appropriate.



METRO

EXHIBIT 'B'

Summary of Comments & JPACT Recommendations

DISCUSSION ITEMS

1. Comment: The use of the term "accessibility" in lieu of mobility is not consistent with ISTEA, which specifically sets national goals for "mobility" (ODOT).

JPACT Recommendation on Comment 1: Disagree; the goal of "accessibility" was determined in conjunction with ODOT and other MPOs in Oregon as improvement on "mobility" as an objective the provision of adequate transportation services and facilities. Further, current performance measures in the RTP reflect accessibility rather than mobility. Accessibility is a better term for understanding direct urban transportation and land use relationships, although the comment correctly states that mobility is necessary for the transportation disadvantaged, and for certain through-movements in the region.

However, the concept of accessibility warrants further refinement, and the following language is recommended to address this need and the concerns expressed the comment:

- Add to end of first paragraph under "Civil Rights/Transportation Disadvantaged" on page 9 of Chapter 1:

"The RTP should provide for adequate levels of mobility and accessibility for these segments of the population."

- Revise System Goal 1 on page 7 of Chapter 1 to read as follows:

"Provide adequate levels of accessibility and mobility within the region."

- Add to last bullet of item no. 11 on page 27 of Chapter 8:

"to evaluate the quality of accessibility from place to place within the region by various modes, and to evaluate mobility for the transportation disadvantaged as required by the Federal ISTEA. These measures would..."

- Add to last paragraph on page 27 of Chapter 8:

“The accessibility measure, intended to provide access to and from various land uses and activities by various modes, would be balanced against mobility issues related to the need to move efficiently through and within the region.”

2. Comment: Replace “Cost/Benefit” paragraph on page 4 of Chapter 6 and page 27 of Chapter 8 with the following text (Tigard):

“Cost/Benefit. Cost/benefit analysis is a tool which helps identify projects that create the greatest social benefit and can help compare the impact of different travel modes. Metro will develop and test a cost/benefit method in 1995-96 that may be applicable to both the RTP and MTIP.”

JPACT Recommendation on Comment 2: Disagree; no change to the current text is recommended.

3. Comment: Replace the Goal 1 on page 27 of Chapter 1, and add as a first bullet on page 5 of Chapter 4, the following (Tri-Met):

“Promote walking as the preferred mode for personal trips.”

JPACT Recommendation on Comment 3: Agree; revise with the following modified language:

“Promote walking as the preferred mode for short trips.”

4. Comment: The policy link between the federal RTP and the Region 2040 Growth Concept is too weak; need an explicit policy connection (Tri-Met).

JPACT Recommendation on Comment 4: Agree; recommend adding the following text to the end of the first paragraph on page 1 of Chapter 2 and as a new bullet at the top of page 5 of Chapter 4:

“The region will give top priority to strategic transportation investments which leverage and reinforce the urban form outlined in this plan.”

5. Comment: There should be a better discussion in the Introduction about the roles of the different elements of the RTP, including plan goals, objectives and maps. What has the force of law, what is advisory and what is explanatory? What will be adopted by ordinance or resolution (Washington County)?

JPACT recommendation on Comment 5: agree; recommend the following new language be added to page 10 of the Introduction:

F. Role of Federal RTP Goals, Objectives and Maps

This Interim Federal RTP, adopted by resolution, contains policies and projects which will be used to evaluate and implement transportation solutions for federal funding. The interim period is until adoption of a fully updated RTP after a completed 2040 Growth Concept. As such, the goals and objectives in this federal RTP are part of the fiscally constrained and air-quality tested federal plan. They are not the direct recommendations in a state functional plan to which local comprehensive plans are compared for regional plan consistency.

The federal funding process, then, works as it has when federal and state planning functions were accomplished within the same RTP. To qualify for federal funding, a project must be in the federal RTP and in the current TIP. Projects in the federal RTP will be consistent with federal RTP goals and objectives. For inclusion in the TIP, projects must be consistent with local land use comprehensive plans. In this manner, adopted local comprehensive plans may be affected indirectly by the federal RTP goals and objectives if local plans must be amended to reflect projects ready for inclusion in the TIP for current funding.

The federal RTP maps have the same effect. Projects for current funding in the TIP must be consistent with the federal RTP maps. Projects proposed for inclusion in the TIP which are not consistent with the federal RTP maps require an amendment to the maps in order to be included in the TIP. Whenever the federal RTP is amended, it must remain fiscally constrained and be tested for air quality conformity, and therefore, federal RTP maps may affect local land use comprehensive plans indirectly if fiscally constrained projects ready for inclusion in the TIP are not consistent with adopted local plans.

The relationship of the federal RTP goals, objectives and maps to the state RTP (1992 RTP) is indirect during the interim. During this period, much of the federal RTP will be a lesser included, fiscally constrained version of the 1992 RTP. To the extent that projects for current funding are included in the TIP, both local comprehensive plans and the 1992 RTP should not be inconsistent with the federal RTP. Any perceived inconsistencies between TIP projects and the 1992 RTP should be reviewed under the consistency process in Chapter 8 of the 1992 RTP for possible amendment of the state RTP prior to its full update.

In conclusion, interim federal RTP goals, objectives and maps do not have the effect of a transportation system plan (TSP) or transportation functional plan under state law. Therefore, RTP policies are not directly binding on local land use comprehensive plans. However, projects in the TIP must be consistent with both the federal RTP and local comprehensive plans to be federally funded.

CONSENT ITEMS

GENERAL RTP ISSUES

1. Comment: Change first sentence on page 3, Section C of Introduction (Portland):

“Many of the region’s transportation problems can be directly attributed to one two causes -- rapid growth and increasing VMT per capita.”

JPACT Recommendation on Comment 1: Agree.

2. Comment: Change first paragraph of vision statement on page 4 of Chapter 1 to read (Portland):

“The federal Regional Transportation Plan seeks to balance the need for continued ~~economic development~~ accessibility and protection of the region’s ~~natural~~ environment consistent with the goals set forth in the Regional Urban Growth Goals and Objectives (RUGGOs) and regional policy.”

JPACT Recommendation on Comment 2: Agree.

3. Comment: Third paragraph on page 5 of Chapter 1 states that IMS will serve as the primary tool for coordinating transportation modes, when the RTP itself serves this function (Portland):

JPACT Recommendation on Comment 3: Agree; recommend text change as follows:

“The Intermodal Management System (IMS) will be ~~the primary~~ an important new tool for coordinating transportation modes....”

4. Comment: Amend third bullet on page 1 of Chapter 3 as follows (Portland):

“...Columbia Corridor Study, Central City Transportation Management Plan (CCTMP), Sandy MACS and the Port of Portland...”

JPACT Recommendation on Comment 4: Agree.

5. Comment: Add a footnote to the various system maps in Chapter 4 that clarifies the maps as “preferred” systems that are subject to financial constraints. (ODOT).

JPACT Recommendation on Comment 5: Agree; recommend the following caption be added to the Chapter 4 maps:

“This map represents the region’s preferred transportation system, but significantly exceeds what can actually be improved with transportation revenue expected over the 20-year plan period.”

6. Comment: ISTEA description on page 3, Chapter 1 should be revised to reflect new “flexibility” not “priorities” in federal funding (ODOT).
7. Comment: ISTEA description on page 3, Chapter 1 should be revised to include the emphasis on freight movement included in ISTEA (Port).

JPACT Recommendation on Comments 6-7: Agree; revise as follows:

“...The act has led to changes in priorities... environmentally sound. The act also speaks to the importance of freight movement and intermodal connections in the nation’s economic health and global competitiveness.”

8. Comment: Add the following to the chronology on page 4 of Chapter 1 (ODOT):

“1992 The Oregon Transportation Commission adopted the Oregon Transportation Plan (OTP), the state’s first comprehensive transportation plan.”

JPACT Recommendation on Comment 8: Agree; revise as proposed.

9. Comment: Delete Federal Railroad Administration and Federal Transit Administration as members of TPAC on page 8 of Chapter 1 (FHWA).

JPACT Recommendation on Comment 9: Agree; revise as proposed

10. Comment: Replace the second chronology item on page 4 of Chapter 1 with the following (FHWA):

“1993 The Statewide Planning and Metropolitan Planning Final Rule (23CFR Part 450 and 49 CFR Part 613) is published in October. Although ODOT has the lead role in statewide planning, and Metro the lead in metropolitan planning, both sections apply to each agency. The Management and Monitoring Systems Interim Final Rule is published in December, and also applies to both agencies”

JPACT Recommendation on Comment 10: Agree; replace as proposed.

11. Comment: Add the following new objective to goal 2, page 8, Chapter 1 (Tigard):

4. Objective: To develop a project specific list of solutions that maximizes the total social benefit of the public transportation investment.

JPACT Recommendation on Comment 11: Disagree; recommend including this item as an “outstanding issue” in Chapter 8 for future consideration and refinement.

12. Comment: Revise last paragraph on Section B, page 3 of the Introduction to read (Metro counsel):

“The 1992 RTP revision has been found to be consistent with the Regional Urban Growth Goals and Objectives and statewide land use planning goals. It will remain the “state RTP,” Metro’s transportation functional plan, until 1996.”

JPACT Recommendation on Comment 12: Agree; revise as proposed.

13. Comment: Revise the State Planning Requirements section on page 6 of the introduction to read (Metro counsel):

“...(see also 1992 RTP Chapter 8, Section E),”

- then add:

“The 1992 RTP will remain as Metro’s functional plan for transportation under state law until amended and adopted as the regional TSP.”

JPACT Recommendation on Comment 13: Agree; revise as proposed.

14. Comment: Add the following new text to the third paragraph on page 2 of Chapter 2 (Metro counsel):

“This analysis is based upon the 2040 Growth Concept currently undergoing review, amendment and analysis before final adoption as part of regional goals and objectives. However, the following land use components concepts and associated growth forecasts of from the Region 2040 Concept Analysis are the long-range growth assumptions for the interim federal RTP:”

JPACT Recommendation on Comment 14: Agree; revise as proposed.

15. Comment: Add the following new before section B on page 2 of Chapter 8 (Metro counsel):

“This interim federal RTP has been separated from the 1992 RTP, which is now the “state RTP,” Metro’s state law-required transportation functional plan. Local plans by state law must be consistent with the state RTP. That plan has

a local plan consistency process in Chapter 8, section F. It allows Metro to review and respond to any possible local plan inconsistencies by amending its RTP to maintain local plan consistency with the state RTP. To the extent that this fiscally constrained interim federal RTP identifies policies or projects different from current local comprehensive plans that are, in turn, inconsistent with the state RTP (1992 RTP), metro will consider an immediate amendment to its state RTP when local plans are amended. Since most projects in this constrained federal RTP are already in both the adopted TIP and adopted local comprehensive plans, few such consistency reviews are anticipated.

JPACT Recommendation on Comment 15: Agree; revise as proposed.

16. Comment: Add the following objective to System Goal 3 on page 9 of Chapter 1 (O'Reilly):

"9. Objective: Provide safe, convenient options to driving for trips under 2 miles in length."

JPACT Recommendation on Comment 16: Agree; however, no supporting data has been developed as part of the Phase I process to specify preferred travel modes by actual trip lengths. Recommend the following modified version of the proposed language, which can be further refined as part of the Phase II effort:

"9. Objective: Provide safe, convenient options to driving for short trips."

17. Comment: Include language in the preface (or executive summary), the introduction, and in Chapter 8, Implementation which clearly explains the "decoupling" of the state and federal RTP (TPAC).

JPACT Recommendation on Comment 17: Agree; recommend the following text in preface, introduction, and Chapter 8:

"This interim federal RTP has been separated from the 1992 RTP, which is now the "state RTP." Metro's state law required a transportation functional plan. Local plans by state law must be consistent with the state RTP. That plan has a local plan consistency process in Chapter 8.F. It allows Metro to review and respond to any alleged local plan inconsistency by amending its RTP to maintain local plan consistency with state RTP. To the extent that this fiscally constrained interim federal RTP identifies policies or projects different from current local comprehensive plans that are, in turn, inconsistent with the state RTP (1992), Metro will consider an immediate amendment to its state RTP when local plans are amended. Since most projects in this constrained federal RTP are already in both the adopted TIP and adopted local comprehensive plans, few such consistency reviews are anticipated."

MULTI-MODAL ROADWAYS

18. Comment: Adopt guidelines for regionally-funded roadway facilities that ensure that pedestrian and bicycle movement is enhanced (Burkholder).

JPACT Recommendation on Comment 18: Agree; the roadway system components described in Chapter 1, pages 14-17 assume bicycle lanes on most regional routes, and bicycle and pedestrian connections where local street connections are not possible.

19. Comment: Need more research on the effect of different roadway configurations on pedestrian and bicycle mobility (Burkholder).

JPACT Recommendation on Comment 19: Agree; roadway design issues will be addressed in detail as part of the Phase II update effort.

20. Comment: Determine which areas now occupied with roads should be abandoned for other uses (McFarling).

JPACT Recommendation on Comment 20: Disagree; the RTP emphasizes efficient use of land resources through more effective use of existing and new regional roadways; further, local jurisdictions are the appropriate forum for addressing possible right-of-way vacations.

21. Comment: Initiate user fees to offset loss of property tax revenue from public use of right-of-way; initiate user fees to offset cost of storm sewers or other facilities necessitated by road construction (McFarling).

JPACT Recommendation on Comment 21: Disagree; storm sewers and other local facilities are funded locally according to the needs and conditions of individual jurisdictions.

22. Comment: Metro should look at options for regional and local funding options to provide additional funding for multi-modal roadway improvements (Hillsboro).

JPACT Recommendation on Comment 22: Agree; JPACT and the Metro Council have directed staff to proceed with an arterial street funding package that would be referred to voters of the region for approval.

23. Comment: Consider collector system for regional funding (Hillsboro).

JPACT Recommendation on Comment 23: Agree; with few exceptions, collector street are of local significance. Exceptions include areas where collectors function as a regional travel route or are part of an urban center or

corridor that is identified for special funding consideration as part of Region 2040 implementation. Collectors of regional significance should be reflected in Figure 4-1 of the RTP (Roadway Functional Class) and are eligible for regional funds. Other collectors that are not regionally significant may be funded if found to be consistent with the RTP, but are not specifically reflected in the plan. The process for determining eligibility and for prioritizing these collectors will be developed during Phase II of the RTP Update.

24. Comment: Western Bypass should be in RTP; improvements to Highway 217 are not an adequate alternative (Hillsboro).

JPACT Recommendation on Comment 24: Disagree; while the portion of the Western Bypass that connects I-5 to 99W is an important part of the Region 2040 concept (and is included in the RTP preferred network), the Western Bypass study has not concluded. Upon completion of the study, a recommended alternative for the entire Western Bypass corridor may be included in the RTP (consistent with the 1992 RTP).

25. Comment: Change second paragraph on page 1 of Chapter 5 to read as follows (Portland):

“...strategies to limiting future investments in ~~automobile~~ single-occupancy vehicle (SOV) capacity.”

JPACT Recommendation on Comment 25: Agree; revise as proposed.

26. Comment: Change first paragraph on page 2 of Chapter 6 to read as follows (Portland):

“...traditional objectives such as congestion relief, they also reflect goals to reduce the percentage of single occupant vehicle (SOV) travel...”

JPACT Recommendation on Comment 26: Agree; revise as proposed.

27. Comment: Revise eighth objective on page 9 of Chapter 1; as currently written, this objective implies that local streets may connect directly to major through routes or arterials, and does not reinforce a hierarchy of streets designed according to functional class (ODOT).

JPACT Recommendation on Comment 27: Disagree; the discussion of roadways by functional classification that follows in Chapter 1 provides guidelines for connections between various roadway classes. Further, there are many examples in the region of major through routes that successfully connect with local streets and accommodate through travel; conversely, there are many major routes that function poorly for through travel, despite sharp limits on local street connections. The purpose of this objective is to improve travel

options for all modes of travel, not just automobiles. However, more specific objectives and criteria for improved connectivity must be developed in Phase II of the RTP update, and this incomplete work should be noted with the following revisions to item no. 8 on page 25 of Chapter 8:

“8. Access Control Plans and Street Connectivity

“It is regional policy to improve travel options and accessibility by maximizing the number of local street connections to each other and to the regional network. However, the emphasis on increased street connectivity in the federal RTP raises a number of issues that must be addressed as part of the next update to the plan. Although the intent of improved connectivity is to increase travel route and mode options for short trips, the policy could also impact roadway efficiency. Further, improved connectivity will be especially difficult to achieve in developed communities, and strategies tailored to these areas must be developed.”

“In addition, ODOT and Metro will examine existing access control plans on the regional through-route principal arterial system and develop specific techniques to minimize direct property access. Major and minor multi-modal arterials will be examined by Metro or the in conjunction with local jurisdictions to develop guidelines for local street and property access to these facilities as resources are available. Additional policy development for access control is required.”

- In addition, for consistency within the RTP policy chapter, the following revision is recommended for the second bullet on page 17 of Chapter 1:

“The local street system should provide linkages to multi-modal arterials, collectors and other local streets at a density of 8-20 connections per mile.”

28. Comment: Objectives 7 and 8 on page 9 of Chapter 1 seem to be contradictory; recommend consolidating as a single objective. (Clackamas Co.).

JPACT Recommendation on Comment 28: Agree; delete existing objectives, and replace with the following consolidated objective:

“7. Objective: to improve local travel short trip options by increasing the number of local street connections to each other and the regional network, while discouraging through travel on the local system with appropriate street design.”

29. Comment: Delete second sentence in first paragraph on page 12 of Chapter 1 and replace with the following (ODOT):

“ISTEA specifies a planning process which calls for consideration of alternative modes.”

JPACT Recommendation on Comment 29: Agree; however, recommend with the following wording for the second and third sentences in this paragraph:

“ISTEA specifies a planning process which discourages projects which primarily benefit single occupancy vehicle (SOV) travel, and calls for consideration of alternative modes.”

- In addition, recommend the following revision to the third sentence in this paragraph:

“In particular, funding for projects that primarily benefit single-occupancy vehicle (SOV) auto travel on the roadway system will may be sharply limited...”

30. Comment: Delete references to regional through-routes outside the Metro UGB (ODOT).

JPACT Recommendation on Comment 30: Disagree; several segments of the regional throughway network extend outside the UGB, but are within Metro’s jurisdiction. In addition, Metro has also contracted to provide air quality analysis for areas outside the Metro boundary. In Phase II of the RTP update, elements of the plan relating to these areas, and issues involving neighboring cities, will be further refined in coordination with the affected cities, counties, DLCD and ODOT. However, recommend the following revisions:

revise the third bullet on page 14, Chapter 1:

“Regional through-routes outside the Urban Growth Boundary should be treated as “Green Corridors” with very limited access ~~and substantial landscaped buffers that minimize views of non-resource rural activities.~~”

add the following outstanding issue to Chapter 8:

“Green Corridors and Neighbor Cities

The Region 2040 growth concept assumes a series of “Green Corridor” transportation links to neighboring cities that span rural reserves. These corridors feature high performance, limited access highways, high-quality transit, and bicycle and pedestrian facilities that give easy access to the neighboring cities while minimizing urban development pressure on the intervening rural landscape. The Green Corridor design may include substantial landscaped buffers where non-resource lands abut the right-of-way.

Although not all outlying towns are planned to absorb a significant share of growth in the Region 2040 growth concept, many are already experiencing growth today. The following issues are being examined as part of the current Neighbor Cities study, and will be further addressed during the Phase II RTP update:

- development of a landscape buffer policy for Green Corridors;
- coordination between state, regional and local jurisdictions on access issues in Green Corridors;
- development of a through-route policy that anticipates the effect of neighbor city growth on through-travel routes in these jurisdictions;
- development of land use IGAs with counties and neighbor cities; and
- possible incorporation of Neighbor City transportation recommendations into the RTP”.

31. Comment: Delete the fifth bullet under Regional Through Routes on page 14 of Chapter 1 (ODOT).

JPACT Recommendation on Comment 31: Disagree; instead, recommended revising as follows to address comment:

“...with the exception of McLoughlin Boulevard and US30 northwest of I-405 alternative routes...”

32. Comment: Revised the second bullet under Major Arterial System on page 15 of Chapter 1 as follows (ODOT):

“~~Local~~ Local Vehicular access should be restricted to public streets and major traffic generators ~~to the greatest extent possible;~~ consistent with established access management standards; minor driveways...”

JPACT Recommendation on Comment 32: Agree; revise as proposed.

33. Comment: Delete the final bullet on page 15 of Chapter 1 regarding travel percentages; too arbitrary (ODOT).

JPACT Recommendation on Comment 33: Disagree; this section is from the current RTP, and can be revised, if necessary, as part of the Phase II effort.

34. Comment: Delete third bullet on page 16 of Chapter 1 regarding parking on collectors (ODOT).

JPACT Recommendation on Comment 34: Disagree; this section is from the current RTP, and can be revised, if necessary, as part of the Phase II effort. Further, the adopted Region 2040 concept may provide more specific direction on the placement of parking than has been addressed in past RTP efforts.

35. Comment: Change the second bullet on page 17 to read 8 to 10 (not 20) local street connections per mile; 20 connections seems too dense (ODOT).

JPACT Recommendation on Comment 35: Disagree; the range of 8-20 connections per mile was approved by JPACT as part of the Region 2040 Growth Concept. Twenty street connections per mile translates into the roughly 200 foot spacing that already occurs throughout most of downtown and east Portland.

36. Comment: The roadway functional classification system differs from federal urbanized classifications; differences in definitions should be clarified; second sentence of the last paragraph on page 13 of Chapter 1 does not reflect the proposed classification system (FHWA).
37. Comment: The reference to Federal-Aid-Urban should be removed from the last paragraph on page 13, since this program was eliminated with the passage of ISTEA (FHWA).

JPACT Recommendation on Comments 36-37: Agree; recommend the following text revisions:

- Add a chart to the functional classification discussion on page 14, Chapter 1, that correlates Metro and federal roadway classification systems.
- Revise last paragraph on page 13 of Chapter 1 to read:

~~"The regional, Principal, major and minor arterials, and the minor arterial, and collector systems and streets designated in local plans for transit service in the local comprehensive plans constitute the Federal Aid Urban system and, as such, are eligible for federal funding. The following are the regional functional classification categories:"~~

38. Comment: Need to correct references to principal arterials on page 15 of Chapter 1 and page 6 of Chapter 4 (FHWA).

JPACT Recommendation on Comment 38: Agree; revise both reference to read "regional through-routes."

39. Comment: Reference to the "primary system" on page 7 of Chapter 4 should be deleted, since it was eliminated by ISTEA (FHWA).

JPACT Recommendation on Comment 39: Agree; revise second sentence of the first paragraph under National Highway System to read:

~~“The NHS is to consist primarily of existing Interstate routes, and portions of the Primary System, including significant state highways...”~~

40. Comment: Need to add a definition for Access Oregon Highways to plan (FHWA).

JPACT Recommendation on Comment 40: Agree; add the following text to the Glossary section of the plan:

“Access Oregon Highways (AOH) - Three facilities have been proposed in the metropolitan area under this state funding initiative. They include the Mount Hood Parkway, Sunrise Highway and Western Bypass. The AOH program was initiated by the state in 1988 in an effort to focus limited transportation resources on key highway connections throughout Oregon.”

41. Comment: Some roadway classifications shown on Figure 4-1 are not consistent with federal classifications, and should be cross-checked with ODOT (FHWA).

JPACT Recommendation on Comment 41: Agree; staff will review Figure 4-1 and provide needed revisions for JPACT in the form of an amended map.

42. Comment: Delete "Boeckman Road/I-5 Interchange" from page 28 of Chapter 8; ODOT is not considering this project (ODOT).

JPACT Recommendation on Comment 42: Agree; revise as proposed.

43. Comment: Need to refine access policies for arterials and collectors in Chapter 1 (Clackamas Co.).

JPACT Recommendation on Comment 43: Agree; these policies will be refined as part of the Phase II effort (see previous revision to Chapter 8 outstanding issues regarding street connectivity and access control).

44. Comment: Second and sixth bullets on page 17 of Chapter 1 should be consolidated to read “Local streets should be connected whenever possible to allow for local circulation by all modes as well as for property access” (Clackamas Co.).

JPACT Recommendation on Comment 44: Disagree; however, sixth bullet should be deleted, since it repeats the first bullet.

45. Comment: Change Figure 4-1 (Roadway Functional Class) to show Harmony Road west of 82nd and Lake Road from Hwy. 224 to Harmony as a Major Arterial (Clackamas Co.).

JPACT Recommendation on Comment 45: Agree; revise as proposed.

46. Comment: Change Figure 4-1 (Roadway Functional Class) to show 242nd from Powell to Highway 213 as a Major Arterial and 172nd, Foster and Tillstrom roads as Minor Arterials (Clackamas Co.).

JPACT Recommendation on Comment 46: Disagree; 242nd Avenue and Foster Road should continue to be designated as Minor Arterials until more detail on the extent of the possible urban reserve in the Damascus area is known (as part of the Phase II RTP process).

47. Comment: Change Figure 4-1 (Roadway Functional Class) to show 207th interchange between Sandy and Glisan as a Major Arterial and Sandy extended east to 207th as a Major Arterial; also, correct Mount Hood Parkway notation to read "East County Area" (Multnomah Co.).

JPACT Recommendation on Comment 47: Agree; revise as proposed.

48. Comment: Change Figure 4-1 (Roadway Functional Class) to show Morrison Bridge as a Major Arterial, based on its freeway connections to I-84 and I-5 (Multnomah Co.).

JPACT Recommendation on Comment 48: Agree; revise as proposed.

49. Comment: Change Figure 4-1 (Roadway Functional Class) to show McVey/Stafford Road from I-205 to Highway 43 as a Minor Arterial (Lake Oswego).

JPACT Recommendation on Comments 49: Agree; revise as proposed.

50. Comment: Emphasizing preservation and efficient use of existing facilities as the preferred approach in providing a transportation fails to consider suburban situations, where existing arterials are only two lanes wide, and a need exists to upgrade facilities; should be defined as a strategy, not a comprehensive approach (Washington County Coordinating Committee).

JPACT Recommendation on Comment 50: Disagree; the emphasis on preservation and efficiency reflects provisions of the Congestion Management System and ISTEA as a whole. The approach does not prohibit capacity improvements, but simply seeks to pursue other less costly remedies before adding capacity.

51. Comment: Remove the words "less auto capacity" from the description of Main Streets on page 11 of Chapter 1; Metro has previously indicated the Main Street design does not assume a reduction of capacity (Washington County Coordinating Committee).

JPACT Recommendation on Comment 51: Agree; the Main Street discussion referred to in this comment is in the context of land use types, and the reference to auto capacity is only in a comparison to Corridors, which are envisioned as having greater auto capacity than Main Streets. This section does not set a maximum standard for specific Main Streets.

52. Comment: Discussion of local streets and connectivity in Chapter 1 is overly simplistic and imply that lack of local street connections is a sole factor in creating congestion on regional routes; need to consider land use patterns, travel demand and intersection spacing (Washington County Coordinating Committee).

JPACT Recommendation on Comment 52: Agree; the local street discussion is incomplete, and will be key area of refinement as part of the Phase II effort. However, connectivity clearly offers improved travel options, both in terms of mode choice and travel path. The Region 2040 Growth Concept establishes policy direction for improving network connectivity, as well, with specific language on both connectivity and street spacing.

TRANSIT & TODs

53. Comment: TODs should become models for sustainable development, including the incorporation of native plants and other water and energy saving design techniques (Vogel)

JPACT Recommendation on Comment 53: Agree; this urban design comment has been forwarded to Region 2040 staff for consideration.

54. Comment: Locate south/north light rail along I-205 from PDX to CTC; corridor is booming and Milwaukie route only duplicates existing bus service (LaClaire).

JPACT Recommendation on Comment 54: Disagree; the South/North alternatives analysis has identified the CTC/Milwaukie/Central City/Vancouver CBD route as the most promising route in terms of potential ridership. However, future extensions of high-capacity transit are proposed in this area, including a possible route along I-205 from PDX to Oregon City.

55. Comment: A future LRT loop through Clark County should be added, beginning at Gateway, crossing the Columbia adjacent to I-205, and linking Vancouver Mall, the Fourth Plain corridor, Clark College, downtown Vancouver, crossing

the Columbia along the South/North corridor and terminating at the Rose Quarter (Gould).

JPACT Recommendation on Comments 55: Disagree; future LRT in Clark County is currently proposed as part of the South/North study along I-5 to 134th and a possible future spur from downtown Vancouver to Vancouver Mall.

56. Comment: Add a feeder bus system in Hillsboro that supports light rail (Hillsboro).

JPACT Recommendation on Comment 56: Disagree; the Westside LRT and Hillsboro extension planning has already addressed the rerouting of existing bus service in the Westside corridor. However, the RTP is limited to bus service that is of regional significance (as shown in Figure 4-4).

57. Comment: Chapter 4 should include a detailed transit map of Portland CBD (Portland).

JPACT Recommendation on Comment 57: Agree; a detailed map of the CBD transit network will be completed as part of Phase II; recommend the following deletion from pages 11 and 12 of Chapter 4 until the detailed map is included in the plan:

~~"...which provide service to the South Waterfront, RX Zone, Historic Districts and other downtown destinations are under consideration and are shown in Figure 4-4."~~

58. Comment: Replace Figure 4-4 with revised map recommended by Transit Work Team and Tri-Met; revise LRT in downtown Portland, which is incorrectly shown along Front Avenue (Tri-Met; City of Portland).

JPACT Recommendation on Comment 58: Agree; recommend adopted amended Figure 4-4, which also shows LRT in correct downtown alignment of LRT (note: a number of additional comments were submitted by agencies and individuals regarding the release version of Figure 4-4, and are addressed by the changes proposed in the revised version of the transit system map).

59. Comment: Do not delete LRT corridors from funding discussion on page 21 of Chapter 8 (Portland).

JPACT Recommendation on Comment 59: Agree; revise as proposed.

60. Comment: The extent of the "constrained" transit network is not clear in Chapter 7; a map of the financially constrained network should be included (DEQ).

JPACT Recommendation on Comment 60: Agree; new language in the Chapter 7 project matrix should clarify the extent of transit capital projects and service improvements that are assumed in the “constrained” network. However, due to the interim nature of the federal RTP, a map of the constrained system will not be completed during this phase of the update.

61. Comment: Revise Regional Trunkline section on page 19 of Chapter 1 to include the following (ODOT):

“should serve public attractions (such as stadiums, convention centers). In addition, new regional public attractions should be located on trunk lines (bus or LRT).”

JPACT Recommendation on Comment 61: Agree; revise with the following wording:

“...be located on, or near, trunk lines...”

62. Comment: Retain existing Park and Ride section on page 22 of Chapter 1 (ODOT).

JPACT Recommendation on Comment 62: Agree; retain as proposed.

63. Comment: Given the relatively slow schedule of future LRT improvements, the list of long-term projects on page 11 of Chapter 4 should be deleted, and studied more carefully during Phase II of the RTP update (ODOT).

JPACT Recommendation on Comment 63: Disagree; the referenced language is from the existing RTP (with the exception of a PDX extension), and can be revised in future updates, if necessary.

64. Comment: Do not delete LRT corridors from funding discussion on page 21 of Chapter 8 (Portland).

JPACT Recommendation on Comment 64: Agree; revise as proposed.

65. Comment: Transit discussion needs a clearer explanation of the assumptions used in determining the financially constrained system (Tri-Met).

JPACT Recommendation on Comment 65: Agree; project matrix in Chapter 7 should include this explanation above the constrained transit project list.

66. Comment: On page 4-11, move sentence “A Phase II extension of the South/North Corridor...” from third bullet describing 10-year priorities to section describing long term corridors that follows on page 4-11.

JPACT Recommendation on Comment 66: Agree; revise as proposed.

67. Comment: Revise second policy of Transit Objective 3 on page 18 of Chapter 1 to reflect the fact that the UGB contains a 20 year land supply, and not all areas are ready for transit service (O'Reilly).

JPACT Recommendation on Comment 67: Agree; revise as follows:

“Policy: Paratransit service should be in areas not served by fixed-route service in order to offer service throughout urbanized areas within the urban growth boundary.”

68. Comment: The plan's major commitments to light rail and high-end transit services combined with a lack of apparent strategies for expanding funding does not seem to leave much for providing basic services necessary to adequately serve the region's suburbs (Washington County Coordinating Committee).

JPACT Recommendation on Comment 68: Agree; strategies for serving low density employment and residential areas with transit (regardless of urban or suburban setting) must be further refined in Phase II. However, a key lesson learned in the Region 2040 analysis of the growth concepts is that more transit service does not directly translate to more ridership, and that transit patronage is heavily influenced by land use.

BICYCLE & PEDESTRIAN

69. Comment: Adopt an “affirmative action” policy that directs regional funds toward bringing bicycle and pedestrian networks to the level that has been built for automobiles (Burkholder).

JPACT Recommendation on Comment 69: Agree; such a policy is reflected in goals on pages 25-26 of Chapter 1, which seek to increase the modal share of bicycle trips through a range system improvements.

70. Comment: Create more tree-lined pedestrian and bicycle commuters paths that are separate from automobile routes (Vogel).

JPACT Recommendation on Comment 70: Agree; the pedestrian fund contained on page 1 of the Chapter 5 preferred project list targets major pedestrian upgrades for regional centers, corridors, town centers, station areas, main streets. These upgrades assume wide sidewalks and planting strips.

71. Comment: Trees are as important to the pedestrian experience as sidewalks; native trees, in particular, enhance walking and cycling while requiring less maintenance (Vogel).

JPACT Recommendation on Comment 71: Agree; specific design guidelines for planning strips may be addressed as part of the Phase II update effort.

72. Comment: Change bicycle system map designation on 181st from Burnside to Glisan to read "proposed" (Multnomah County).

JPACT Recommendation on Comment 72: Agree; change as proposed.

73. Comment: Place a higher priority on bicycle routes that encourage commuting, especially to the central city and regional centers, as opposed to more recreational routes (Gould).

JPACT Recommendation on Comment 73: Agree; this is the basic philosophy that guided development of the bicycle network proposed in Figure 4-5.

74. Comment: Do not delete "recreational opportunities" from first sentence in Regional Bicycle Network section on page 16 of Chapter 4 (Portland).

JPACT Recommendation on Comment 74: Agree; revise as proposed.

75. Comment: Correct the terms "aesthetic practical" and "aesthetic safe" in Bicycle Goal no. 1, Objective 1 (Clackamas Co.).

JPACT Recommendation on Comment 75: Agree; revise as follows:

- "1. Objective: Integrate the efforts of the state, counties and cities in the metro region to develop the most safe, cost effective, aesthetic and practical ~~and aesthetic safe~~ system of regional bikeways."

76. Comment: Bicycle network is incomplete/inadequate in a number of specific locations (a number of link-specific comments were submitted by agencies and individuals).

JPACT Recommendation on Comment 76: Agree; the bicycle system map shown in Figure 4-5 is a first draft by the Bicycle Work Team, and will be substantially revised as part of Phase II of the RTP update. The specific comments submitted will be considered by the Bicycle Work Team as part of their effort.

77. Comment: Don't drop "quality of life" text from last bullet in Section C on page four of Chapter 1 (Burkholder).

JPACT Recommendation on Comment 77: Disagree; the revised wording provides a clearer idea of what is being protected, and reflects ISTE planning

factor emphasis on protecting natural resources as a fundamental and ongoing part of the transportation planning process.

78. Comment: Change Objective 1 of Goal 2, page 8 of Chapter 1 to read as follows (Burkholder):

~~“...improved corridor operational improvements (including application of Advanced Traffic Management System (ATMS) freeway and arterial management techniques) completion of bicycle and pedestrian facilities and transit service.”~~

JPACT Recommendation on Comment 78: Agree; however, revise as with the following modifications:

“...improved corridor operational systems improvements (including application of Advanced Traffic Management System (ATMS) freeway and arterial management techniques) bicycle and pedestrian facilities and transit service.”

79. Comment: Make the following minor revisions to Figure 4-5 (Bicycle System Map) (various local jurisdictions):

- NE 207th Ave - dashed green from I-84 to Sandy Blvd.
- SE 148th Ave - dashed purple from Stark St. to Powell Blvd.
- SE 129th Ave - dashed purple from Sunnyside Rd. to Happy Valley
- SE 82nd Ave - dashed purple
- South End Road - dashed purple Oregon City to Hwy. 99E
- Borland Road - dashed purple from West Linn to Clackamas Co. line
- Vancouver/Williams - dashed purple from Broadway to Lombard
- Jennifer Street - dashed purple from SE 82nd to SE 126th

JPACT Recommendation on Comment 79: Agree; revise as proposed.

80. Comment: Make the following minor deletions from Figure 4-5 (Bicycle System Map) (various local jurisdictions):

- I-205 Clackamas County remove solid green
- Remove local bike lanes S. of Tualatin Rd.
- I-5 remove solid green
- Hwy. 99E Broadway to Lombard remove dashed purple.
- Remove Salmon St. and Lincoln St. solid red.

JPACT Recommendation on Comment 80: Agree; revise as proposed.

81. Comment: A number of major changes should be made in the Chapter 1 goals and objectives that establish bicycle travel as a preferred mode for certain trips, set criteria for bicycle travel routes and street design considerations (this abbreviated comment is a distillation of a number of separate, detailed comments) (Burkholder).
82. Comment: A number of major changes should be made to Figure 4-5 (Regional Bicycle Network) to reflect the 2040 Growth Concept and Transportation Planning Rule requirements (Burkholder).
83. Comment: The proposed Regional Bikeway Network is currently incomplete and several major additions/deletions are necessary (Clackamas).

JPACT Recommendation on Comment 81-83: Agree; however, the bicycle work team has not completed its review of these major issues, and therefore should consider them as part of the Phase II effort. Comments on the interim federal RTP will be the starting point for the bicycle work team as they begin refinement work in Phase II.

84. Comment: Replace references to "AASHTO" in Goals 1 and 2 on page 25 of Chapter 1 with "Oregon Bicycle and Pedestrian Plan" (Burkholder).
85. Comment: The State Bikeway Standards should be cited in lieu of AASHTO because they address more circumstances and go beyond AASHTO in some cases (Clackamas).

JPACT Recommendation on Comment 84-85: Agree; revise Goal 1 bullet 4 and Goal 2, bullet 1 to refer to the "Oregon Bicycle and Pedestrian Master Plan", strike AASHTO.

86. Comment: Is the RTP pedestrian interest in a system or program? Emphasis should be on a program (Washington County Coordinating Committee).

JPACT Recommendation on Comment 86: Agree; the regional pedestrian program will focus on areas of regional interests, as opposed to specific alignments. Exceptions will include regional trails, corridors and main streets. The regional pedestrian program is not well developed, and will be better defined as part of the Phase II effort.

FREIGHT & INTERMODAL FACILITIES

87. Comment: Should focus on alternatives (such as truck only lanes or exits) to increasing road capacity when addressing freight needs (Burkholder).

JPACT Recommendation on Comment 87: Agree; several intersection projects included in the Chapter 5 preferred system project list reflect this consideration. A more detailed evaluation of capacity-alternatives will be considered in Phase II of the update, and as new information becomes available from the Intermodal Management System.

88. Comment: Correct freight map to show 207th connector (not 201st) as freight route (Multnomah County).

JPACT Recommendation on Comment 88: Agree; correct as proposed.

89. Comment: Improve freight movement along Columbia Blvd., Interstate Avenue and Marine Drive near T-6, including better signaling, and overpass and intersection improvements (Lasher).

JPACT Recommendation on Comment 89: Agree; freight improvements in the Rivergate area are included in the Chapter 5 preferred system project list.

90. Comment: Consider moving AMTRAK station across river to Rose Quarter at the junction of light rail lines to allow faster travel through metro area, and lessen impact of high speed trains on residential development planned in River District (Gould).

JPACT Recommendation on Comment 90: Disagree; a significant investment in local and regional funds has been made to enhance the current train and bus intermodal area in NW Portland, including extension of the downtown transit mall to Union Station in 1994.

91. Comment: Change title of "Airports and Terminals" section on page 11 of Chapter 1 to "Intermodal Facilities (Port).

JPACT Recommendation on Comment 91: Agree; revise as proposed.

92. Comment: Revise third paragraph on page 5 of Chapter 4 to include freight/truck model in reference to use of IMS in future RTP updates (Port).

JPACT Recommendation on Comment 92: Agree; amend text as follows:

"...will be evaluated by the Intermodal Management System (IMS) and the regional freight/truck model currently under development..."

93. Comment: The freight "action items" on pages 8 and 9 of Chapter 4 constitute policies, and should be relocated to Chapter 1 (Port).

JPACT Recommendation on Comment 93: Agree; revise as proposed.

94. Comment (several): Specify freight considerations when describing multi-modal facilities throughout the federal RTP (Port).

JPACT Recommendation on Comment 94: Agree; recommend including the following additional objective under Goal 3, page 24 of Chapter 1:

“4. Objective: Consider the movement of freight when conducting multi-modal transportation studies.”

95. Comment: Opening in Section A of Chapter 5 is too passenger-oriented. Include the protection of the freight/intermodal network the preface to recommended improvements in Chapter 5 (Port).

JPACT Recommendation on Comment 95: Agree; recommend the following text revisions to the first paragraph on page 2 of Chapter 5:

“...investments in automobile capacity. The recommended improvements also seek to protect and maintain the efficiency of the regional freight and intermodal system. This approach...”

96. Comment: The cost-effectiveness discussion following Priority 3 of local priority-setting on page 11 of Chapter 8 should include freight movement as a significant consideration (Lasher).

JPACT Recommendation on Comment 96: Agree; revise this section to include the following:

“...give priority to options which reduce costs by increasing people or freight moving capacity.”

97. Comment: Correct Figure 4-3 (Freight System Map) to show 207th freight route to the east along Glisan to 223rd (Multnomah Co.).

JPACT Recommendation on Comment 97: Agree; revise as proposed.

98. Comment: Delete reference to noise ordinances in freight system description on page 9 of Chapter 4, as per recent TPAC discussion (O'Reilly).

JPACT Recommendation on Comment 98: Agree; delete last bullet as proposed.

TRANSPORTATION SYSTEM MANAGEMENT

99. Comment: A regional advanced traffic management system (ATMS) has not been adopted, and therefore the specific references contained in the fourth bullet

on page 14 and fifth bullet on page 15 of Chapter One are not appropriate and should be deleted (Portland):

JPACT Recommendation on Comment 99: Agree; recommend deleting second block of underscored text in the fourth bullet on page 14 and the first sentence in the fifth bullet on page 15 of Chapter 1, and adding a discussion of ATMS implementation to Chapter 8 (as an outstanding issue).

100. Comment: The transportation system management section in Chapter One should include a discussion of the basic signal system that serves all modes, is interconnected, creates safe crossing for all modes at intersections, and the importance of the system to capacity and safety for all modes (Portland).

JPACT Recommendation on Comment 100: Agree; recommend adding the following additional text to the bottom of the TSM section on page 28 of Chapter 1:

“Traffic Signal Coordination

The performance of the regional transportation system is heavily dependent on a coordinated approach to signalization between local and regional facilities. Though signalization approaches must vary, by definition, according to the specific needs of a given location, there are several considerations that are addressed throughout the system:

- all modes of travel are considered in the signal system design;
- the system is interconnected for maximum travel efficiency; and
- signals create safe crossings for each of the modes using an intersection.

101. Comment: Expand and clarify language throughout the document regarding TSM, particularly as it relates to Advanced Transportation Management Systems (ATMS).

JPACT Recommendation on Comment 101: Agree; Metro staff will incorporate such language in the final document.

TRANSPORTATION DEMAND MANAGEMENT

102. Comment: Add the following new objective to Goal 1 on page 30 of Chapter 1 (Portland):

“5. Objective: Support private sector/local government initiatives to use TDM measures which allow the existing transportation system to handle increased development without adding capacity.”

JPACT Recommendation on Comment 102: Agree.

103. Comment: Do not delete flexible working hours section on page 16 of Chapter 4 unless covered elsewhere (Portland).

JPACT Recommendation on Comment 103: Disagree; flexible working hours are covered in new text in the second bullet on page 14 of Chapter 4.

104. Comment: RTP should establish disincentives for driving, such as congestion pricing, increased gasoline tax, auto registration surcharge and property tax on vehicles (Hymes).

JPACT Recommendation on Comment 104: Disagree; the interim federal RTP contains a number of TDM measures, although congestion pricing is not included at this time. Over the next year, Metro will conduct a congestion pricing study, which may include programs recommended for adoption the RTP. Metro will also prepare a transportation funding package for consideration by the region's voters that could target new registration or gas tax revenues to a range of multi-modal system improvements.

105. Comment: Need to better define regional and local roles in TDM strategies; introduction to TDM section in Chapter 1 defers implementation to local governments (Washington County Coordinating Committee).

JPACT Recommendation on Comment 105: Disagree; most of the TDM programs are local by nature, and the TDM Subcommittee intended to focus implementation at the local level; most regional programs will be implemented by Tri-Met.

AIR QUALITY

106. Comment: Change the first bullet in the Air Quality section on page 4 of Chapter 6 to read (DEQ):

"Interagency coordination between Metro, ODOT, the Department of Environmental Quality (DEQ) and local jurisdictions to determine which minor arterials and other transportation projects having a significant regional impact should be considered regionally significant."

JPACT Recommendation on Comment 106: Agree; revise as proposed.

107. Comment: Reword air quality conformity section to clarify relationship between Metro, ODOT, DEQ and USDOT (FHWA).

108. Comment: Change the first paragraph on page 6 of the Introduction to read (DEQ):

“Metro, FHWA and FTA make a joint determination that the federal RTP conforms to the Clean Air Act Amendments and EPA’s conformity regulations. The MPO makes the conformity determinations which is submitted to USDOT. USDOT then makes a conformity finding based on the determination made by Metro.”

JPACT Recommendation on Comments 107-108: Agree; revise as proposed.

109. Comment: Revised the first criterion on page 9 of Chapter 1 to read (DEQ):

“Performance Criterion: Hydrocarbon and nitrogen oxide emissions by transportation related sources...”

JPACT Recommendation on Comment 109: Agree; revise as proposed.

110. Comment: Add the following text to the project matrices in Chapters 5 and 7 and at the end of the fourth paragraph on page 1 of Chapter 5 (DEQ):

“This process represented a first step toward establishment of a financially constrained system. As additional information is developed on overall system performance, and there is a better understanding of the needs to implement the land use goal of Region 2040, the modal mix and list of projects in the financially constrained transportation program may change significantly.”

JPACT Recommendation on Comment 110: Agree; revise as proposed.

111. Comment: Add the following text at the end of the third paragraph of the Preface (DEQ):

“The resulting financially constrained system should be seen as being transitional in nature, with significant changes possible as further refinements are made.”

JPACT Recommendation on Comment 111: Agree; revise as proposed.

112. Comment: Describe the conformity process to some degree of detail and define “regional significance” in terms of the transportation system and for air quality conformity. Also, describe the relationship of the RTP systems to the ozone and carbon monoxide maintenance plans (TPAC).

JPACT Recommendation on Comment 112: Agree; Metro staff will work with DEQ to include such language in the final document.

FUTURE ANALYSIS & POLICY

113. Comment: Need to develop an improved measure of roadway congestion that considers more than peak hour demand to avoid over-building facilities (Burkholder).

JPACT Recommendation on Comment 113: Agree; the Congestion Management System (CMS) considers alternative measures for managing congestion. These alternatives will be considered as part of the Phase II effort.

114. Comment: Regional government needs to examine the use of financial incentives/disincentives in promoting TODs (Gould).

JPACT Recommendation on Comment 114: Agree; the allocation of TOD-related funding included in the RTP project lists will be based, in part, on a Phase II analysis of how public expenditures and policies can best leverage transit-oriented developments.

115. Comment: Fund studies of congestion pricing, user fees and other market-based strategies that put all forms of transportation on a level playing field in terms of funding and operating costs (Parker).

JPACT Recommendation on Comment 115: Agree; market-based strategies are identified on page 31 of Chapter 1 in the discussion of TDM strategies. Congestion pricing is discussed as an outstanding issue on page 27 of Chapter 8.

LAND USE

116. Comment: Reference 20-year forecasts (instead of 2040 statistics) in Chapter 1, Section C (Clackamas Co.).

JPACT Recommendation on Comment 116: Agree; delete second sentence of last paragraph on page 1-4, and replace with the following:

"The regional forecast (intra-UGB) for the year 2015 predicts nearly 370,000 new residents and over 380,000 new jobs over 1990 levels for the Oregon portion of the metro area."

RTP RELATIONSHIP TO THE MTIP

117. Comment: Clarify the relationship between the RTP Financially Constrained list to the Metro Transportation Improvement Program (TPAC).

JPACT Recommendation on Comment 117: Agree; staff will include clarification language in Chapter 1, Introduction, and Chapter 8, Implementation, as follows:

The federal RTP identifies both a preferred and a financially constrained set of 20-year improvements. The preferred system is a 20-year blue print intended to address growth by generally maintaining current levels of roadway performance and providing improved levels of alternative mode choice. The constrained system reflects a set of projects the region anticipates it can afford to construct over twenty years given available revenues. ISTEA planning guidelines require that the entire RTP, including the constrained system, be evaluated at least every three years to reflect changing conditions.

The Metro Transportation Improvement Program (MTIP) is the region's three year funding document. The MTIP schedules and identifies funding sources, for projects of regional significance to be built over a three year period. Federal law requires that all projects using federal funds be included in the MTIP. In developing the MTIP, the region gives top priority to strategic transportation investments which leverage and reinforce the urban form outlined in Chapter 1, of this plan, and when adopted, the Regional Framework Plan. The MTIP is adopted both by the region's MPO and the Oregon Transportation Commission for inclusion into an integrated State TIP (STIP). The MTIP must be revised at least every two years.

Projects included in the MTIP must also be included in the financially constrained system. However, while the adopted financially constrained system should provide the basis for MTIP funding decisions, projects may also be selected for funding from the preferred system. In the event a project or projects are drawn from the preferred system for funding, the RTP constrained system will be amended to include the project or projects. In addition, when the constrained system is amended, financial constraint must be maintained either through identification of additional revenues or removal of other projects from the list. Except in the case of exempt projects (as defined by the federal and state conformity rules) any such action will require an air quality conformity determination (which is standard as part of the development of a new MTIP, see "Air Quality Conformity," below).

ADDITIONAL JPACT AMENDMENTS

118. Comment: Recommend the following revisions/additions to the Roadway Functional Class map (Figure 4-1) (Washington County).

Revise as regional through-route arterial:

- Highway 47 Bypass in Forest Grove

Add as major multi-modal arterial:

- East/West arterial in Beaverton from Highway 217 to Murray

Add as minor multi-modal arterials:

- Beef Bend/Elsner from 99W to Scholls
- 112th Avenue from Sunset to Cornell
- Walker Road from Murray to Cornell
- Bethany from West Union to Kaiser

JPACT recommendation on Comment 118: Agree; revise as proposed.

119. Comment: The discussion of "preferred" transit services in Chapter 1 should be complemented with a more detailed Chapter 7 description of what elements can actually be funded with the "constrained" 1.5% annual service increases (Washington County).

JPACT recommendation on Comment 119: Agree; recommend including a detailed discussion of the "constrained" transit system as part of updating Chapter 7 to reflect the final "constrained" system.

120. Comment: Revise National Highway System map (Figure 4-1) to reflect Forest Grove Bypass (Washington County).
121. Comment: Revise National Highway System map to show 242nd/Burnside as the NHS connection between I-84 and Highway 26 (City of Gresham)

JPACT recommendation on Comment 120 and 121: Agree; recommend the following text revision to Chapter 8 (Outstanding Issues):

15. Proposed National Highway System Revisions

The following revisions are proposed for the National Highway System map (Figure 4-1) during the next scheduled review:

- Forest Grove Bypass route on Highway 47 as "Other NHS Highway"
- 242nd Avenue/Burnside in place of 181st Avenue/Burnside as "Other NHS Highway"

122. Comment: Revise the bullet at the bottom of page 14 of Chapter 1 to include Highway 99W as a route that would not be upgraded to freeway standards (Washington County).

JPACT recommendation on Comment 122: Agree; revise as proposed.

123. **Comment:** The discussion of Main Streets in Chapter 1 is too detailed, given the lack of analysis that has been done at this time. Revise the top of page 11, Chapter 1 as follows (Washington County):

“...with street designs that ~~provide less auto capacity than Corridors, and~~ emphasize pedestrian, transit and bicycle travel.”

JPACT recommendation on Comment 123: Agree; the land use elements in this section will be developed in much more detail as part of the Phase II effort. Recommend revision as proposed.

124. **Comment:** Revise Transit System Map (Figure 4-4) to show Mcloughlin alignment from Milwaukie to Oregon City as a “red” line (indicating the high-speed transit network) (Washington County):

JPACT recommendation on Comment 124: Agree; revise as proposed.

**Interim
Federal Regional
Transportation
Plan**

**Comments Received
April 12 – May 10, 1995**



METRO

Interim Federal Regional Transportation Plan

Comments Received April 12 – May 10, 1995

This document provides a compilation of comments received from the release of the public review draft of the Interim Federal RTP on April 12, 1995 through the close of the public review and comment period on May 10, 1995. This report is divided into two sections:

- **Letters and Comments.** This section includes copies of all letters or documents received or submitted into the record during the comment period. It also includes oral comments received at four public meetings before members of the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT) and the Transportation Policy Alternatives Committee (TPAC) held April 13, 17, and 18, 1995. An index of all comments received follows this page.
- **The Appendix.** This section includes sample copies of public notices, news articles, press clippings, and other associated material.



METRO
Interim Federal Regional Transportation Plan

Comments Received
April 12 through May 10, 1995

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Section One

**Letters and
Comments**

2040 framework



Transportation

Comment card

The 30 day comment period for the FY '96 MTIP and the draft federal RTP will close May 10 at Noon. Please mail comments to the address on the back of this page or fax to 797-1794.

Name Robert LeClair Date 4-13
Affiliation _____
Address 315 High St. #108 Phone _____
City/State/ZIP Oregon City OR
Comments (please print) _____

① Bike Right-of-Way at Market and I-205 bike path. Presently bikers need to stop at to cross Market. Give bikers some clout and have vehicles yield to bikers. At Market ^{bike} momentum is high, Market is a low volume route; cars could yield here to bikes.

② I prefer the N-S light rail route along I-205 from Airport → Gateway to Clatsamas TC. to Oregon City. Growth is booming in Mt. Scott, Sunnyside areas and their transit options are limited. The N-S route through Milwaukie only duplicates an already existing bus route.



METRO

2040 framework



Transportation

Comment card

The 30 day comment period for the FY '96 MTIP and the draft federal RTP will close May 10 at Noon. Please mail comments to the address on the back of this page or fax to 797-1794.

Name IF ABRAMSON Date 4-17-95

Affiliation MULTNOMAH CO.

Address _____ Phone _____

City/State/ZIP _____

Comments (please print) _____

EX-1015
CORRECT FREIGHT MAP TO SHOW 20TH CORRIDOR
(NOT 201ST AS SHOWN); CHANGE BIKE MAP DESIGNATION
FROM BURNSIDE TO GUSNET TO READ "PROPOSED"



METRO

Mary Vogel
3700 NW Columbia
Portland, OR 97229
503-645-1992

TRANSPORTATION DEPT.

APR 19 1995

April 17, 1995

Dear Mr. Cotugno,

Attached is testimony that I wish to have substituted for what I said during my two minutes tonight at the Metro Regional Transportation Plan hearing. I had not originally intended to testify tonight, only to pick up the draft plan and materials and prepare testimony for tomorrow's hearing in Beaverton.

When I arrived at Metro another person present convinced me to testify anyway— with minimal preparation. I'm afraid it showed.

*Although it seems far too late
in the process to be affecting
any significant change in
direction in the RTP, I hope
that these comments can be given
serious consideration — and will influence your own
thoughts a bit...*

Sincerely,

Mary Vogel
Mary Vogel

Mary Vogel
3700 NW Columbia
Portland, OR 97229
503-645-1992

April 17, 1995

My name is Mary Vogel. I'm the Vice President for Field Trips and Education for the Portland Chapter of the Native Plant Society of Oregon. At the end of this month, I step into a new position for the Portland Chapter, Urban Conservation.

The Native Plant Society of Oregon is a pedestrian-oriented organization. One of our major activities are field trips on foot to see wildflowers and native plant communities. Until this year when we decided to see for ourselves what Ballot Measure 26-26 was about on the ground--offering "public-welcome" field trips to URBAN natural areas--we have largely done most of our walking out-of-town in relatively pristine areas.

Our experience as an organization is that people love to walk when given the opportunity to do so in a safe and pleasant environment. However, I think it would be an understatement to say that most of our transportation infrastructure for the last 50 years has not focused on increasing the attractiveness and the safety of the pedestrian environment. *Rather it has focused on destroying it.* The pedestrian who wishes to walk to work--or even to shop or dine--is assaulted by speed, noise, fumes and barriers. High speed roads have replaced foot and horse paths and most of our native vegetation, making the pedestrian commuter experience hazardous at best to impossible at worst in most of the region. For example, I live in unincorporated Washington County near 185th and Sunset Highway. There is no safe way that I'm aware of for me to walk or bike into town from where I live.

It is time for the pendulum to swing in the other direction with our transportation funding. *It is time to focus exclusively on restoring options for pedestrians, bicyclists and transit riders.* If we want to relieve automobile congestion, why continue to focus on creating more exclusive area for them to occupy? Build and widen more roads and more cars will come. This we know from the last 50 years' experience. Build more walking and bicycling paths that are truly safe and pleasant commuter corridors, and more people will use them instead of their automobiles.

Nearly as important as safety for the pedestrian--and the cyclist--is the attractiveness of the experience. Without 2000 lbs. of air-conditioned steel box surrounding them, the pedestrian and the cyclist are much more dependent upon TREES to shade them from summer's heat and shelter them from winter's wind and rain. *Trees are as important to the pedestrian experience as paved sidewalks.* Personally, I feel that they are more so. I would much rather walk on a tree-lined footpath than 12 feet or more of concrete or asphalt.

Trees--especially native trees--create more habitat for our native wildlife too. The pedestrian would much prefer to be scolded by a Douglas squirrel than by an automobile horn. Far more attractive for the pedestrian is the sound of birds singing than the sound of semi-trucks downshifting. After their first year or two, native trees will need less maintenance too--especially if planted with a native shrub and herb layer. Having tree-lined paths will get more people out of their automobiles. If properly designed, they will also lessen some of the damage that roadways do to our urban watersheds. A portion of the \$27 million Regional Reserve Fund should be spent to restore our native vegetation along commuter foot and bike paths such as the I-205 trail, the Springwater Corridor, the proposed Peninsula Crossing trail and other proposed regional trails.

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The fewer roads we build or widen, the less native vegetation we destroy. The fewer cars on the roads, the less we destroy the air quality and the water quality that our native vegetation and wildlife--and we ourselves--depend upon. So improved transit and transit-oriented design (TOD) are also high funding priorities for the Native Plant Society, Portland Chapter. Again, we recommend native plants be retained or restored in any new TOD or transit center development or re-development. Through thousands of years they have adapted to the climate and soils of our region and our native wildlife has adapted to them. All new design should be built to protect rather than degrade our watersheds--with bio-filtration swales for all parking lots.

To conclude, the Portland Chapter of NPSO supports the pedestrian, bicycle and transit-oriented projects in the RTP with the caveat that those projects should focus on retaining or restoring native trees and vegetation wherever possible. We feel that future transportation planning should focus on creating more tree-lined pedestrian and bicycle commuter paths that are separate from those for the automobile. We support the density necessary to have frequent transit service; however, TODs need to become models for sustainable development--incorporating native plants and other water and energy conserving techniques throughout. Whenever parking lots or new paved surfaces are created, they should be linked with native plant-lined bio-filtration systems.

Thank you for the opportunity to testify.

cc: Patricia McCaig
Ed Washington
Earl Blumenhauer
Mollie O'Reilly
Tom Walsh
Andy Cotugno
Susan McLain
Steve Hinton, NPSO Legislative Chair
Sue Allen, NPSO Portland Chapter President

April 17, 1995

Testimony on Regional Transportation Plan for Metro

Submitted by Lon Lasher
TP Freight Lines
1830 SE Center St.
Portland, OR 97202

My name is Lon Lasher and I am Administrative Services Manager for TP Freight Lines, a regional L-T-L carrier covering Northwest Oregon and Southwest Washington.

Although our roots are on the Oregon Coast, we have been expanding in recent years to add regional distribution accounts. Because of its location, we believe Portland is a good hub for distribution of goods and products throughout the Pacific Northwest. A good airport, good access by ships, three major railroads to serve the area and excellent interstate freeway routings contribute to Portland's attractiveness.

We work with a number of companies which ship by rail, by water, by air, and particularly by truck, to Portland. They drop ship at our dock or we unload from their containers. Working with marketing partners, we can then distribute their products overnight to all of Oregon and Washington and into northern and western Idaho.

They like this approach because it is easy for them to control the flow of goods. They can schedule shipments into the Northwest knowing we can meet their needs in a timely manner. Because of the increase of "just in time" inventories where transportation often serves as a moving warehouse, we believe the future holds even more growth of this concept.

We support any projects that improve the traffic flow in and out of Portland and through sections of the city. While our terminal is in Southwest Portland, many of our customers are located along Columbia Blvd., or are accessed by using that street. The same is true of Interstate Ave. and Marine Dr. Many hours are wasted as our drivers fight congestion along these routes. Better signaling, overpasses and intersection improvements will help as will modernization of Marine Drive near T-6.

TP Freight Lines commends the Port of Portland, Metro, the City and other governmental agencies that are including freight movements in their long range planning programs. Portland became attractive as a hub because of our transportation system. It has some problems that need to be addressed. We voice our support of the Freight Projects as included in the FY 1996 Regional Transportation Plan as one method to deal with these issues.

11



OREGON EPISCOPAL SCHOOL
1300 Southwest Steel Road
Portland Oregon 97228
1988

Sue Knight

Director of MTP funds (\$2 million) Please dedicate the funds to:
 PEDESTRIAN PROJECTS BICYCLE PROJECTS
 TOD in BEVERLY? Public Transit
 NO ROADWAY IMPROVEMENT PROJECTS!!
 Sue Knight
 Jim Callahan



CONTENTS ON draft interim REGIONAL
 TRANSPORTATION PLAN
 We must have the foresight to resist our
 emphasis to new ways of spending that
 reduce dependence on automobiles. How
 can we make it more efficient, economical,
 & pleasant to use pedestrian, bicycle,
 and transit networks? We must
 legislate incentive to preserve open
 space, cleaner, clean water,
 & healthy breathing. Sue Knight



2040 framework



Transportation

Comment card

The 30 day comment period for the FY '96 MTIP and the draft federal RTP will close May 10 at Noon. Please mail comments to the address on the back of this page or fax to 797-1794.

(similar to Seattle Metro electric buses)



METRO

Name Tim Gould Date April 17, 1995
Affiliation SW Air Pollution Control Authority
Address 2022 E. GM St. #8 Phone (360) 750-1971
City/State/ZIP Vancouver, WA 98661

Comments (please print) Comments address several issues:

- Pedestrian access → Measures in the plan to improve access for pedestrians to business areas & transit corridors should be given very high priority. The Hawthorne Bridge sidewalk-widening project is a very important project for improving walkability between inner SE neighborhoods & downtown. (I have friends who walk this route, but they are heartier souls than the median of the population). Installing sidewalks where none exist should be your #1 priority.

- Bicycle Lanes → Bicycle commuting to downtown and other regional centers from adjacent areas will help reduce auto congestion, air pollution, and parking woes. As much as we might like recreational routes, bike commuting routes give more benefit for the dollar.

- Transit oriented development → This is the essence of making land use and transportation plans work well together. Regional governments need to examine the use of financial incentives/disincentives to encourage TOD, such as differential impact fees. This may require changes at the state level—in both Salem & Olympia—to allow such measures

- Fastlink → An excellent plan to move people in corridors that can't accommodate more vehicles and make use of transit more practical for a larger number of people. Use of electric trolley buses on corridors such as Hawthorne Blvd. and access to NW from downtown will keep noise and air pollution from increasing.

- Light Rail → First, an apology for my short-sighted fellow voters from Clark County. MAX should be viewed as a continually growing system as densities and corridor congestion warrant additional lines. In addition to the N/S route all the way through Vancouver

to Hazel Dell, a loop route should be added which branches from the eastside line to PDX then crosses the I-205 bridge and travels through Cascade Park, Orchards, Vancouver Mall, 4th Plain Blvd corridor, Clark College, and back to downtown Vancouver where it connects

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13 (over)

Regional Transportation Plan

Planning Department

Metro

600 NE Grand Ave.

Portland, OR 97232-2736

(continued)

to the northern line. Trains on this route would not enter downtown Portland but transfer from the north line to the eastside line at "Rose Quarter" next to the Coliseum & Blazer Arena. MAX will go to Clatsop County; a reawakening of attitudes may be necessary but it will happen -- don't eliminate the "North bank" from the plan.

- Intercity Rail \Rightarrow With increased densities and redevelopment of the River District in NW, serious consideration should be given to moving the Amtrak station across the Willamette River next to the "Rose Quarter" MAX & bus transit station. Advantages:

- (1) Intercity rail station close to crossing pt. of S/N & E/W MAX lines
- (2) Use Albina cut-off tunnel to avoid out-of-way route to St. Johns -- all east side of river.
- (3) Keep high speed trains away from neighborhood (River Dist) + ...

14



METRO

Date: May 5, 1995

To: Tom Kloster, Senior Transportation Planner

From: Larry Shaw, Senior Assistant Counsel *LARRY SHAW* *lpj*

Regarding: DRAFT FEDERAL RTP AMENDMENTS
Our file: 10.§3.J

April 1995 Interim Federal RTP

Your draft shows changes from the 1992 RTP which will remain in force during the interim as the state RTP. It is important to avoid provisions in this new, decoupled federal RTP that could be interpreted as new land use decisions. The federal RTP is a systems plan for funding eligibility only. This memo suggests amendments to address decoupling and avoiding land use decisions.

Introduction

A. Fifth bullet: "endorsement of a set of 10-year regional priority improvements to the transportation system for funding eligibility"

Eight bullet: ("land use aspects") omit or completely rewrite as a description of land use context, not "endorsement" or adoption of anything about land use.

I-3.B, last paragraph: Add this sentence: "The 1992 RTP revision has been found to be consistent with the Regional Urban Growth Goals and Objectives and statewide land use planning goals. It will remain the "state RTP," Metro's transportation functional plan until amended in 1996."

I-4.D, first paragraph, last sentence: "such as the preparation of a state and a federal RTP"

I-6 State Planning Requirements, second paragraph: amend last sentence "(see also 1992 RTP Chapter 8, Section E)," then add: "The 1992 RTP will remain as Metro's functional plan for transportation under state law until amended and adopted as the regional TSP."

Chapter 1

I-23 - Why are freight systems goals "Draft Goals and Objectives?"

Chapter 2

2-1, A. First bullet, first line: "The regional land use pattern defined here based on the direction of the 2040 Growth Concept and local jurisdiction comprehensive plans . . ."

2-1, B. First paragraph, first line: "The Region 2040 Growth Concept analysis provides a unique forecast . . ."

2-1, last two lines: "would require an expansion of the urban growth boundary to accommodate these increases." (omit "by 14,500 acres"). This change is critical.

2-2, add to third paragraph: "This analysis is based upon the 2040 Growth Concept currently undergoing review, amendment and reanalysis before final adoption as part of regional goals and objectives, however the following land use components, concepts and associated growth forecasts from the Region 2040 Concept Analysis are the long-range growth assumptions for this interim federal RTP:"

2-7, second paragraph: "Implementation of the final Region 2040 Growth Concept into RUGGO will involve . . . local comprehensive plans must be, and are consistent with the 1992 RTP . . . It is anticipated that local plans will be revised to reflect the final Growth Concept and the regional framework plans as the region implements the final Growth Concept. A ranking system . . ."

Chapter 3

3-1, first paragraph, line 2: ". . . in Metro's adopted Region 2040 Growth Concept proposal and . . ."

3-1, third paragraph, fifth bullet: ". . . and for the adopted 2040 Growth Concept proposal . . ."

Chapter 4

4-1, fifth paragraph, line 2: ". . . an adopted regional Growth Concept proposal. The program description of urban form will help . . . and Region the final 2040 Growth Concept will help . . ."

Tom Kloster, Senior Transportation Planner
May 5, 1995
Page 3

4-2, first line: ". . . In December 1994, the Metro Council adopted a 2040 Growth Concept proposal . . ."

4-2, first full paragraph, second last sentence: "The final 2040 Growth Concept is scheduled to be completed and adopted into regional goals and objectives by summer 1995. The UGB analysis is scheduled to be completed in early 1996."

Chapter 8

8-1 A. Fourth paragraph, second sentence: "All local comprehensive plans and future amendments to local plans are required by state law to be consistent with all adopted state RTP policies . . . to require an amendment to a local comprehensive plan or to amend the state RTP."

8-2 add paragraph before B:

"This interim federal RTP has been separated from the 1992 RTP, which is now the "state RTP," Metro's state law required transportation functional plan. Local plans by state law must be consistent with the state RTP. That plan has a local plan consistency process in Chapter 8.F. It allows Metro to review and respond to any alleged local plan inconsistencies by amending its RTP to maintain local plan consistency with the state RTP. To the extent that this fiscally constrained interim federal RTP identifies policies or projects different from current local comprehensive plans that are, in turn, inconsistent with the state RTP (1992 RTP), Metro will consider an immediate amendment to its state RTP when local plans are amended. Since most projects in this constrained federal RTP are already in both the adopted RTP and adopted local comprehensive plans, few such consistency reviews are anticipated."

Conclusion

rpj
1972

cc: Mike Hoglund



May 4, 1995

380 "A" AVENUE
POST OFFICE BOX 369
LAKE OSWEGO,
OREGON 97034
(503) 635-0213
FAX (503) 697-6594

Ms. Ruth McFarland, Presiding Officer
Metro Council
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Ms. McFarland:

ALICE L. SCHLENKER,
MAYOR

I would like to take this opportunity to comment on the Interim Federal Regional Transportation Plan, which the Metro Council will consider on May 25, 1995. I realize that additional work will be taking place immediately following the adoption of this version of the RTP, as this is an interim document, but the City would like to go on record with comments at this time.

HARLES C. (MIKE) ANDERSON,
COUNCILOR

BILL ATHERTON,
COUNCILOR

In 1992, the City went through a process to update its transportation policies. Based on that experience, I can appreciate the difficulty of updating planning documents in this period of transportation policy change. Metro has done a laudable job. One of the issues raised in our local update, was the roadway functional classification of McVey/Stafford Road. The City Council adopted new classifications for this road that it felt were more in keeping with the surrounding land uses, function of the roadway and anticipated traffic volumes. The local classification of McVey/Stafford now ranges from Major Collector to Major Arterial, depending on the segment. The City would like to suggest a regional roadway functional classification for McVey/Stafford of Minor Arterial between I-205 and Hwy. 43 rather than Major Arterial as shown in the Draft Document, Figure 4-1. This would provide a classification closer to the actual function of this roadway as well as to the locally applied designations of the road. It would also provide an incentive for the community to review the existing local designations and provide an opportunity for discussing a more consistent local designation.

HEATHER CHRISMAN,
COUNCILOR

BILL KLAMMER,
COUNCILOR

CRAIG PROSSER,
COUNCILOR

MARY PUSKAS,
COUNCILOR

The City also heartily supports the projects of regional significance that have been included in the Financially Constrained Network list, including projects affecting roads leading to Lake Oswego, such as Clackamas County projects 11, 18, 19, 21, and 26. We also are in full support of ODOT project 9, I-5 Ramp Reconstruction at Hwy. 217; projects 83, 84 and 85, Terwilliger, A Avenue and McVey/Green intersections with Hwy. 43 and Tri-Met project 19, which will provide 150 park and ride spaces within Lake Oswego. We find these projects to be of regional significance and necessary for the City to meet its local transportation goals as well as Metro's.

The City also strongly recommends the addition of several projects from its Public Facilities Plan for Roadways (PFP). The City adopted its PFP in 1992, to address safety and congestion problems anticipated over the 20 year planning period. Several projects of regional significance on the PFP should be included on the Financially Constrained Network list for the RTP. These additional projects are attached. JPACT and TPAC will also be apprised of this recommendation.

Thank you for the opportunity to comment on the RTP. If you have any questions, please call me or Tom Coffee, Assistant City Manager at 635-0290.

Sincerely,



Alice Schlenker
 Mayor

cc: Don Morrisette, Councilor, District 2
 Rod Monroe, Chair, JPACT
 Rod Sandoz, TPAC representative
 Lake Oswego City Council Members

| Additional Projects Affecting Lake Oswego Recommended for Interim Federal RTP | | |
|--|---|---------------------|
| Project | Modal Significance | Project Cost |
| Kruse Way/Westlake Intersctn; turn lanes, signal timing | TSM, Bike/Ped, Regional Significance | \$ 100,000 |
| McVey/South Shore Intersctn; 2 left turn lanes, r-turn lane, signal | TSM, Bike/Ped, Regional Significance | \$ 400,000 |
| Hwy 43, Terwilliger to McVey; signal intertie | TSM, Regional Significance | \$ 240,000 |
| Boones Ferry Road, I-5 to Country Club; signal intertie | TSM, Regional Significance | \$ 200,000 |
| Kruse Way/Carman Intersctn; r-turn lanes; improve signal timing; add bus pullout | TSM, Bike/Ped, Transit, Regional Significance | \$ 100,000 |
| Hwy 43/Cherry Street Intersctn; left turn lane, improve approach to Hwy 43 | TSM, Bike/Ped, Regional Significance | \$ 820,000 |
| Total Cost of Additional Projects | | \$1,860,000 |

May 7, 1995

to: Tom Kloster, METRO

From: Rex Burkholder

Re: RTP comments

If you have any questions, please call. 282-2599

| Location | Comment |
|-------------------------------|---|
| I-3. C ¶ 1 | Add text "...attributed to one cause—rapid growth in the use of automobiles" |
| I-3 C ¶ 2 | Add text "Therefore, newly developing parts of the region may be in need of entirely new roadway, bicycle, pedestrian and transit systems. . ." |
| 1-4 C last bullet | Don't drop reference to "quality of life" |
| 1-4 C last ¶ | Statement that "economic growth is necessary for viability of the region. . ." is an unsubstantiated value statement. Many feel that continued economic growth is detrimental to the environmental and social health of area. Drop first sentence |
| 1-5 System cost | Change "...adequate levels of mobility accessibility to the. . ." |
| 1-7 obj 1, perform. criterion | Change: "The number of job opportunities available within 30 minutes from major residential sectors by the fastest mode transit during peak hours should be equal to or greater than today." Reference to fastest mode reinforces SOV's as mode of choice and requires continued expansion of highway capacity to ensure high speed motor vehicle travel, encouraging sprawl and making other modes less viable. |
| "obj 2 | Drop "transportation disadvantaged" All residents should have transit available for work trips. |
| "obj. 3, perf. criterion | Change: "...total regional population having access to regional retail and service opportunities within 15 minutes by fastest mode bicycle during off-peak hours ..." Regional shopping opportunities are addressed in objective 4. |
| "obj. 4, perf criterion | Replace "fastest mode" with transit. Same reasoning as previous comment |
| 1-8 System Goal 2 | Change: "...improve corridor operational improvement (including application of Advanced Traffic Management System (ATMS) freeway and arterial management techniques), completion of bicycle and pedestrian facilities and transit service." ATMS is controversial for use on surface streets and should not be included in policy. Transportation options, including bicycle and pedestrian facilities, must be available before SOV expansion if we expect people to make choices other than SOV's. |

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| | |
|-------------------------------------|--|
| 1-8 Sys. goal 3 obj. 9 | Add: <u>9. Objective : To improve local transportation options by completing bicycle and pedestrian networks in the Central City, Regional and Town Centers, Corridors and Main Streets</u> |
| 1-10 | Add to description of Central City and Regional Centers and Town Centers: <u>These areas will feature a high-quality walking and bicycling environment.</u> Downtown Portland thrives because people can walk and bike easily (compare with Lloyd District where the worst traffic is at lunch time because so many people drive from their office towers to the fast food on NE Broadway and Weidler |
| 1-12 ¶1 | Cut last sentence. This is unnecessary and inconsistent with goals of balanced transportation system. |
| 1-13 Goal 1 | Major through routes and multi-modal arterials should be treated separately. Many strategies and goals acceptable for freeways are incompatible with other uses for and around surface roadways. |
| 1-13 Obj. 2 | CHange: "To maintain a reasonable level of vehicle speed on the regional through routes and multi-modal arterials... " Level of Service is inappropriate measure for multi-modal arterials. LOS should be dropped as criteria for multi-modal arterials until development of appropriate measure of multi-modal accessibility is developed. Speed should never be maximized on non-freeway facilities, especially when those facilities traverse areas designated Main Streets, Corridors, regional and town centers and Central City. |
| "Obj. 3 | CHange: "To maintain a reasonable level of vehicle speed on the regional through routes and multi-modal arterials... " |
| 1-14 4th bullet | Drop language setting traffic movement as highest priority for non-freeway facilities. This would prevent many pedestrian and bicycle improvements to ensure capacity remains for infrequent emergencies and effectively create parallel through routes, e.g., MLK and I-5. Excess traffic always seeks the least crowded route in a corridor. Treating side routes like freeways will mean that they will become full of freeway level traffic. |
| 1-15 Major arterial Design Criteria | Add bullet: <u>Bicycle Lanes are the appropriate design treatment for bicycle travel on Major Arterials</u> Action 2D.1 of the Oregon Transportation Plan calls for "renovating arterials and collectors with bike lanes..." The design criteria for Major and minor arterials must include specific mention of bike lanes as the required design component for bicycle travel, otherwise the RTP will be inconsistent with the OTP and accepted engineering practices. |
| 1-15 Minor arterial Design Criteria | Add bullet: <u>Bicycle Lanes are the appropriate design treatment for bicycle travel on Minor Arterials</u> |

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- 1-15 5th bullet Drop. See comment above, 1-14 4th bullet
-
- 1-16 Collectors Drop 2nd sentence. The best bicycle routes are the roads that take you where you are going. Well designed roadways with bike lanes are what is needed, lower traffic volumes and speeds don't do you any good if the road doesn't take you to your destination quickly and directly.
-
- 1-16 Collector System Design Criteria Add bullet: Bicycle Lanes are the appropriate design treatment for bicycle travel on Collectors
Change: "Parking should generally be unrestricted on collectors ~~except where removal is necessary to accommodate bicycle lanes.~~"
-
- 1-24 Regional bicycle system Change 3rd sentence: "... will provide safe and convenient ~~routes for existing bicyelists~~ bicycle travel...."
-
- 1-25 Goal 1 Change Goal 1: Bicycles are the preferred mode of travel for trips under 5 kilometers.
-
- 1-25 Goal 1 Obj 2. Add new objective: Provide direct, convenient and attractive bikeways integrated with other transportation modes.
-
- "" Obj.1 CHange: "... to develop ~~the most safe, cost effective, and aesthetic safe~~ a convenient, accessible and attractive system of regional bikeways throughout the region."
-
- "" Policy 1 Delete: "whenever practical and possible"
-
- "" policy 4 CHange "(i.e. AASHTO) (i.e. The Oregon Bicycle and Pedestrian Plan)"
-
- "" policy 6 Delete: "when possible"
-
- 1-25 Goal 2 Replace with: Focus regional funding on bicycle improvement projects which most improve the bicycle system and help complete the regional bicycle network.
-
- "" obj 1 Policy 1 CHange "(i.e. AASHTO) (i.e. The Oregon Bicycle and Pedestrian Plan)"
-
- "" policy 3 Delete: "funding for bicycle facilities will ~~be maintained or increased in . . .~~"
-
- 1-26 Goal 3 Add new policy: Develop licensing program for bicyclists, including training programs for all school age children in the region.
-
- 1-27 Goal 1 Change: "Walking is the preferred mode of travel for short trips and to transit"
-
- 1-28 last ¶ ATMS must be designed so that pedestrian and bicycle accessibility is improved. Also, adjacent land uses should determine use of ATMS. The threat to peds and cyclists increases exponentially with speed. High speed travel, over 20mph, is incompatible with high quality pedestrian environment.

23

1-29 3 ¶ Add: "encourage drivers to not drive alone, or not to drive at all, especially during..."

1-32 Parking management
t Parking also consumes incredible amounts of scarce land. Based on current patterns, the amount of additional land area that would need to be paved for vehicle parking alone is 22.5 square miles or 14,400 acres about the size of the Urban Growth Boundary expansion proposed in the Region 2040 Concept.

Assumptions:

| | |
|---|-----------------|
| Ratio of registered motor vehicles to population (current DMV figures): | 1:1 |
| Number of parking spaces per vehicle (estimated current regionwide): | 8:1 |
| Projected population increase by 2015: | 700,000 |
| Typical parking space area (8'x14') | 112 square feet |

(This could be as much as 44,000 acres if accessways, landscaping, etc., were included in the calculation. Based on a figure of 126-140 parking spaces per acre from *Affordable Housing and Parking Requirements*, Todd Litman, 1994)

Maximum parking ratios should be set by Metro in the next RTP

2-5 All discussion of roadways, especially in suburban areas, must include bicycle and pedestrian facilities, per ORS 366.514. The word "multi-modal" is missing under headings of Subareas 4, 5, 6 and 7.

4-2 B 1 ¶ The first sentence is not supported by fact or experience. The need for additional capacity is debatable. With true-cost pricing of transportation and availability of alternatives, the "capacity problem" would disappear overnight. Economic development can occur without increase in capacity, and even when capacity is reduced, (e.g., in European cities where autos are banned from the central city). Unsupported and debatable ideological statements such as this do not belong in this document.

This paragraph confuses need with demand. Economics 101 teaches that demand for a subsidized product is infinite whereas transportation need is determined by a number of factors, including land use.

4-2 B Add 4th bullet: "• to reduce demand for transportation through land use changes and true-cost pricing of transportation"

4-4 ¶s 1,2,3 Add to each discussion item: "Bicycle and pedestrian systems must be completed."

4-5 last ¶
4th sent Add: "to serve shorter trips to and within the Central City..."

4-6 2nd
bullet Add: "a regionally significant bikeway system and supportive local bikeways."

4-17 3rd ¶
Last sent. Change: "Bicycle facilities ~~should~~ shall be incorporated into all highway roadway projects in accordance with ORS 366.514." Note: it is ORS 366.514

4-17 Add bullet: "Identify and implement stand-alone bicycle projects which improve the cycling environment in the areas and corridors of regional interest, the Central City, Regional and Town Centers, Station Communities, Main Streets and Corridors."

Roadway
Functional
Class Map

Change: NE Broadway/ Weidler from I-5 to NE 39th from Major to Minor Multi modal arterial

NE Sandy Boulevard from NE 39 to SE 7 from Major to Minor Multimodal arterial

In general, roads designated as Main Streets should not be considered as Major Multi-modal Arterials, there may be more that should be changed which I am not familiar with.

NHS map

Remove: NW Glisan/Everett, NW Broadway from NHS map. These roads are narrow and have difficult time accomodating multi-modal traffic without the additional truck traffic which should be using the regional through routes not minor arterials.

Regional
bicycle
network

THis map is inconsistent with the Transportation Planning Rule and the Oregon Transportation Plan as many arterials and collectors are not shown as including bike lanes. This omission is especially glaring in the City of Portland. It is also inconsistent with the principles used to develop the transit and roadway maps in that it shows only proposed projects, not the complete system envisioned by the RTP.

Suggested change: Add bike lanes to all roadways classified as Major and Minor Multimodal arterials.

Chapter 5
and 7,
Project lists

Add: Major Bicycle Upgrade Fund under Metro's Jurisdiction to be allocated to the same areas proposed under Major Ped Upgrade Fund: Project cost : \$40 million

6-3

Bicycle System: Add performance criteria: % of local bicycle system completed

6-3
Accessibilit
y:

Change: "... accessible in peak hour bytransit within 30 minutes..."

Change: "... within 15 minutes byfastest mode transit in the ..."

Change: "... within 30 minutes byfastest mode transit in the ..."

8-11
Priority 1

CHange: "improvements that correct severe ~~existing traffic~~ multimodal accessibility problems will have top priority;"

" priority 2

Change: "...that can be demonstrated as necessary to correct ~~traffie~~ multimodal accessibility problems anticipated in the..."

" J5, 2nd
sent.

Add: "...include ramp metering, signal improvements, access control, and high occupancy vehicle lanes and adding bikeways and walkways to the regional corridor and on local system connecting to the regional facility."

8-17 6)

LOS is inappropriate measure of accessibility. Replace with multi-modal accessibilty measure

Also: Bikeways and walkways must be provided in accordance with ORS 366.514

25

8-21
Outstanding
Issues

Add 2 issues:

- 1) Allocation of costs to various transportation users, including costs currently considered "external"
- 2) Development of transportation hierarchy for funding allocation and project evaluation consistent with Region 2040

8-23 final
paragraph

Delete: "... 1000 Friends of Oregon LUTRAQ Study ~~if that study produces a viable land use/transportation strategy.~~" This study is complete and did produce a viable strategy.

8-24

TV Highway Corridor

Delete: "... will construct ~~a five lane~~ an arterial between..."

8-27 (12)

Add: "The design criteria will comply with ORS 366.514 and the Oregon Bicycle and Pedestrian Plan."

Glossary

Add definition of multi-modal arterial that includes bike lanes and sidewalks designed in accordance with accepted standards (i.e., the Oregon Bicycle and Pedestrian Plan)."



CITY OF
PORTLAND, OREGON
 OFFICE OF TRANSPORTATION

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 Felicia Trader, Director
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 Portland, Oregon 97204-1957
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 TDD 823-6868

May 2, 1995

MEMORANDUM

TO: Andy Cotugno, Metro
 Tom Kloster, Metro

FROM: Steve Dotterrer *SD*

RE: Interim (federal) RTP comments

As mentioned, the city has a number of requested concerns and amendments with the interim or federal RTP. Two major items need further discussion at TPAC.

1. What is the effect of the split federal and state RTPs on land use decisions by local governments in the region? How will it affect Metro's possible interim framework plan elements?
2. The federal RTP proposes to use the Through Route and Multimodal Arterial designation scheme sketched during the Region 2040 process. The performance objectives (pg. 1-13) use a different classification scheme. The state air quality conformity rule is based upon the previous RTP designation scheme, so some form of cross indexing will be necessary before TPAC/JPACT can make a conformity determination for minor arterials of regional significance.

Requested amendments:

1. Pg. I-3, C. Transportation Problems Addressed by the Plan, first sentence:
 "Many of the region's transportation problems can be directly attributed to one two causes--rapid growth and increasing VMT per capita."
2. Pg. 1-4, Vision Statement, first paragraph:
 "The federal Regional Transportation Plan seeks to balance the need for continued ~~economic development~~ accessibility and protection of the region's natural environment consistent with the goals set forth in the Regional Urban Growth Goals and Objectives (RUGGOs) and regional policy."

May 2, 1995

Page 2

RE: Interim (federal) RTP comments

3. Pg. 1-5, third paragraph:

This paragraph states that the IMS will be the "primary tool for coordinating transportation modes, ... and represents the first formal integration of freight and passenger issues." This may be a statement which will be true in the future, but the work of the IMS has been entirely focused on freight issues. As these freight issues are critical, I do not believe that the IMS can fulfill both functions. Therefore, the RTP itself should be the primary tool for coordinating transportation modes.

4. Pg. 1-14, fourth bullet:

In this bullet, the second body of underlined text, which speaks to very detailed operational proposals, should be deleted. After completion/acceptance of the ATMS and other operational strategies, can be added to the plan.

5. Pg. 1-15, fifth bullet:

Again, these operational issues should not be in the RTP at this time.

6. Pg. 1-28, suggested new text.

There is no discussion in the RTP of the basic signal system and its importance to capacity and safety for all modes. I'm unable to write that text myself, but I suggest that it should at least discuss the signal system which:

- serves all modes
- is interconnected
- creates safe crossings for each of the modes using an intersection

7. Pg. 1-30, bottom of page, add a new objective:

"5. Objective: Support private sector/local government initiatives to use TDM measures which allow the existing transportation system to handle increased development without adding capacity."

8. Pg. 3-1, additions to the third bullet:

"...Central City Transportation Management Plan (CCTMP) and the Sandy MACS."

May 2, 1995

Page 3

RE: Interim (federal) RTP comments

9. Pg. 4-12 and Map 4-4 Corrections:

The text notes a special map of the CBD area, which is not on the map. Additionally, the main map shows LRT in Waterfront Park.

10. Pg. 4-16:

Do not delete the section on Flexible Work hours, unless it is covered elsewhere.

11. Pg. 4-16, Regional Bicycle Network:

Do not delete recreational opportunities.

12. Pg. 5-1, second paragraph, second line:

"strategies to limiting future investments in automobile SOV capacity."

13. Pg. 6-2, first paragraph, third line:

"traditional objectives such as congestion relief, they also reflect goals to reduce the percentage of single occupant"

14. Pg. 8-21, list in Funding section:

Do not delete LRT Corridors, since several (at least Oregon City, Washington Square and Airport) are still unfunded.

2040 framework



Transportation

Comment card

The 30 day comment period for the FY '96 MTIP and the draft federal RTP will close May 10 at Noon. Please mail comments to the address on the back of this page or fax to 797-1794.

J. C. Tomk.

Name James Parker Date 4/30/95

Affiliation self

Address 4327 NE Glisan St. Phone 234-8587

City/State/ZIP Portland, OR 97213

Comments (please print) I would like to see the federal RTP include

monies for studies of methods of pricing highway use, and

using fees generated by a specific use to improvements of that

portion of the highway system used. A market-based transportation

system would put all forms of transportation (pedestrian, bicycle,

bus, rail, and the car) on a level playing field, reduce congestion,

help reduce pollution, and contain costs. A useful study of this

is "Market-Based Solutions to the Transportation Crisis" of the Bay

Area Economic Forum, published in May 1990.



METRO

Printed on recycled content paper

State of Oregon
Department of Environmental Quality

Memorandum

Date: April 26, 1995

To: TPAC, Metro Staff.

From:  Howard Harris.

Subject: Questions and comments on the draft Interim RTP.

I am providing some commentary on air quality/conformity issues regarding the draft Interim RTP write-up and suggesting some changes in language to improve the accuracy of the text.

1. Determination of regionally significant facilities in the draft Interim RTP and the upcoming conformity determination.

At this time, it is unclear what the relationship is between facilities of primary and secondary regional significance in the RTP and the determination of "regionally significant" facilities for purposes of the conformity determination. The latter determination must be made through interagency consultation. The draft Interim RTP makes the assignment merely on functional classification. The issue of regional significance will be discussed further within the context of the forthcoming conformity determination.

Related to this issue, on page 6-4 (the first bullet under Air Quality), the text indicates that the criterion for including projects in the conformity determination is "projects having a significant regional air quality impact." This is not consistent with the definitions in both the federal and state rules regarding regional significance. In summary, "regionally significant" facilities are as follows: 1) at a minimum all principle arterials and 2) facilities normally included in Metro's transportation model which serve regional travel needs. Accordingly, the text should be changed as follows:

Interagency coordination between Metro, ODOT, the Department of Environmental Quality (DEQ) and local jurisdictions to determine which minor arterials and other transportation projects [having a significant regional impact] should be considered regionally significant.

2. Conformity determinations are not made jointly by Metro, FHWA, and FTA.

In the Introduction on page I-6, first full paragraph, the narrative states that "Metro, FHWA and FTA make a joint determination that the federal RTP conforms to the Clean Air Act Amendments and EPA's conformity regulations." The Clean Air Act

Memo To: TPAC, Metro Staff.
April 26, 1995
Page 2

actually requires independent findings by the MPO and USDOT. The language should state that "JPACT makes the conformity determination which is submitted to USDOT. USDOT then makes a conformity finding based on the determination made by JPACT and submitted by Metro."

3. Air quality objectives need to include NOx.

Page 1-9 discusses the objective of maintaining the region's air quality. The performance criterion stating "Hydrocarbon emissions by transportation related sources . . ." should also include "nitrogen oxide" emissions. Since this is included in later discussions, it appears to be an oversight in this paragraph.

4. The financially constrained transit network needs to be described.

As indicated, the transit network described in Table 4-4 cannot be financed with available revenues see, page 7-5. Based on the first full paragraph on page 7-5, it appears that the financially constrained transit system includes existing bus service, the Banfield MAX, Westside LRT and North/South LRT. The discussion of transit service is confusing and should be revised to expressly describe the financially constrained system. For purposes of clarity, if the RTP is going to include both a financially constrained element and a preferred network, we recommend an additional map that displays the financially constrained system.

RECEIVED

8420 S.W. Connemara Place
Beaverton, OR 97008-6933
April 24, 1995

35

Metro
Transportation Planning
600 N.E. Grand Avenue
Portland, OR 97232

RE: WASHINGTON COUNTRY PROJECTS NO. 6 & 57
*(125th Extension between Brockman and Hall;
widening 125th from Scholls Ferry to Brockman)*

Gentlemen:

As Metro looks for public input to narrow down the list of over 400 projects for the Regional Transportation Plan, I suggest that the two above named projects be deleted from the RTP.

The proposed 125th extension is *Beaverton's equivalent of Southwest Portland's Mt. Hood Freeway*. Just because the right-of-way is available does not make it a good or necessary project. This issue has been debated almost yearly for the past 18 years. Public hearings on the subject always draw a good turnout of citizens in opposition but, rarely, does anyone testify in favor of it. The project appears to be of special interest only to a few local politicians. Now is the time to abandon a project so *few taxpayers desire*.

The RTP needs to include Washington County's most pressing transportation, safety, and congestion problems. The 125th extension, *a proposed road of mainly local significance*, will have a negative impact on safety, do little to solve congestion problems, and will create more problems than it will solve.

While attempting to reduce the traffic count on Sorrento Road, the 125th extension will place a *heavy burden on the connecting narrow neighborhood cross streets*, such as Barberry, Davies Road, Carr, Stillwell, Berry Hill, Indian Hill, and Oxbow Terrace to name a few. It will encourage more traffic to cut through the residential area of S.W. North Dakota to get to central Tigard. *Pedestrians and children at play will feel unsafe* in their neighborhoods with more cars cutting through residential areas. *More pollution and noise* will be added to neighborhoods already affected by Brockman, Greenway, and Sorrento. Ironically, the 125th extension will *not significantly reduce traffic on Sorrento* because many people will still need to use that road.

Few green spaces are left in Beaverton. Houses, apartments, and business complexes are sprouting up all over. Let's not destroy every existing forest and natural wetland enjoyed especially by wild life and children. In fact, it has been suggested that the 125th extension be

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made into a linear park. Just think how many people could enjoy an "upper" Greenway Park with walking paths, playground areas, and the small, existing forest. What a positive thing to do for the community.

Of additional concern is Washington County Project No. 57--widening 125th from Scholls Ferry to Brockman from two to five lanes. Children who live within a one and a half mile radius of Greenway Elementary and Conestoga Middle Schools do *not* have bus service. Many children walk to these schools and must cross 125th. Adding to the street system will *increase through traffic and encourage higher speeds.* Even several "supporters" of the proposed 125th extension are *not in favor* of 125th between Scholls Ferry and Hall Boulevard being widened to five lanes!

If built, *the 125th extension and the widening of 125th to five lanes would increase the negative impacts on the community and neighborhoods arising from noise, visual impacts, and physical segmentation* that planning for the regional transportation system should seek to reduce. I urge you to remove Washington Country Projects No. 6 and 57 from the RPT. In choosing projects for funding, let's update the quality of existing streets, fix known safety problems, and plan for the future in the newer, less developed areas of Washington County before they become problems.

Sincerely,



Mrs. Jon C. Conger

2610 SW Sherwood Drive
Portland, OR 97201
(503) 224-2828

May 1, 1995

Transportation Planning
Metro
600 N.E. Grand Avenue
Portland, OR 97232

Dear Metro:

I'm not saying the world is going to end tomorrow, but I do believe that decent transportation in the Metro area will die an agonizing death over the next several years unless we attack the problem aggressively.

Just over the last few years all of our freeways and main arteries have become choked and nearly impassible at peak hours, and some are congested most of the time. This means that trips take longer, there's more pollution, impatience and anger increase, unsafe driving is now endemic, parking is hard to find, and so on. These conditions seriously erode our quality of life, the more so because they work insidiously, getting us to lower our quality of life standards little by little.

These dramatically worsened travel conditions have occurred despite enhancements to public transportation and the roads network. What things will look like with close to 700,000 new people here over the next twenty years defies the imagination. The cliché analogy is Southern California, which is probably about right.

My point is that we can't sit passively and helplessly, waiting to be done in by the irresistible force of new population. We have to move quickly and preemptively to keep an already bad transportation situation from becoming a true nightmare.

The core of the problem is to get people to (1) travel shorter distances and (2) use public transport rather than private automobiles. It seems to me that Metro's Land Use plan goes part of the way to solve the first problem, but it doesn't go far enough. Unless we get into vertical housing big time there will be no way to control terminal sprawl. West Coast people don't have the vertical living mind set, but if it comes down to a choice between forcefully changing the mind set of new settlers and destroying my habitat, there's no doubt how I vote.

Your Transportation Plan is very good as far as it goes. Everything in it should go as you have outlined. But I have no confidence it will really solve problem (2). We must be more aggressive.

Three things need to be done:

- o establish disincentives for driving;
- o establish incentives for using public transport;
- o make transportation planning information readily available.

Establish disincentives for driving

There are only two disincentives for driving. One is crowding/inconvenience, which won't work. The other is cost, which might.

One would think that overcrowding and extended travel times would discourage most drivers. But the ability of some commuters to adapt to 2 hours-each-way trips proves that we are dealing with a variant and regressive, but increasingly common strain of homo sapiens: *petromotorum Americanus imbecillus*.

Even though very crowded/inconvenient roads will not, by themselves, cut down on the driving habit, we must not make driving convenient enough for people to be willing to suffer the cost disincentives. We must not build one more mile of roadway.

Here are some economic disincentives.

- o **Congestion travel fees.** Pay \$20/month for a visible sticker that lets you drive the freeways and major arterials during rush hours. Fees go to Metro area transport.
- o **Increased gasoline tax.** If Metro could add a gas tax of 5-10 cents a gallon dedicated to Metro area transport that would be great, but people would drive to outlying areas to buy gas. Ideally, the state should raise gas taxes and dedicate the money to public transport. But the public voted this down once, so who knows.
- o **Metro registration surcharge.** Every car newly registered in the Metro area pays a \$100 surcharge, with funds going to Metro area transport.
- o **Metro property tax on motor vehicles.** Something in the \$25/year range would be affordable and generate considerable revenue for Metro area transport.

The beauty of a cost disincentive is that it also creates revenue to use for public transport incentives. This is critical because transport incentives cost money.

Establish incentives for public transport

People will use public transport if it is nearby, fast, safe, cheap, and frequent, and gets them where they want to go.

- o **We must convince potential riders that public transport is safe.** Auto riders feel protected in their cars. We have to duplicate that sense of security on the buses.
- o **The most important incentive is that public transport gets people where they want to go.** This means that routes have to be geared to the popular destination points, and the most populous entry points. *Public transport operations must be based on thorough and competent research into rider needs and habits or it will fail.*
- o I cannot comment more specifically about schedules, locations, and fares. These are technical issues that also depend on good market research data.

All of these ridership incentives are important. Public transportation will succeed to the extent it can credibly offer these six features. However, a credible offering may take cash, which is partly why the cost disincentives for driving are so important.

Make transportation planning information readily available

I don't see much evidence of a proactive, friendly information outreach program in the current public transport arena. Considering that we need to change strong habits and mind sets that favor driving, it's clear that part of the job has to rest on public information and promotion activity.

- o Every household should have its own public transportation "how to" kit. It should duplicate information in the phone book, but in a more decipherable style. Also, there should be directions for how to get to the 25 most popular destinations.
- o Enhance and promote the travel planning telephone line. This works well, but does everyone know about it, and does it respond without overly long delays?
- o Promote public transport with commercials. Identify and give examples of its valuable benefits: speed, convenience, cost, etc.
- o Every potential rider should have a logoed shopping bag. One of the reasons people don't ride public transport is that it's hard to haul numbers of packages.

I don't know how much of all of this is old hat to you and how much is wildly impractical. I'm not sure how much is in your bailiwick and how much should go to TriMet. Perhaps if I've been able to communicate my very grave concerns that will have been enough.

Sincerely,


Joe Hymes

P.S. PUBLIC TRANSPORT TO Y FROM NEW RESIDENTIAL AREAS SHOULD BE IN PLACE BEFORE THE SETTLERS MOVE IN.

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1000

Jim Persey
12345 SW Davies Road
Beaverton, Or 97005
(503) 646-6289

Date: May 1, 1995

To: Metro, Transportation Planning

Re: Comments Regarding interim RTP

There are two projects in the interim RTP that I feel should be dropped. Both of these projects will harm the livability of my neighborhood.

One of the proposed projects is the construction of SW 125th, from SW Hall Boulevard to SW Brockman. This is Washington County Project #6. This road will cut through the Greenway Neighborhood. My neighbors and I have been fighting against the construction of this road since the middle 1970's.

Eighty-Five homes whose back yards face this proposed road will basically have their lifestyle destroyed by a new arterial. This road is not needed to handle local traffic since recent improvements to SW Scholls Ferry Road and SW Murray Road have solved many traffic problems. The building of 125th will destroy many beautiful trees, divide our neighborhood, endanger our children and greatly increase the traffic in a quiet peaceful neighborhood.

The second project that should be dropped is Washington County Project #57. This project widens 125th between Scholls Ferry Road and Brockman from two to five lanes. This road would greatly increase traffic in our neighborhood. Connestoga Middle School is on this road and has been very concerned about the present volume of traffic. 125th crosses Scholls Ferry Road and becomes a residential street called North Dakota and they have already had to install speed mitigation islands to discourage traffic.

Please remove Washington County projects #6 and #57 from the interim RTP. They are not needed and will greatly increase traffic through residential areas.

Sincerely,



Jim Persey

April 22, 1995

Metro - Transportation Planning
600 N.E. Grand Ave
Portland, OR 97232

I would like to express my opinion regarding certain RTP projects that are presently being considered for action by Metro.

#6 - 125th street extension between Brockman and Hall. This project should be scrubbed from any future planning because there simply is no need for a connecting road of this kind especially when it requires cutting through an existing neighborhood. Traffic is presently being handled adequately by existing streets. A 125th extension would only bring out of the area traffic through this neighborhood. Turn this land into a well needed park or sell it and let someone develop row houses on it. Either one would be better utilization than another street.

#57 - This project proposes the widening of 125th between Scholls and Brockman from 2 lanes to 5 lanes. I don't know who dreamed this one up but it is totally stupid. Anyone living in the area will tell you the same thing. The only thing I can think of is that someone is trying to force the 125th extension and with a 5 lane 125th between Scholls and Brockman, the extension would almost be required because Brockman would not be able to handle the traffic generated by 5 lanes. Cancel project # 57.

Thanks for considering these opinions.

Sincerely,



Chuck Luedloff
12530 SW Stillwell Ln
Beaverton, OR 97008

644 5566



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 S.E. 190TH AVE.
PORTLAND, OREGON 97233
(503) 248-5050

BOARD OF COUNTY COMMISSIONERS
BEVERLY STEIN • CHAIR OF THE BOARD
DAN SALTZMAN • DISTRICT 1 COMMISSIONER
GARY HANSEN • DISTRICT 2 COMMISSIONER
TANYA COLLIER • DISTRICT 3 COMMISSIONER
SHARRON KELLEY • DISTRICT 4 COMMISSIONER

MEMORANDUM

TO: Tom Kloster and Allison Dobbins, Metro
FROM: Ed Pickering, ^{EP} Transportation Planning Administrator
DATE: May 3, 1995
RE: Review of Interim Federal Regional Transportation Plan, April 1995

Figure 4-1

The map looks OK in East County except for: the 207th interchange between Sandy Blvd and Glisan St. should be illustrated as a Major Arterial, and Sandy Blvd should be extended easterly to 207th Ave as an arterial. Also, the Mt Hood Parkway note should refer to the "East County area" since the T-1-A alignment is in Troutdale rather than Gresham. The Morrison Bridge downtown is a major arterial by virtue of its freeway connections to I-5 and I-84.

Figure 4-3

The only change recommended is the extension of the freight line from 207th Ave. easterly on Glisan St to 223rd Ave, as agreed to in our discussions with Port Staff.

Figure 4-4

In the East County area, the east/west radial transit system is well defined. However, the north/south routes are chronically under planned and served. Metro's 2040 Growth Concept Map identifies 181st Ave and 223rd Ave as corridors connecting to a Town Center or Regional Center, and LRT station areas. The Map identifies substantial areas of industrial and mixed uses to the north with residential areas to the south, including the region's major urban reserve area. There will be growth in transit use and incremental growth in transit service in East County. Therefore, we should plan for mixed uses which support transit in these corridors, and transit service as well, in the RTP.

It is also noted that Powell Blvd and Sandy Blvd are identified as 2040 Corridors but are not recognized in the Transit Network Map. Both of these corridors should be recognized for their significance in the East Multnomah County transit network.

Is there a need to include the transit link to Sandy as a city subject to substantial growth, and increased transit travel to destinations in this region, over the next 20 years? Transit corridors linking to surrounding cities may need to be shown on this map, to illustrate transit connections beyond Metro's urban growth boundary.

Figure 4-5

This map is much improved over the initial drafts, but a few additional revisions should be considered. 207th Ave bikeway should continue north of I-84 approximately 1/2 mile to connect to Sandy Blvd, the major east/west street in this corridor.

Burnside St. bike lanes are proposed to connect east and west through Rockwood, so that Stark St bike lanes should connect from Burnside St. easterly to the existing Stark St bike lanes. For the sake of greater bikeway connectivity in East County, the Division St. facility should continue westerly, from 182nd Ave to 174th Ave.

There is no north/south connection in southeast Portland, between I-205 and 174th Ave. Perhaps 148th Ave or some other route should provide this north/south connectivity in Mid-county.

Finally, there has been planned for years to establish a multi-use trail as part of the 40-Mile Loop, known as the Two Rivers Trail, along the shoreline of the Columbia and Sandy Rivers: north of I-84 and east of 223rd Ave. This route should continue to be shown for ultimate development.

Chapter 7 Matrix: Projects Recommended for the Financially Constrained Network

Seventy two million dollars of County road projects are funded by dedicated traffic impact fees and County gas taxes generated in Multnomah County. Therefore, County Road projects are funded and should be retained on the constrained list. This money is not available to fund any other projects in the county or region.

As noted previously, the Countys portion of Willamette River Bridges Accessibility funds (#37) are limited to \$3,260,000 as a revised, constrained cost. The Civic Neighborhood MAX Station (#40) was removed by TPAC on 4/29/95.

The Sellwood Bridge replacement cost (#41), and bridge seismic costs (#42) are accurate and may be funded outside of existing known regional resources. The Willamette River Bridges 20-year construction and corrosion protection programs are inaccurate. Please review the Bridge CIP spreadsheets provided to Metro. The actual cost should be \$234 million. Please note this revision. There are approximately \$3.5 million annual revenue dedicated to these projects which should not be mingled with other regional funds. Thus \$70 million of construction and painting projects are funded and should be included in the financially constrained list. The remaining \$164 million should be transferred to the Preferred list.

Copy

cc Kluster
m14

AEGIS TRANSPORTATION INFORMATION SYSTEMS, INC.

May 4, 1995

Mr. Jon Kvistad
Metro Council
600 N.E. Grand Avenue
Portland, Oregon 97232-2736

Dear Mr. Kvistad,

I am a systems engineering and transportation consultant. Although I am based in Beaverton, most of my professional work is outside the State of Oregon. I am also a founding member of Intelligent Vehicle-Highway Systems (IVHS)-America and its Advanced Public Transportation Systems (APTS) working group. My specialty is the design of low-cost, low-subsidy, door-to-door transportation systems for low-density suburban and rural areas, where most Americans and Oregonians now live and work. Attachment 1 is a copy of a recent Scientific American article about some of my work in California.

Although Metro's draft Regional Transportation Plan (RTP) contains some useful information, it is a disappointing and misleading document. For example, it does not mention that:

- Traffic congestion in the Portland metropolitan area is growing as fast as it is in Seattle, according to an index developed by the US Department of Transportation and the Texas Transportation Institute. In fact, public transportation in Seattle is doing better than in Portland in several key areas.
- Despite a new light rail system and greatly increased taxpayer subsidies for public transportation, the use of single-occupant vehicles is growing and the use of multi-occupant vehicles is declining for both work trips and non-work trips in the Portland metropolitan area, according to the U.S. Census Bureau.
- Metro / Tri-Met ridership and subsidy projections have consistently been too optimistic. Just compare the actual and projected values of original trips, farebox recovery rates, subsidies per next trip, etc. for FY95 in Metro's past RTPs and in Tri-Met's strategic plan for a touch of reality (and humility).

- Metro and Tri-Met have ignored the needs of those who live and work in the suburbs (i.e. most residents in the Portland metropolitan area) and have focused their resources on fixed-route bus and rail services to and from downtown Portland. Perhaps the lighting is better downtown.

In the latest RTP draft, Metro is once again proposing a high-cost, low-payoff transportation strategy that fails to address the needs of the Portland metropolitan area. The transit / paratransit / ridesharing section, which apparently relies on information from Tri-Met, is especially weak. This should not be surprising, however, because Tri-Met's strategic plan is also weak. In fact, the financial projections in Tri-Met's strategic plan, which are discussed briefly in Attachment 2, are ridiculous. Tom Walsh should require that all of the planners who prepared these projections take a drug test, particularly for hallucinogens, and use sodium pentothal before he uses any more of their forecasts.

You are a newly elected member of the Metro Board. A major rewrite of the RTP is necessary if you want to do your job well. The best way to do this would be to get some outside help to let you better understand:

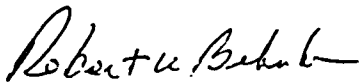
- Why no mix of conventional transit (e.g. bus, rail), paratransit (e.g. dial-a-ride, taxi) and ridesharing (e.g. carpool, vanpool) services will attract enough residents out of their single-occupant vehicles to reduce our growing transportation problems, particularly in suburban and rural areas.
- What new technologies are available to make Portland's public transportation system more taxpayer-friendly, as well as more user-friendly.
- How Metro could develop a plan to get the private sector (e.g. Intel, Tektronix, Microsoft, U S WEST, GTE, IBM, AT&T) to:
 - 1) establish a privately-owned, privately operated "smart jitney" or "taxi-like carpool" system, to provide low-cost, door-to-door transportation services within low-density areas, including trips to and from MAX stations, and
 - 2) integrate these low-subsidy, door-to-door services with Tri-Met's conventional transit, paratransit and ridesharing services to develop a more cost-effective public transportation system.

After this work is completed, Tri-Met could transfer big buses from low-density suburban and rural areas into urban areas where they can be more productive. Enclosure 3 is a copy of a recent article by Melvin Webber, Professor Emeritus of Urban Planning at UC-Berkeley, that outlines some of these concepts. He would be an excellent consultant for the Metro Council.

The funding for this work could come by dropping three of the four Transportation Management Association (TMA) projects Metro is now considering. TMAs have had a poor performances record in California and other states in recent years. One TMA project should be sufficient to demonstrate this will also be true in the Portland metropolitan area.

I believe Portland can develop the most cost-effective public transportation system in the U.S. by utilizing IVHS/APTS concepts. If you have any questions, please give me a call after May 13. I'll be traveling until then.

Sincerely yours,



Robert W. Behnke
President

cc: Mike Burton
Executive Officer

MAY 1995

SCIENTIFIC AMERICAN

Putting the Mass Back in Transit

Technology for reviving the collective commute

The empty seats of the automobiles that U.S. commuters drive every day could hold nearly all 250 million Americans. This calculation is testament to the growth of the suburbs and the failure of public transportation to provide access to the vast tracts of housing that extend almost 100 miles away from urban centers.

A few pioneers are now trying to use computer and communications technologies to broaden the definition of mass transit to encompass everything

home—a reason why only about 2 percent of suburban trips employ buses or trains.) Some plans entail computerized ride-sharing systems that make commuting faster. The transit agency for the Houston metropolitan area expects to test a system this year that within 10 minutes can match riders and drivers who commute along one of its busiest highways, Interstate 10.

Certain other ITS projects that are still on paper sketch a broader framework for suburban transportation. Simple

tion. A driver—who has indicated that he is going in the same direction—will retrieve that information by telephone or with a communications device.

As an incentive to participate, drivers would receive a portion of a \$1 to \$2 fare, which would be credited to their account by the computer system. Car poolers would also be registered in the database as a security check. To be able to guarantee a ride, Behnke envisions extending his suburban transit system beyond the private car. If the computer is unable to match a rider with a car, a "smart" jitney, or roving van, would be dispatched, and it could be tracked with inexpensive satellite-aided navigation systems.

These ideas lack the high-tech allure of remotely controlled vehicles detailed in other ITS projects. But they try to minimize capital expenditures for financially drained local governments.

Despite work on a number of planning studies, Behnke has yet to see his vision realized. He may get a chance to see at least some of his ideas put to the test in a \$2-million project called Athena. This transit project—to take place in the city of Ontario, some 45 miles east of Los Angeles—will receive federal and state funds.

Even with such an experiment, transit may never work in the suburbs. There are liability concerns about strangers riding in the same car. And, in general, getting Americans onto buses or trains, or even into car pools, has been a losing proposition. The number of public-transit trips per person dropped from 114 in 1950 to 31 in 1990. Commuters have little inclination to make transit a communal experience: the percentage of U.S. trips to work by car pool fell from about 20 percent in 1980 to roughly 13 percent in 1990. More fundamental approaches to the problem, such as higher gas taxes, are politically unpopular.

Despite the antitransit collective unconscious, there are a few recent success stories. An informal ride-sharing system in suburban Virginia is working smoothly: Washington-area employees hitch rides with drivers who then use a high-occupancy vehicle lane. Van services nationwide take travelers from airports to their suburban doorsteps.

Changes in transportation patterns could have a dramatic impact. Removing just one of every 10 cars on the road during the morning rush hour could cut congestion delays by nearly half while easing suburbanites' dependence on the automobile. It would also have the effect of filling those empty seats with something other than the hot air of radio talk-show hosts. —Gary Strix



PICKING UP well-dressed hitchhikers going to and from work in Washington, D.C., lets Virginia drivers use special lanes that are reserved for cars with multiple occupants.

except a car with only a driver. The work of these innovators is hidden away as a small piece of the hundreds of millions of dollars in annual federal and state research and development spending that goes by the name Intelligent Transportation Systems (ITS). The ITS has been investigating how drivers could use radar to detect hard-to-see objects on the road or even relinquish control of a car to a remote computer.

Some ITS projects go beyond making a car into a spaceship and seek to overcome the inherent disadvantage of living carless in the suburbs. (Bus routes often leave passengers miles from

communications with telephones and pagers would give around-the-clock access not just to a job but also to the post office or a nearby shopping mall.

Robert W. Behnke, an Oregon-based transportation consultant, has nurtured for more than 15 years the notion of scheduling car pools, vans and buses with the same sophisticated computer algorithms that airlines employ in their flight reservation systems. Behnke foresees a suburbanite's being able to dial a computer using a touch-tone telephone (or perhaps a pager or hand-held computer) and then keying in a "trip" code that identifies the person and des-

TRI-MET'S STRATEGIC PLAN

THREE (3) YEARS LATER

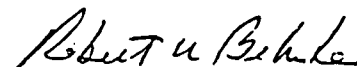
Tri-Met distributed a draft strategic plan in 1992 which contained ridership and financial projections for FY1993 thru FY 2005 (See Attachment 2A). Let us briefly examine the projected and actual changes in ridership and costs since FY 1992.

| | FY 1995 PROJECTED | FY 1995 ACTUAL | COMMENTS |
|---|----------------------|-------------------|--|
| Increase in Boarding Rides Per Weekday | 61,700 | 9,950 | Tri-Met's Projection was more than 600% too high |
| Increase in Boarding rides Per Annum | 14.1 million | 2.3 million | (same as above) |
| Increase in Operating Subsidies Per New Rider | \$2.40 | \$10.23 | Tri-Met's Projection should have been over 400% higher |

In fact, the total subsidies per new rider are approximately 50 percent higher than the operating subsidies given above. Assuming a work commuter makes 220 round-trips or 440 one-way trips per annum, it has cost taxpayers more than \$6,600 per year for every car Tri-Met took off the roads in FY 1995 over FY 1992 levels. Is this a wise use of taxpayer dollars?

I made an analysis of Tri-Met's strategic plan for the Cascade Policy Institute in 1994. It shows that Tri-Met estimates the operating subsidy per new passenger in FY2005 over FY1992 levels would only be 37 cents in constant 1995 dollars. Based on national trends and Tri-Met's own experience, Tri-Met's projections should be 20 times (2,000%) higher.

May 4, 1995



Robert W. Behnke

Tri-Met Strategic Plan: Business Plan

Year of Expenditure Dollars

| | FY93 FORECAST | FY94 FORECAST | FY95 FORECAST | FY96 FORECAST | FY97 FORECAST | FY98 FORECAST | FY99 FORECAST | FY2000 FORECAST | FY2001 FORECAST | FY2002 FORECAST | FY2003 FORECAST | FY2004 FORECAST | FY2005 FORECAST |
|--|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| 1. Weekday Ridership | 216,000 | 233,300 | 256,600 | 282,300 | 310,500 | 347,800 | 382,500 | 420,800 | 462,900 | 518,400 | 570,200 | 627,300 | 690,000 |
| 2. Weekly Bus and Rail Hours | 32,163 | 33,095 | 36,960 | 41,286 | 46,127 | 52,302 | 56,126 | 60,233 | 64,644 | 70,382 | 75,472 | 80,940 | 86,814 |
| 3. Annual Revenues (000s) | | | | | | | | | | | | | |
| a. Passenger Revenues | 30,464 | 34,546 | 39,900 | 46,085 | 53,228 | 62,597 | 72,298 | 83,505 | 96,449 | 113,424 | 131,004 | 151,310 | 174,763 |
| b. Payroll Tax Revenues | 84,214 | 90,430 | 96,863 | 103,157 | 109,861 | 117,002 | 124,608 | 132,708 | 141,336 | 150,528 | 160,316 | 171,512 | 172,713 |
| c. Other Existing Revenues | 35,413 | 57,579 | 45,684 | 57,413 | 33,305 | 36,606 | 57,172 | 44,721 | 50,643 | 76,646 | 62,503 | 69,776 | 99,105 |
| d. New Revenues | | | 45,000 | 48,150 | 51,521 | 85,127 | 91,086 | 97,462 | 104,284 | 111,584 | 119,395 | 127,753 | 136,695 |
| 4. Total Revenues (CR and OTO) | 150,091 | 182,555 | 227,447 | 254,805 | 247,915 | 301,332 | 345,164 | 358,396 | 392,712 | 452,182 | 473,218 | 520,351 | 583,276 |
| 5. Operating Expenditures (CE) | 114,415 | 124,825 | 144,176 | 161,141 | 180,967 | 209,646 | 230,430 | 251,447 | 274,601 | 314,635 | 343,295 | 374,869 | 409,664 |
| 6. Capital Expenditures (CE and OTO) | 32,100 | 67,541 | 53,370 | 109,779 | 62,450 | 70,545 | 101,253 | 90,237 | 101,198 | 138,115 | 125,913 | 139,855 | 184,837 |
| 7. Total Expenditures (CE and OTO) | 146,515 | 192,366 | 197,546 | 270,920 | 243,417 | 280,191 | 331,683 | 341,684 | 375,799 | 452,750 | 469,208 | 514,724 | 594,501 |
| 8. Operating Result | 3,576 | (9,811) | 29,901 | (16,115) | 4,498 | 21,141 | 13,481 | 16,712 | 16,913 | (568) | 4,010 | 5,627 | (11,225) |
| 9. Estimated Beginning Working Capital | 57,034 | 54,610 | 44,799 | 74,700 | 58,585 | 63,083 | 84,223 | 97,704 | 114,416 | 131,329 | 130,761 | 134,771 | 140,398 |
| a. Operating Fund | 28,604 | 31,206 | 36,044 | 40,285 | 45,242 | 52,412 | 57,608 | 62,862 | 68,650 | 78,659 | 85,824 | 93,717 | 102,416 |
| b. Capital Reserve Fund | 28,430 | 23,404 | 8,755 | 34,415 | 13,343 | 10,671 | 26,616 | 34,843 | 45,766 | 52,670 | 44,938 | 41,054 | 37,982 |
| 10. Months of Operating Expense | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| 11. Fare Recovery Ratio | 26.6% | 27.7% | 27.7% | 28.6% | 29.4% | 29.9% | 31.4% | 33.2% | 35.1% | 36.0% | 38.2% | 40.4% | 42.7% |

CR=Continuing Revenue
OTO=One Time Only
CE=Continuing Expenditures

Key Points:

Ridership Growth

- The focus of much of Tri-Met's activities will be achieving the weekly ridership increases shown in line one—from about 200,000 daily boarding rides today to about 690,000 in FY 2005. A gradual shift in land use as envisioned in the Strategic Plan is necessary to achieve these ridership levels. This growth in fixed-route and mini-bus ridership is considered critical for Tri-Met to achieve its mission of improving mobility as the region grows.

Service Expansion

- Line two, weekly bus and rail hours, shows the level of service needed to serve significantly more customers.

New Revenues

- As indicated in line 3d, Tri-Met will need new revenues to pay for expanded service. The agency will need \$45 million in new revenues starting in FY '95, growing at 7 percent per year. An additional new revenue source of \$30 million is anticipated starting in FY '98, also increasing at 7 percent per year. The total revenues in line 4 will cover Tri-Met's operating and capital expenses except for the money needed to match federal funding for additional light rail lines.

Fiscal Stability

- The agency's commitment to maintaining three months' of operating working capital as part of its fiscal stability goal is reflected in line 10, which shows steady maintenance of three months of operating expense. Tri-Met will maintain this cushion to assure wise and prudent spending.

Operating Efficiencies

- The agency will be improving its operating efficiencies, so that its fare recovery ratio (line 11) increases from 26 percent today to almost 43 percent in FY 2005. This means that by 2005, about 43 percent of Tri-Met's costs will be covered by passenger fares.

Open
Here

Transit Convenience

BY MELVIN M. WEBBER

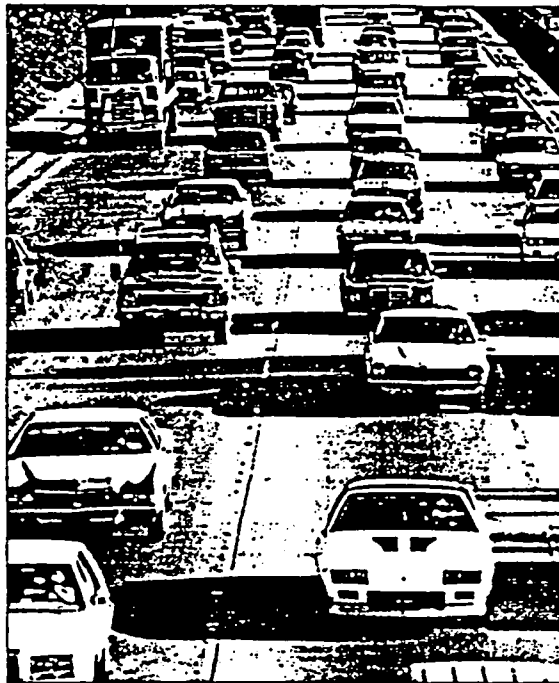
Can Mass Transit Survive the Private Car?

"If you can't beat 'em, join 'em" is nowhere more applicable than in the fight to revive mass transit's lost popularity. Why not try to plug into mass transit systems more of the convenience features that have made automobiles the most popular form of personal transport?

Cars have become the overwhelmingly favorite transportation mode in all the developed countries, and they're rapidly taking over in the rest of the world as well. They've been one of the most powerful forces for economic and social change wherever they've been adopted, changing the ways we do business, the ways we live out our daily lives, and probably the ways we think. Like telephones, autos have the fantastic capacity to shrink geographic distance, permitting people to maintain close contact with each other, even though they live miles apart.

They've made it possible for most of us to leave the old urban centers and move into decent houses in the spacious suburbs. They permit most of us to live where we choose and then accept jobs located at any compass point from our homes. We're free to go wherever we wish, and whenever we wish, freed from the rigid schedules of common carriers.

These freedoms have mixed consequences. During this, the century of the automobile, the high-density downtowns of most cities have stabilized or declined and, with them, proportions of downtown jobs, radial patterns of travel, and use of public transit. Declining transit riding must be the most tragic of those effects. Transit patronage has been falling during most of this century, except for that brief period during World War II when gasoline was rationed and there were no new cars to buy. In the years since WWII, transit riding has fallen steadily—from 114 trips per capita in 1950, to 37 in 1970, to 31 in 1990. Since 1964, the federal government has spent more than \$100 billion to improve and expand transit service, and yet trips to and from work in urbanized areas, the ones widely believed to be most amenable to



Why do so many continue to brave the bumper-to-bumper world? Transit systems must figure out what makes the automobile the preferred choice of transport and adapt their systems accordingly.

transit, have been falling even more dramatically, from 25 percent of work trips in 1960, to 14 percent in 1970, to 10 percent in 1980, down to perhaps 5 percent today. In the suburbs, transit use is down to about 2.5 percent of trips made to work sites. Nationwide, people use transit for only 2 percent of their urban trips. With the exception of walking and bicycle trips, virtually all the rest are by private car.

CARS TRAVEL BEST

Journalists keep telling us that "Americans have a love affair with the automobile," as though some irrational infatua-

tion has seized us. But they're wrong. Americans—and Europeans and Asians and Africans—have simply discovered that the automobile is the most effective surface-transportation system yet devised. Unlike all other modes, it provides no-wait, no-transfer service and, owing to substantial subsidies, it does so at tolerable cost. Where parking is available, as in most suburban settings, it provides door-to-door accessibility. It's no wonder that Americans, and everyone else who can do so, have adopted cars as their primary mode of travel.

Moreover, travel times for automobile commuters have been falling—falling slightly, but falling nevertheless. Between 1983 and 1990, the national average commute trip by car ebbed from 20.4 minutes to 19.7 minutes. During the same period, commuting times via public transit increased—from 46.1 minutes to 49.9 minutes (that's roughly 20 minutes by car and 50 minutes by transit). During that same period, average mileage distances increased for auto commuters (from 9.9 to 10.6 miles) and decreased for transit commuters (from 15.1 to 12.6 miles).

For most automobile users, the trends are toward fewer minutes and greater access. For most transit riders, it's just the opposite—more minutes and less access. Time savings is surely one reason commuters chose cars over buses and trains.

WHAT ABOUT NON-DRIVERS?

Even in America, all adults do not yet have discretionary use of cars. About 11 percent of US households still don't own one. About 10 percent of the driving-age population aren't licensed to drive; they're either too old or too disabled—or they live in New York City where they can scarcely use a car, even if they've got one. Perhaps a

fourth of unlicensed adults can't afford cars. About a third of US households still have only one car that all family members share. Thus, even though automobiles dominate our transportation system, even though there are more cars than licensed drivers, many Americans still don't have access to them.

That inequality poses a central issue for transportation policy. It compels us to ask, "How can we bring the advantages of automobile accessibility to everyone?" One way, of course, is to expand car ownership—but that might increase congestion, pollution, and energy consumption. Alternatively, we might invent a kind of public transit offering accessibility for the carless, comparable to what car owners enjoy.

THE CAR'S CONSEQUENCES

It's important to remind ourselves of two value-laden facts: First, automobiles were a major force behind the geographic explosion of metropolitan areas, extending a long-term historical trend. Autos, like telephones, permit direct connection from everywhere to everywhere, and that's what allows our contemporary suburbs to thrive economically and socially. It would be a great loss if that widespread connectivity were to be weakened by anti-auto mandates constricting free use of cars.

Second, and equally important, the auto's popularity and the expanding suburbs have caused the decline and, in some places, the virtual demise of mass transit services. Trips between dispersed origins and dispersed destinations of contemporary suburbs are not readily served by conventional mass transit's large vehicles; instead, they inevitably get served by small, individualized vehicles—that is, by automobiles, most often by automobiles carrying only the driver. As a result, carless persons who remain dependent on transit are left worse-off. In something akin to a national social disaster, the rise of the automobile and the decline of transit have meant that many citizens are deprived of access to suburban jobs and hence to a livelihood and to the many advantages of modern urban life. To be sure, the plight of the jobless can't be blamed solely on the transportation system, but just as surely, automobile transportation is implicated in the tragedy.

So, what can be done to reverse that decline of public transit service?

RIDESHARING AS PUBLIC TRANSIT

Bryan Clymer, the former administrator of the Federal Transit Administration, redefined transit to include all passenger vehicles carrying more than a solo driver. He was declaring in effect that modern public transit includes carpools and other small

vehicles having multiple passengers. If we're willing to accept his concept, the question can be modified to ask: What incentives might induce solo drivers to share their cars with others? Or: What's needed to turn solo-driven cars into transit vehicles? Or: How can we turn more drivers into riders?

It's something of a paradox that, despite all the complaints about highway congestion, we enjoy a tremendous excess of capacity. As Wilfred Owen of Brookings once observed, because most American cars are carrying only the driver, at least three seats remain empty—enough empty front seats to carry the rest of the US population and enough back seats for the entire population of the former Soviet Union. That fact has led to many efforts to encourage carpooling, but the sad part of that story is that ridesharing has been on the decline. Nationwide, carpooling fell from about 20 percent of work trips in 1980 to about 13 percent in 1990. Can we now reverse that trend?

High-occupancy vehicle lanes (HOV lanes) have proved somewhat successful in encouraging ridesharing in places like Virginia's Shirley Highway. The San Francisco Bay Bridge's toll-free HOV lanes for vehicles with three or more persons triggered a telling unplanned response: solo drivers now stop at BART stations and bus stops to pick up two passengers—strangers who've been waiting in polite queues. With three persons in the car, the former solo-drivers now save up to 20 minutes by avoiding the toll gates and the \$1 toll besides. That bit of casual, one-directional carpooling has raised car occupancy on the bridge from the regional average of 1.1 to 1.9 persons in the westbound morning peak—a 73 percent improvement. It's an instructive clue for transit-system redesign.

In addition to creating incentives for voluntary ridesharing, improvements must be made in more formal public transit systems. Because the contemporary suburban pattern consists of dispersed origins and destinations, the most promising strategies for public transit are those that use small vehicles, such as cars and vans—vehicles sized for the few persons making the same trip at the same time.

DIAL "711"

A merger of automobiles, telephones, cellular phones, radios, satellite locators, and computers could support new transit systems that are compatible with modern suburbs. Following Robert Behnke's lead, we envision computer-based dating systems that, in real time, would match drivers and potential passengers having the same ori-

gins, destinations, and schedules. A phone call to "Multi-Mode Transport Central" would permit residential neighbors with common destinations to fill some of those empty seats on any given day and hour, even though they're total strangers. The incentive to the driver is reduced travel cost and perhaps even supplemental income.

The Federal Transit Administration is now exploring the idea, as are increasing numbers of state and local transportation agencies. Under the banner of APTS (Advanced Public Transportation Systems), they're conducting experimental field tests of potentially integrated communication-transportation transit systems. We can now foresee metropolitan-wide transit systems, each focused on Transport Central's computer. A person wishing to go from here to there at a specified time phones the transport help line (say "711") and places a request by punching the phone buttons. The computer then searches for a neighbor traveling at that time to that place and willing to share an empty seat for a fee. If no one is found, it searches for the nearest publicly- or privately-owned bus, van, or taxi, which is then sent to the caller's front door.

Being virtually guaranteed a ride at an acceptable price and at the right time, many who are now solo drivers might be enticed into becoming carpoolers—i.e. transit riders. Whether the vehicle that arrives is a neighbor's car, van, small bus, or taxi is probably inconsequential; whatever the small-vehicle type, the operational service characteristics are approximately the same. Any of these interchangeable paratransit vehicles can provide door-to-door, short-wait, no-transfer service, comparable to the level of service that a private car provides—and, for some, without the hassle and costs of parking.

The utility of auto-based transit service need not be reserved to suburbanites. By far, the largest number of transit-dependent adults today have low incomes, live in central cities, and lack discretionary use of cars. Because most new jobs are opening in the suburbs and because many center-city residents cannot live near those jobs, the decline of conventional public transit continues to worsen their predicament. Where no bus routes run from nearby inner-city locations to specific suburban job sites, some fortunate job holders use gypsy cabs and other informal, perhaps illegal, paratransit services. But these may be expensive and unreliable. A great many other persons simply remain unemployed. Far better that everyone be able to dial 711 and be assured a ride to work and a ride home at an acceptable price, or provide for would-be drivers a new source of income.

Continued from 26

JITNEY FOR HIRE?

Other countries long ago demonstrated the viability of automobile-based transit services. Jitneys are the main components of transit systems in many Third World countries. Some jitneys ply fixed routes while others operate like collective taxis and take passengers directly to their destinations. They offer employment opportunities for a great many otherwise unemployed or underemployed persons. They furnish low-cost transportation service that, in some places, approximates that of private autos. In virtually all places—in sharp contrast to the heavily subsidized transit systems in the United States—they operate at a profit for their private operators.

Although jitneys have largely disappeared from this country, we still hold onto the memories of their effectiveness and profitability. The new door-to-door airport shuttles in Los Angeles and San Francisco suggest we may have a rebirth of privately-owned, profitable small-vehicle systems operating in public transit modes. However, a high barrier stands in the way of expanding paratransit service in

the United States. Strict regulations in many cities severely constrain entry into the taxi-jitney business, largely through limits on the number of licenses they allow—no doubt a direct response to the wishes of the taxi industry. However, if that oligopolistic constraint can somehow be overcome—if the jitney-taxi business can be opened to new entrants and if the attributes of high-tech communications can be merged with the attributes of low-tech Third World jitneys—we might generate a new high-quality transit service.

Any such paratransit system will have to deal with passengers' potential fear of strangers. Recent experience with Shirley Highway and Bay Bridge carpools and with rideshare benches in retirement villages suggest that persons living in the same neighborhood are likely to be fairly trusting—and safe. Nevertheless, a formalized transit system must provide reasonable assurance of safety, at least comparable to that of municipal bus operators.

Of course, no transit system can become a panacea. Real-time carpools might never attract more than 10 percent of potential commuters. But, by serving

only that niche within the commuter market, it will go a long way toward reversing mass transit's long-term decline.

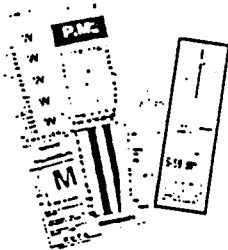
SMALL VEHICLES, BIG RETURNS

If it's true that the automobile owes its tremendous success to its door-to-door, no-wait, no-transfer service, and if it's true that the structure of the modern metropolis is incompatible with large-vehicle transit systems like trains, trolleys, or even 50-passenger buses, then it must also be true that workable transit systems in low-density sections of the metropolis must be those using automobile-like vehicles. I suggest the ideal suburban transit system will take its passengers from door to door with no transfers, with little waiting—and that it will fit the small numbers of persons having the same origin, the same destination, and the same schedule. Only such a system can compete with the private car on its own grounds.

Melvin M. Webber is professor emeritus at the University of California, Berkeley, CA, and Director of the University of California Transportation Center.

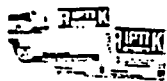
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Trouble in River City

RECEIVED
1995

Last month, the Portland region received not one but two wake-up calls.

Alarm No. 1 rang when Metro trumpeted its revised—and, frankly, scary—population forecasts for the metropolitan area. In the next 20 years, according to the latest study, 700,000 more people will call the Portland area home. Ponder the magnitude of that for just a minute: It would be as if, during the next two decades, a city the size of San Francisco (current population: a tad more than 700,000) were plopped into the four-county region.

Alarm No. 2 sounded with the release of the Tri-Met Citizens Advisory Committee budget report. The document raised a number of legitimate and sobering matters, none more important than this: Tri-Met is serving a declining percentage of commuters. In 1977, for example, 4.1 percent of all trips taken in the region were on Tri-Met. In 1994, that percentage had dropped to 3.3.

Taken together, these two studies provide compelling evidence that, conventional wisdom aside, the Portland area is largely unprepared to deal with the terrifying growth we are about to experience. Currently, we are enjoying the benefits of growth brought about by decades of sound planning. Yet we are oddly complacent about what this growth could do to us.

It's nice that we have an urban growth boundary to limit sprawl. It's admirable that we have a statewide land-use system that encourages density and protects farmland. But these will make little difference if mass transit does not play a more important role in the destiny of this region. The quality of our air, the time it takes to commute, and the amount of land and money dedicated to building roads are all at stake. Unless our region addresses a number of fundamental and sometimes troubling issues, 10 years from now we will be no better off than gridlocked Seattle is today.

These issues include:

- Challenging the fundamental design of our mass-transit system, which is increasingly out of touch with the work and living patterns of this region's residents. Tri-Met has

designed a system according to a hub-and-spoke model, geared to serve people who live in the suburbs and work downtown. Problem is, it is much more likely for someone to live in Beaverton and work in Wilsonville than it is for someone to live in Beaverton and work downtown. In the words of Portland State University professor Anthony Rufolo, a Massachusetts Institute of Technology-trained economist and urban planner who led the Citizens Advisory Committee, "Tri-Met is still headed in the wrong direction."

We are oddly complacent about what this growth could do to us.

- Questioning the value of light rail. Given our past support of light-rail systems, it's difficult for this newspaper to even suggest such heresy, but it might be time to re-evaluate this central piece of the region's transportation strategy. There is no question that from a public relations point of view, light rail is a huge success. But there are two reasons why light rail might not be the best use of mass-transit dollars. For one thing, it is enormously expensive, far more so than buses. For another, light rail is, by its very nature, located along a fixed route. And if you believe that one of the key components to a successful mass-transit system is its flexibility in responding to changes in living and working patterns, light rail might not make sense.

- Getting serious about the auto. Congestion pricing, parking-lot taxes, even toll roads—all of these ought to be considered in order to get people out of their autos during peak driving times.

- Holding Tri-Met accountable. By most measures, Tri-Met is a decently run organization staffed with a number of talented people. At the same time, it is an agency whose productivity is losing ground. By almost any yardstick—most importantly, the cost of operations compared with the number of passengers served—the agency is less efficient than it once was. Coming to grips with this inefficiency is essential.

These questions aren't easy to address, let alone answer. A number of them require at least a temporary suspension of deeply held beliefs about the role of a mass-transit system in managing growth. And, they are not issues that can be addressed by Tri-Met alone. Rather, they cut across political boundaries. For example, acting on his own, Tri-Met's General Manager Tom Walsh has neither the authority nor the persuasive powers to bring about congestion pricing or parking taxes. Nor does he have the tools to challenge the existing biases of a federal government (and our senior senator, Mark Hatfield) that likes to fund expensive bricks-and-mortar projects such as light rail but is less inclined to help out with lower-tech, but potentially more productive, investments such as buses.

Is it hopeless? Are we doomed to join the not-so-special fraternity of congested metropolitan areas, choked by bumper-to-bumper exhaust and scarred by ribbons of concrete?

Because of its relative youth, Portland has been able to learn from the mistakes of others. Because of its independence of thought, this region also has demonstrated a willingness to do whatever it takes to work. There has never been a more pressing need to employ both of those advantages.

The alarms are ringing. Are we listening?

www

ANDY —

I SENT A COPY OF HIS PACKAGE TO MIKE BULTON AND EACH MEMBER OF THE METRO COUNCIL.

I HOPE THAT THE COUNCIL GIVES YOU THE SUPPORT YOU NEED TO DEVELOP A MEANINGFUL

REPORT FOR THE PORTLAND

METROPOLITAN AREA

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56

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MEMORANDUM

From: Ron Weinman
To: Andy Cotugno
Date: May 2, 1995
Subject: Comments on the 1995 Draft of the Interim Federal Regional Transportation Plan

The Clackamas County transportation planning staff has reviewed the 1995 draft of the Interim Federal RTP and offers the following comments.

Overall:

Perhaps you could better explain how this Federal RTP ties to the existing (1992) RTP. Is it a supplement or an amendment?

How will this RTP fit into the TSP work required by the TPR and the 2040 Framework Plan?

We see that some of the specific modal goals discuss making most road corridors multi-modal. We don't see a system-wide goal that says we want a multi-modal system.

Page 1-5, top of page

Isn't this a 20 year plan based on 20 year forecasts? We found 20 year forecasts back on page 2-3, perhaps they need to be moved forward, or referenced.

Page 1-9, Objectives 7 and 8

These objectives are at odds with one another. The distinction between "local" travelers and "through" travelers is a fuzzy one. In order to fulfill objective 8 we would increase local street connections, presumably so that local travelers would use them. However, objective 7 says that we are to remove traffic from local streets which results from congestion of through streets.

Perhaps these objectives can be rewritten to reconcile them.

Page 1-16, Minor Arterials, first bullet

limited access to adjacent property is allowed. (It may be commercial or industrial as well as residential.) The word "discourage" is useless.

Page 1-16, first bullet under Collector System

Access to adjacent property is allowed.

Page 1-16, third bullet under Collector System

Generally unrestricted parking along collectors will often conflict with bikeway standards. Also, removal of parking to allow striping of bikelanes may be a useful strategy to reduce parking by 10% per capita.

Page 1-16, fourth bullet under Collector System

A policy for not providing access to regional through routes from collectors is contrary to efforts to develop a grid system of streets offering direct routes of travel to commercial land uses (often located along regional through routes).

Page 1-17, Bullets 2 and 6

Bullet 2 says that local streets should provide linkages to collectors and other locals (presumably for local circulation). This conflicts with Bullet 6, "Local street service is almost exclusively directed at property access". If Bullet 6 stands, cul-de-sacs should be OK. As a separate issue we see the standard of 8-20 connections per mile as unattainable in many developed suburban areas.

We suggest that both bullets be collapsed into one statement that reconciles these two principles, i.e., "Local streets should be connected whenever possible to allow for local circulation by all modes as well as for property access".

Page 1-25, Goal 1, Objective 1

The terms "aesthetic practical" and "aesthetic safe" are a bit of a mystery.

Page 1-25, Goal 1, Bullet 4; and Goal 2, Bullet 1

It would be better to cite the State Bikeway Standards which are similar to AASHTO standards but address more circumstances and go beyond AASHTO in some cases. On State highways the State's Standards will definitely apply; elsewhere they are advisory. Most regional bike facilities will probably be on State highways.

Page 2-4 Map

Symbols for the UGB and county boundaries should be chosen to be more clear and match the line segments shown on the legend. The heavy line indicating subarea boundaries needs to be on the legend.

Page 4-17 bottom of page

How would Metro "support" consistent law enforcement?

Page 4-19 Map Roadway Functional Class

Clackamas County has designated Stafford Road as a Major Arterial; your Multi-Modal Major Arterial (green) designation seems to match the County's designation. However, we recognize that this is controversial. Part of the problem is in using the same category for roads like McLoughlin and Stafford Road. These roads have different characteristics and perform different functions. Maybe an urban/rural distinction would be useful.

Harmony Road west of 82nd and the part of Lake Rd. to Highway 224 should be shown as a Major Arterial (green). This would agree with the County's Comprehensive Plan and Metro's policies. It's the shortest link between two Regional Centers. See Page 1-15 Major Arterial System Design Criteria, bullet 4.

Clackamas County currently has 242nd designated as a major arterial, with 172nd, Foster, and Tillstrom Road designated as minor arterials. These should be reflected in the Interim Federal RTP.

When we get to the Metro RTP and the 2040 Framework Plan we may need to upgrade Foster and Tillstrom to major arterials. 222nd may need to be upgraded from a collector to a minor arterial.

Figure 4-3, Freight Element

We suggest switching your color selection so that the main routes dominate (maybe red) while the road connectors recede (maybe

59

purple). Railroads should be more easily distinguishable from roads. The Southern Pacific Main Line can barely be discerned. Is that a railroad going through Oak Grove? Maybe you need a totally different symbol for abandoned railroads or leave them off.

Figure 4-4, Transit Element

It looks as if primary service would loop behind Kaiser Hospital and stop at Sunnyside Road. It would have better ridership if it ran down Sunnyside Road to serve the hospital and continued down Sunnyside Road to the Transit Hub in East Sunnyside Village.

For the most part Clackamas County is devoid of primary service. Perhaps primary service should be provided on Oatfield and River Road, Johnson Creek Boulevard, Hwy 212.

We assume that green line south of Oregon City is intended for Molalla Avenue south to the Community College. It needs to be drawn one arterial over to the east.

There should be some type of service across the Glenn Jackson Bridge. It's good to see I-205 included, however region-wide the system is generally deficient in circumferential service.

Figure 4-5, Regional Bicycle Network

Comments on the Regional System:

The map of the Proposed Regional Bicycle Network is currently incomplete and several additions and changes are necessary. Happy Valley is currently not linked to the network in any way. It needs to be linked at least to the north via Mt Scott Blvd, to the South by 122nd/129th, and to the West by the Johnson Creek Extension/Idleman.

While a bikeway from Canby to Oregon City on 99E is needed, it is probably not feasible. We suggest that South End Road be used instead.

Under construction now, with completion this summer, are bikelanes on McLoughlin from the Gladstone City limits to Oak Grove Boulevard. Solid green (Existing Regional) would be the appropriate color for that segment instead of purple dashed.

Bikelanes exist on Johnson Creek Boulevard from 92nd to 82nd (should be solid wide green); and are planned to extend to the Portland City limits (should be dashed purple west of 82nd). Your base map (gray lines) is out of date in not showing the existing road connection of Johnson Creek Boulevard between Fuller Road and 82nd Ave.

60

The Kruse Way multi-use trail does not extend all the way to I-5. Perhaps the Region should consider completing it.

The link from the Springwater Trail in Boring to the green existing bikelanes at Eagle Creek exists in public ownership. This could be shown as proposed (gold dashed) for improvement.

A connection should also be made between the Oak Grove Town Center and the Clackamas Town Center via Hill Road and Thiessen Road to connect into the existing bike lanes on Webster. This is an important connection linking Oak Grove into the Regional System to the East because of the Regional Swim Center and the CTC Regional Center.

Borland should also appear on the Proposed Regional Network as a connection between the Oregon City Regional Town Center and the Southwestern part of the region. I-205 is currently shown as making this connection, but this is not a facility many cyclists (if any) would even consider using.

The existing bikelanes on Webster between Roots Road and 82nd should be shown as part of the Regional bike system not just local. This makes an important connection between the Clackamas Town Center Regional Center and the Oregon City Regional Center including the Gladstone Town Center and the Regional Swim Center. The I-205 Pathway makes the link but has several very dangerous crossings which are avoided by using the Webster bike lanes.

The following is from the list from the Clackamas County Preferred Network list which are of primary regional significance and need to be added to the Regional Network Map.

PROJECT #

| | |
|------|-------------------------|
| 39 | 122/129th |
| 53 | CTC Connector |
| 5,12 | Johnson Creek Blvd |
| 40 | Johnson Creek Extension |
| 29 | 82nd Drive |
| 9 | 92nd Avenue |
| 6 | Sunnybrook Extension |
| 4 | Monterey Overpass |

The following projects need to be changed from elements of secondary significance to elements of primary significance and added to the regional map.

PROJECT #

| | |
|----|---------------------|
| 47 | Mt. Scott/King |
| 3 | I-205 Frontage Road |

The following are roads which should be added to the regional bike system.

| | |
|-------------|-----------------------|
| Hill Road | Oatfield to Thiessen |
| Thiessen Rd | Hill to Webster |
| Borland Rd | County line to Hwy 43 |

There are many other details that are shown inaccurately on the Regional map. Some of them are listed below.

A segment of the I-205 Pathway that follows 82nd Drive between Lawnfield and 212/224 should be indicated as bike lanes, not separated pathway.

The I-205 pathway is also shown inaccurately near its southern terminus. The path ends at 82nd Drive where it crosses I-205. Bike lanes connect it down 82nd to the foot/bike bridge across the Clackamas.

We would like to continue coordinating with Metro on planning the regional system.

Comments on your portrayal of the local system:

The map title does not lead one to expect to see local facilities.

On the existing local system (thin green) Roethe is not officially a bike way, the Oatfield curves south of Milwaukie are not improved as a bikeway, the Jennifer Bikeway is shown as extending further east than it does.

The green on Oak Grove Boulevard west of McLoughlin has only 600 feet of bike lane on the north side only from 99E to Woodland way. There is no bike lane from Woodland Way to River Road.

Planned local bikeways are not shown on your map, maybe that is your intent. If you were to show them we have a long list. In general we need to continue to coordinate on identifying needed improvements.

Red is used for local bike boulevards. Is there a definition of "local bike boulevard"? Are they significantly different from other facilities to be distinguished by such a bold color?



Port of Portland

Box 3529, Portland, Oregon 97208
(503) 231-5000

May 2, 1995

MEMORANDUM *from Policy and Planning*

To: Tom Kloster, Mike Hoglund - Metro
From: Jane McFarland
Phone: 503/731-7049 **FAX:** 503/731-7466
Re: Port Staff Comments on the Draft Interim Federal RTP

The Federal RTP is charged by ISTEA to consider, among other factors, "... access to ports, airports, intermodal transportation facilities, major freight distribution routes...; and "methods to enhance the efficient movement of freight."

Chapter One and Chapter 4 include goals, objectives and actions prepared by the Freight Element Work Team that set the policy foundation for addressing efficient freight and intermodal movement in the region. The subsequent discussion within the RTP on implementing policies focuses primarily on passenger mobility, with little reference to implementing intermodal connectivity and efficient freight mobility.

The plan should emphasize the importance of mode choices for freight movement and the need to protect and enhance the freight transportation network, including intermodal facilities, through regional investments. Irrespective of their jurisdiction location, intermodal facilities are of region importance and value.

The region needs a mechanism to isolate the significance of freight movement on roadway projects that are primarily targeted at reducing congestion. Currently, it is difficult to justify regional investment for freight projects that are perceived as only satisfying a congestion problem within a localized area.

Our copies of the Draft Interim RTP do not contain appendix MS. How does Metro intend to use the management systems in its planning and programming processes? Of particular concern is how will needs identified by the IMS and CMS be integrated into the preferred and constrained project lists?

Comments on specific sections:

Pg. 1-3; 1991- ISTEA: Need to add that the ISTEA policy language also speaks to the importance of freight movement/intermodal connections to the nation's economic health and ability to compete in the global market place.

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Pg. 1-5; Accessibility: Commerce, particularly the movement of goods, depends on efficient mobility on the regional system, in addition to access to statewide and interstate travel facilities. Are statewide and interstate travel facilities within the region; i.e., interstate system, considered regional or statewide and interstate travel facilities?

Pg. 1-8; System Goal 2, Objective 1, Criterion: Needs to discuss how this strategy will impact freight mobility on congested corridors that are on the regional freight network and integral to regional, statewide and interstate freight movement.

Pg. 1-11; Industrial Areas and Employment Centers: Industrial areas are sanctuaries for long-term industrial activity. Emphasize the importance of protecting the mode choice for commodity movement; i.e. rail and roadway to/from industrial sanctuaries.

Pg. 1-11; Airports and Terminals: More appropriate to title this Intermodal Facilities, and include passenger rail. The second sentence should include water access as a focus.

Pg. 1-12; Section E, Transportation System Design: This section should be edited for continuity in the intent of and level of detail in goal and objective statements. It is misleading to have statements that are clearly strategies and actions remain in Chapter 1 and others removed to Chapter 4.

Chapter 2, B. Land Use and Growth Forecasts: ISTEA requires the metropolitan transportation plan to "identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan." For this interim document, the 2040 Commodity Flow Analysis provides some gross data that can be use to project 2015 freight movement demands. However, the plan should specifically identify how Metro will develop the capability to project the transportation demand of goods on a comparable basis with the demand of persons, in compliance with the ISTEA requirement. (See comment on Page 4-5 below.)

Pg. 2-3; Employment Areas, first sentence: Industrial sanctuaries will be set aside exclusively for industrial activities and intermodal facilities.

Pg. 2-5; Subarea 2- East Portland: Last sentence should read...These figures, and the fact that East Portland forms the crossroads of the region's main travel routes, and is the location of the major intermodal facilities and system of marine, rail and air, reinforces the need to maintain a high quality system of multi-modal routes in the subarea, with emphasis on freight movement.

Pg. 3-1; Third Bullet: Port of Portland Transportation Improvement Plan.

Pg. 4-1: Second or third paragraph should include 2040 Commodity Flow Analysis identification of the importance of intermodal facilities and multi-modal connections to/from those facilities and main trunk routes of the system. Emphasize the importance of mode choices for commodity movements, intermodal facilities and industrial sanctuaries to new growth.)

Pg. 4-2, Section B: Discussion on the need to provide adequate capacity for efficient goods movement is warranted here.

Pg. 4-5, Third paragraph: This paragraph suggests that the IMS will be able to evaluate the "system." That will not be possible until the region has an operable, reliable freight/truck model. The statement is misleading.

Chapter 4, Section C: This relates to the comment on Chapter 1; there is little continuity in verbiage or intent in the system element subsections. The Regional Freight System description should include a **description of how the freight network was developed (using the NHS, providing connections between intermodal facilities and industrial sanctuaries and the main transportation corridors, etc.).** The freight system action items, a.k.a. policies, seem out of place here and should be in Chapter 1, conforming with Transit Service, Pedestrian System, Bicycle System.

Chapter 5, B. Recommended Transportation Improvements: The text in this chapter is particularly passenger mobility-oriented. **It is in this preface that the importance of protecting the freight/intermodal network through regional investment of ISTEA funds should be reiterated.**

The regional IMS will identify freight mobility and intermodal connectivity problems and needs. Improvements will likely be required to solve these problems. **How will these IMS projects be integrated into the RTP project lists - preferred and constrained?** Will it be necessary to wait until the next RTP Update? **The freight/truck model should be included as recommended transportation improvement in this chapter.**

Pg. 6-3; Freight System: PM peak truck travel times through the region on selected freight mainline routes should be clarified.

Pg. 6-3, Future Measures: Will the RTP incorporate the CMS and IMS evaluations or will the RTP planning process use the CMS and IMS performance measures, along with the other identified measures to evaluate the federal RTP?

Evaluation of the system should include economic factors associated with goods movement, its role in the regional economy, the costs of delay, etc.

How will the management systems evaluations and needs identified be integrated into the RTP? The management systems will be updated annually; the RTP is updated less frequently. **Full implementation of the IMS is required by October, 1996, under ISTEA.** Metro's IMS may be implemented prior to that but unfortunately, not by October, 1995.

Also note that the IMS includes passenger intermodal facilities.

Pg. 6-4; prior to Air Quality: appears to be the appropriate location to describe the work plan, schedule and financing for developing the regional freight/truck model.

(Chapter 7 is under review - will get any comments to you by end of Wednesday.)

Page 8-11; 2. Local Priority Setting, Priority 3: The plan states that, in order to ensure cost-effectiveness, priority will be given to regional corridor improvements that reduce costs by increasing people moving capacity. Since freight movement is a significant part of the movement along the regional corridors and depends on cost effectiveness, priority should also be given to freight improvement projects that reduce costs by increasing freight moving capacity.

Pg. 8-27: See comments from Pg. 6-3 and 6-4

That's it for now... You expected anything less from Us?????



DATE: May 2, 1995
TO: Tom Kloster, METRO
FROM: G.B. Arrington
SUBJECT: INITIAL COMMENTS ON DRAFT RTP

At TPAC last week you asked for written comments on the Draft 1995 Interim Federal Regional Transportation Plan. The challenge we collectively face is that this RTP is a starting point not an ending point. It meets ISTEA mandates but not our aspirations for 2040 or the Transportation Planning Rule. In that spirit I offer the following general comments:

1. The policy link between the RTP and 2040 is too weak. We need to explicitly state the policy that: "The Region will give top priority to strategic transportation investments which leverage and reinforce the Region 2040 Growth Concept."

That policy ought to be stated throughout the RTP. I'd suggest a new bullet on the top of pgs. 4-5, Regional Transportation System Concept; the opening paragraph of Chapter 2 is another logical place; and the policy also belongs as the conclusion of the opening paragraph on RUGGOS pgs. 1-10.

2. The Transportation Association of Canada has published a compelling "New Vision for Urban Transportation". Among other things they conclude that we ought to "Promote walking as the preferred mode for personal trips". I think that is totally consistent with where the Region is headed.

"Promote walking as the preferred mode for person trips" ought to be the lead goal for the Regional Pedestrian Goals and Objectives pgs. 1-27. That goal also needs to be restated as part of the system concept on pgs. 4-5.

3. The interim draft RTP needs to start with some "Reverse maranda rights" which states that this Policy is in flux and what is adopted won't be used against you as long as your project is consistent with the letter and spirit of the 2040 Growth Concept.

4. Chapter 7, Cost and Financial Analysis, requires the most care and attention to assure that we have successfully addressed the financial constraint rules of ISTEPA. We are not there yet.

The transit discussion needs to be much clearer so we know what the financially constrained RTP buys in terms of service levels and LRT. Ability to operate and construct the South/North project needs to be spelled out in the charts and narrative. More attention also needs to be given to defining what you get for the 1.5% annual service increase with financial constraint, the additional .5% with a \$6M to \$8M annual STP shift, and the net 4.5% annual increase with the preferred network.

Finally, I need to state for the record that I don't agree with the assumption that a financially constrained RTP should assume NO NEW revenues for transit. Our legislative track record since 1980 has shown sprawl but consistent gains.

LB



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

RECEIVED

APR 26 1995

→ Kloster
cc mH ✓

April 26, 1995
IN REPLY REFER TO

HPR-OR/724.1

Mr. Andrew Cotugno, Transportation Director
Metro
600 N.E. Grand Ave.
Portland, Oregon 97232-2736

Dear Mr. Cotugno:

FHWA Comments on April 1995 Draft
Metro Interim Federal Regional Transportation Plan (RTP)

The following comments are offered on your April draft RTP.

- Pg. 1-6, first full paragraph

Should reword to clarify that Metro performs an air quality conformity analysis and makes an air quality conformity determination in consultation with FHWA, FTA, DEQ, ODOT, local agencies and others. Metro then forwards their completed determination to FHWA and FTA who make a joint USDOT conformity determination based upon Metro's determination.

- Pg. 1-6, second full paragraph

The referenced cooperative agreement must include the Governor.

- Page 1-8

The Federal Railroad Administration and Federal Transit Administration are listed a TPAC members. I don't believe they are active members.

- Page 1-4, 1993

The description of the FHWA/FTA rules is confusing. Two rules (not three) were published (not proposed) in 1993.

- The Statewide Planning and Metropolitan Planning Final Rule (23 CFR Part 450, 49 CFR Part 613) was published on October 28, 1993. Although ODOT has the lead role in statewide planning and Metro the lead in metropolitan planning, both sections apply to each agency.

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- The Management and Monitoring Systems Interim Final Rule was published on December 1, 1993.

- Page 1-13, Roadway Functional Classification

Metro's functional classification differs from the federal definitions in that the federal urbanized classifications are limited to principal arterial, minor arterial, collector and local. Metro subdivides the "principals" into regional through-routes (freeway), regional through-routes (arterial) and major arterials. The minor arterials, collectors and locals appear to be the same. These differences in definitions should be clarified and references to the various classifications "cleaned up". For example, the last paragraph on pg. 1-13 refers to "principal" arterials however Metro's definitions do not recognize that category.

- Page 1-13, last paragraph

Reference to the "Federal-Aid-Urban" system should be removed since it was eliminated with the passage of ISTEA. In general, all public roads are eligible for federal funding except those functionally classified as local or rural minor collectors (using the federal functional classifications).

- Page 1-15, Major Arterials

Need to correct reference to "principal arterials".

- Page 4-6, Regional Roadway System

Need to correct references to "principal arterial system" and "long range highway system".

- Page 4-7, National Highway System

Reference to the "Primary System" should be removed since it was eliminated by the ISTEA. The NHS is to consist primarily of the existing Interstate system and other urban and rural principal arterials.

- Page 4-7, National Highway System, Criteria #1

Reference is made to the state "Access Oregon Highways" but it is not defined within the plan.

- Figure 4-1, Roadway Functional Class

There appears to be some conflicts between the classifications shown on this map and the federal functional classifications (even if you assume the federal principal arterial category includes all regional through-routes and major arterials). For example,

Cornellus Pass Rd. (between Cornell Rd. and TV Highway) and Cornell Rd. (between Cornellus Pass Rd. and 185th Ave.) are both shown as major arterials but they are not classified as federal principal arterials. Going in the opposite direction, Killingworth St. is classified as a federal principal arterial but it is shown as a minor arterial on figure 4-1. Metro staff should cross check the roadway functional classifications shown on the figure with ODOT's records of the approved federal functional classifications.

- General Comment - re. Financial Constraint

Chapters 5, 7 & 8 recognize that a significant gap exists between the list of projects needed for RTP build out and available revenues. It is understood that the list of projects in chapter 5 will be constrained to revenues prior to final adoption of this interim RTP.

Sincerely yours,



Fred P. Patron
Division Transportation Planner

cc:
ODOT (D. Willaims, Region 1)

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202



April 24, 1995

Rich Ledbetter
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Rich:

Enclosed is Figure 4-4 for the Interim Regional Transportation Plan Update. This map is the result of a meeting among Joe Walsh, Michael Fisher, GB Arrington, and Martin Hull.

Please call me at 238-4970 if Metro wants to make any changes or if you have any questions.

Thank you for your continued support in our efforts with the Transit Work Team. We look forward to continuing our work with you.

Sincerely,

Ken Zatarain
Manager of Service Planning

Enclosure

KZ:mht
C:\WPTEXT\ZATARAIN\LEDBRTP.LTR

April 26, 1995

Mr. Andrew Cotugno
600 NE Grand Avenue
Portland, OR 97232-2736

SUBJECT: ODOT's Comments on the Draft Federal Regional Transportation Plan

FILE CODE:

Thank you for the opportunity to comment on the draft "Interim Federal Regional Transportation Plan (RTP)". Your staff should be commended for doing a great deal of work in a very short time frame.

Please consider the following comments as you prepare the final version of the document for adoption.

- 1) We understand the rationale for proposing to continue for the next year and a half with two Regional Transportation Plans. Our understanding is that the Federal RTP will comply with ISTEA and the State RTP would be used to guide land use decisions.

The continued use of the State RTP (also known as the existing RTP) concerns us for two reasons. First, the existing RTP was produced prior to adoption of the Region 2040 Concept Plan. Therefore, many of the projects identified in the plan are inconsistent with Region 2040 goals. Second, because the document is not financially constrained, it includes numerous projects which either the region cannot afford or has no intention of building during the next 20 years.

Because those projects are identified in the existing RTP and included in the EMME2 modeling efforts, developers often use those projects to justify increasing density or changing local comprehensive plans in ways which are contrary to implementation of Region 2040. We are concerned the next year and a half will provide a window of opportunity for more of that type of development.

We recommend you proceed with adoption of the Federal RTP, but would like your commitment to work with us and others in the region to consider certain amendments to the State RTP to address this problem.

- 2) We are concerned with the proposal to replace the term "mobility" with "accessibility" as a system goal. This change contradicts the declaration of policy in ISTEA which states that the National Intermodal Transportation System include improvements in public transportation necessary to achieve



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FAX (503) 731-8259

75

national goals for the "mobility for elderly persons, persons with disabilities and economically disadvantaged persons in urban and rural areas."

- 3) The maps describing the roadway, transit, bike and pedestrian networks are very useful in providing a vision for the various elements of the transportation systems. Given the "Interim Federal RTP" is financially constrained, however, it might be helpful to the public to understand the distinction between the constrained list of projects and the un-constrained network maps. We recommend each map state **"This map is not financially-constrained; therefore, only a small percentage of the identified improvements can be expected within the next 20 years."**
- 4) Chapter 1, page 19. The policy for "Regional Trunklines" indicates trunklines should connect regional attractors. It should also state that **"new regional public attractions should be located on trunk lines (bus or LRT)"**.
- 5) Perhaps it was an oversight, but the "park and ride" policy was omitted from the draft. The region needs a policy to meet park and ride demand, especially on transitways where there is an investment in transit infrastructure. To meet our transit ridership projections, we need to pursue a combination of strategies including transit oriented development as well as park and ride lots along transit corridors. Please add the park and ride policy back into Chapter 1, page 22.
- 6) Chapter 4, page 11 lists the next several corridors to be included in the regional transitway system. Given the pace at which we are proceeding with planning and building light rail lines (at most, one new alignment every 10 years), it seems premature to designate the next three light rail transit corridors. We recommend that reference to the next LRT lines be deleted from Chapter 4, page 11, and that we spend the next year and a half establishing criteria to determine which corridors will give us the most return on our investment.

The premise behind this comment is that the region's transportation and land use policies regarding light rail transit should focus on maximizing ridership at existing stations first and expanding the system second. We should only expand the system after we have met ridership targets on the south/north and west/east LRT lines.

Future investment in additional LRT corridors should be based on the ability to develop a ridership base in the identified corridor and the commitment of the affected jurisdictions to ensure that ridership. These issues will be fleshed out during the Region 2040 land use functional planning process which is a more appropriate forum for this discussion than the RTP update.

The region's land use goals should guide our transportation investments, not the other way around.

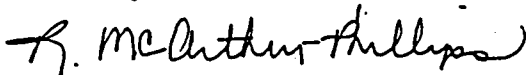
- 7) Chapter 1, page 3. Please change the description of ISTEA. ISTEA did not "change the priorities for federal transportation funding". It "**provided flexibility in the use of federal funds.**" This distinction is important because it is the metropolitan planning organizations and the state that determine the "priorities" for allocating federal funds.
- 8) Please add a description of the Oregon Transportation Plan (OTP) to the chronology of events. Add: "**1992 The Oregon Transportation Commission adopted the Oregon Transportation Plan (OTP), the state's first comprehensive transportation plan.**"
- 9) Chapter 1, page 9, Objective 8. Please change objective 8 to read as follows: "To improve local travel options by ~~increasing the number of local street connections to each other and the regional network.~~ **encouraging a street hierarchy whereby local streets connect to collectors and collectors to arterials.**" As currently written, the objective implies that local streets may connect directly to major through routes or arterials. The proposed language change is needed to reinforce the need for a hierarchy of streets that are designed, built and maintained according to their designated function within the system.
- 10) Chapter 1, page 12. The second sentence of the first paragraph (it reads, "In particular, funding for . . .) should be deleted and replaced with the following: "**ISTEA specifies a planning process which calls for consideration of alternative modes.**"
- 11) Chapter 1, page 14. The description of regional through-routes outside the Urban Growth Boundary should be ~~deleted~~. Metro does not have authority to plan, construct, or maintain roads located outside the UGB. Whereas the Neighbor City Study being conducted with Transportation/Growth Management Grant money is studying how to treat highways outside the UGB, regional discussion is needed on this topic to determine which highways should receive special treatment and what that treatment might be.
- 12) Chapter 1, page 14. The bullet which reads "The through-route system inside the I-205/Highway 217 loop . . ." should be ~~deleted~~ from this section. The language is too specific given the general nature of the other bullets.
- 13) Chapter 1, page 15, second bullet under Major Arterial System Design Criteria. Please change the wording as follows: "~~Local~~ **Vehicular** access should be restricted to public streets and major traffic generators ~~to the greatest extent possible;~~ **consistent with established access**

management standards; minor driveways should be consolidated on access frontage roads or side streets.”

- 14) Chapter 1, page 15, last bullet. The bullet describing the percentage of mileage and vehicle miles traveled on regional through-routes should be deleted. It is an artificial target that is not based on facts or analysis. We should build our system with much broader goals in mind than the percentage of regional travel that should be accommodated on various street categories within the network. This comment also applies to the fourth bullet on page 16.
- 15) Page 15. The third bullet, “Parking should generally be unrestricted on collectors” should be deleted. It is unnecessary for the regional plan to provide that level of guidance to local governments.
- 16) Page 17. The second bullet indicates that the local street system should provide linkages to collectors and other local streets at a density of 8 to 20 connections per mile. Should this be 8 to 10 connections? Twenty connections in that short of distance seems like a better goal for a tennis racket than a street system.

Thank you again. If you disagree with our recommended changes, we would appreciate a chance to discuss them with you or your staff prior to finalizing the RTP for adoption. I may be reached at 731-8230.

Sincerely,



Robin McArthur-Phillips, AICP
Land Use Planning Manager

cc: Bruce Warner
Bob Van Vickle
Leo Huff
Dave Williams
Mike Hoglund
Tom Kloster

MEMORANDUM
CITY OF TIGARD, OREGON

TO: Tom Kloster
FROM: Carol A. Landsman *ML*
DATE: May 1, 1995
SUBJECT: RTP

Not surprisingly, I have a few comments about cost efficiency and cost-benefit analysis.

- 1) The RTP should include a policy about the efficient use of resources.
- 2) While I see you include a brief discussion about cost-benefit analysis, you make, what I believe, are several incorrect statements. It is not one of the most difficult to determine. It is certainly as accurate as the results which we get from the modeling process, in that it gives us a comparison of magnitude and directions of the net present value of a project. If some impacts can't be quantified, they can certainly be identified and evaluated.

I would agree with you about applying it only to the TIP if the RTP only identified needs and problems. But since it identifies solutions and very project-specific ones at that, these projects should be scrutinized in terms of resource efficiency.

As for developing a cost benefit methodology, I hope you will allocate resources to do that. As I have said in the past, but perhaps never in writing, I am willing to help.

- 3) In the section on TSM, you don't discuss TSM. Dollar for dollar, TSM measures can be a most cost efficient technique in improving capacity. I agree that these measures would have to be evaluated in terms of their effectiveness in other policy areas such as ped or bike access. So, for example, a TSM measure that eliminates a crosswalk but improves traffic flow might not be acceptable. TSM measures may not work if they are evaluated in terms of level of service, but then I always question exactly how much we are willing to spend to maintain a certain level of service. So, for example, while you might be willing to spend \$2 to end an hour of congestion, you certainly wouldn't be willing to spend \$2 billion to end 10 minutes of congestion. Somewhere in there is the cost society is willing to pay. You get my point. So TSM measures may not get us to the "right" level of service, but they might be the best investment.

Anyhow, perhaps I have waxed too theoretical for an interim RTP, but these subjects are near and dear to me.

State of Oregon
Department of Environmental Quality

Memorandum

Date: May 10, 1995

To: TPAC Metro Staff
From: *HH*
Howard Harris
Subject: Additional Comments/Recommended Changes to the Interim
RTP
to

The Department offered some comments specific to air quality/conformity issues in an April 26, 1995, memorandum. After further consideration of the cutting process that the jurisdictions have undergone to reach a financially constrained Interim RTP, we would like to state a concern and suggest some additions to the text.

Our basic concern is that a lot of the public energy has gone into determining a mix of projects for the \$27 million Regional Reserve Fund without a parallel critical view of the larger set of projects (see comments of R.N. Bothman) in the Interim RTP. The result is that the Interim RTP has not received enough scrutiny on how a financially constrained system would also serve to advance the land use vision of Region 2040 as a doable subset of the Preferred System. Accordingly, we would like to see some explanatory text acknowledging the transitional nature of this first attempt at defining a financially constrained system. There should be flexibility to restructure the financially constrained system, so that it, too, takes us where the involved partners want to go as a Region.

To build in necessary flexibility, the Department recommends the following changes in the document.

Chapter 5, p. 5-1

Add the following text at the end of the fourth paragraph: This process represented a first step toward the establishment of a financially constrained system. As additional information is developed on overall system performance, and there is a better understanding of the needs to implement the land use goal of Region 2040, the modal mix and list of projects in the financially constrained transportation program may change significantly.

PREFACE

Add the following text at the end of the third paragraph: The resulting financially constrained system should be seen as being

BI

Memo To: TPAC, Metro Staff
May 10, 1995
Page 2

transitional in nature, with significant changes possible as further refinements are made.

The Department also recommends appropriate footnotes for the System Maps in line with the above changes in text. We would like to see Metro staff develop an issues paper for TPAC leading to alternative methodologies to determine the appropriate financial allocations to modes to best support 2040 land use/transportation goals. Perhaps, an all day retreat should be considered.



April 18, 1995

METRO
600 NE Grand Avenue
Portland, OR 97232-2736

Re: Priorities '95

The City of Hillsboro wishes to thank you for the opportunity to provide input into transportation issues that impact our community. It seems to be a fact of life, that transportation needs are growing faster than available resources and the needs have always exceeded available funding. The choices we have ahead of us are difficult and important. Each community has issues that are both common and unique.

This written testimony will cover a number of important topics all of which require METRO support.

I. **FY96 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

The City of Hillsboro has submitted three high priority - high profile projects for consideration for funding.

- A. **N.E. 28th Avenue Street Improvement.** Project would link Cornell Road to East Main Street. Elements include 3 lanes, bike lanes, sidewalks, and street light. This is an important link in transportation network connecting bike lanes and pedestrian facilities between two major arterials, Washington County Fairplex, City of Hillsboro Sports Complex and proposed LRT Station.
- B. **Hillsboro Downtown Pedestrian Improvements.** Work scope would include sidewalk, disabled ramp improvements, street scape furniture, pedestrian "bulb outs" at street crossings and street lights. Project would be funded jointly by grants, City of Hillsboro and Downtown Local Improvement District.

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- C. Light Rail parking structure first floor retail. This is a joint application and project with City of Hillsboro, Tri-Met and Washington County. This project would enhance the Light Rail Terminus with benefit and services for transit ride-ship.

II. URBAN ARTERIALS

The arterial needs along with associated amenities including, bike lanes, sidewalks and street lights are sorely unfunded. The growth has stretched the limit of capacity, eroded safety and created a dissatisfied constituency. We urge METRO to look at options for regional and local funding options to help gap the ever increasing shortfall.

III. URBAN COLLECTORS

One of the most basic components of the transportation network are local urban collectors. Funding is even more difficult to obtain for these types of improvement since arterials are higher profile. The collectors are essentially rural roads that are being placed into urban service and attempting to accommodate vehicles, pedestrians and cyclists in narrow confines. We urge METRO to consider the collector system and a range of funding alternatives for this need.

IV. WESTERN BYPASS

It is important to keep the Western Bypass a component of the Regional Transportation. As you are aware, the Bypass study was initiated to deal with the lack of circumferential routes from west county to south county. Currently this traffic is inundating the rural road system impacting both business and farm/agricultural interests negatively. This study must be completed with all of the proposed options. The concept of adding capacity to Highway 217 will not satisfactorily address west County needs.

V. LIGHT RAIL AND TRANSIT NEEDS

The City of Hillsboro lacks an internal bus - feeder system to serve the expanding industrial base from Hillsboro and surrounding neighborhoods. People will not get out of their car unless there is a reliable, timely bus grid. We urge METRO to continue to support the expansion of the transit system and completion of the LRT to Hillsboro.

City of Hillsboro

-3-

April 18, 1995

Again than you for your time and consideration of these needs.

Sincerely,

CITY OF HILLSBORO

A handwritten signature in cursive script, appearing to read "Roy Gibson".

Roy Gibson, P.E.
City Engineer

RFG/ar

April 18, 1995

PRIORITIES '95 PUBLIC MEETING

Comments by : Robert N. Bothman
7365 SW 87th
Portland, Oregon 97223

Timing makes it difficult to comment on the MTIP not having the INTERIM RTP to base priorities for the many projects submitted for consideration. The number of project submittals clearly supports the need to constrain the RTP.

All the projects desired will not be included in the RTP due to lack of funding. The problem exists to balance not all the desired projects in a workable transportation system, but only to balance a system of those affordable and doable projects.

The RTP which will meet the requirements of State Transportation Rule 12, the goals of Regional 2040, and the constraint of funding availability will not support all of the projects submitted for consideration in the MTIP.

In addition, the livability of the neighborhoods and the region as the projected growth occurs demands consideration of the mobility built into the RTP and the projects in the MTIP to implement the RTP. The issue of livability is difficult to measure and harder to define priority criteria for selection of projects, but is none the less a priority for the region.

It makes no sense to build wide multi-lane roads and streets connecting to the arterial and freeway system that cannot accommodate the additional traffic. The suburban projects proposing multi-lane roads and streets must be all questioned.

Alternate modes must be supported to balance the system of roads and streets built with existing and previous RTPs.

The first priority for the MTIP must be support projects for the LRT and bus systems. Roads, streets, sidewalks, bicycle lanes and other alternatives to the auto must be the first priority for limited funds. The use of the limited \$27 million for wide, short very expensive projects is not cost effective.

page 2

Focusing on Washington County where I live, the exciting projects were submitted (amazing) by ODOT, OB1, OB2, OB3, OB4 OB6, all bicycle lanes and sidewalks providing access to town centers and the city center. I have proposed the Beaverton Hillsdale projects to Washington county. These projects with the Barbur project will start to connect an arterial system of bike lanes and pedestrian sidewalks and support transit and alternates to the auto.

The projects I recommend against include those proposing five lanes such as Cornell Road. I question all four lane projects. I recommend against all 3 lane projects. Rather than three lane projects I support left turn lanes for major intersections for safety purposes. Most of the 5 an 3 lane proposals are increasing capacity to nowhere.

All projects increasing auto capacity should be reconsidered considering the ability of the region to balance an auto system with the project proposed. Most will not stand the test.

I appreciate the opportunity to comment on the draft proposals.



Robert N. Bothman

April 24, 1995

Councilor Jon Kvistad
600 NE Grand Ave.
Portland Ore. 97232

Thank you for sending out the Framework 2040 update. It was quite informative and I am anxious to keep up on these plans that will shape the community that I plan to live in for many years to come. I have put together the following set of comments that I hope you will carefully consider as you develop the details for these plans.

☞ I noticed that there have been concerns expressed about transportation of freight in and out of industrial areas. I see this as a concern that conflicts with much of the present plan and I am concerned about how this will be resolved. Certainly industrial as well as retail businesses require access for the delivery and shipment of materials and products. But commercial traffic has always competed with passenger traffic for space and access and this will only get worse. The expansion of mass transit will not reduce passenger traffic, it will only limit its increase.

Freight traffic frequently impedes the pace of passenger traffic. Also, freight traffic frequently blocks passenger traffic when parked on the street for loading and unloading or when the access to off-street loading/unloading areas is difficult and requires a slow maneuver covering multiple lanes.

Unfortunately, economic pressures have developed a situation where many freight vehicles have been poorly maintained and thus present a safety hazard to passenger traffic and a pollution problem for the region.

I propose the following guidelines for assuring the best access for both passenger and freight traffic:

1. To the greatest degree possible, keep passenger and freight traffic on different roadways. Or if necessary use the measures that have been used in other regions to limit freight traffic to non-commuter hours.

2. Require businesses to provide easily accessible off-street areas with adequate space for loading and unloading freight as well as for customer parking.
3. Require freight vehicles of all sizes that operate in the metro region to pass strict and regular safety/pollution inspections.

☞ I also noticed that there was concern expressed about the development of retail businesses in industrial areas. While I do not believe that we should promote retail development in industrial areas, but I do not believe that we should specifically prohibit it either. This should be determined by long term business trends and the types of jobs and services that are needed by the neighborhood and the community.

☞ Economic viability is an important ingredient in the success and livability of the social structure and infrastructure in the metro area. But, it must be remembered that many of our growth problems are directly attributable to our successful economic growth. More economic growth will also exacerbate many of our infrastructure problems. Unlimited economic growth is not possible nor desirable. We must have proper guidelines and limits for economic growth as we will for the growth of our boundaries and infrastructure.

☞ I support the idea that affordable housing must be addressed as a part of this plan. However, we must not lose sight of the fact that affordable housing must also be livable and even enjoyable. Otherwise they will not fully or adequately utilized and will not be making the contribution to the community that we would desire.

☞ In your efforts to encourage people to travel without cars, please do not assume that the only alternatives are mass transit and bicycles. There are also many advances being made in the way of alternative automobiles. Electric vehicles and alternate fuels. These must be promoted as we know that there will be many who will not give up their penchant for individual transportation vehicles.

☞ Every neighborhood should have a park or greenspace for children to play in. In the interest of safety and parental peace of mind, these should always be accessible without the need to cross any major streets.

☞ Finally, I would agree with and encourage emphasis on the point that all of these plans must be flexible and not dictate to the individual, people must retain the ability to chose their own lifestyles.

Thank you for your efforts in developing these comprehensive plans.

Sincerely,



Richard Payne
18925 SW Cascadia
Aloha, OR 97007

Handwritten notes:
Aloha
18925 SW Cascadia
Aloha, OR 97007

Melvin Y. Zucker

2222 N.W. Ramsey Drive
Portland, OR 97229-4205
Tel 503-292-2167 Fax 503-292-0361

April 23, 1995

JON KVISTAD
METRO
600 N.E. Grand Avenue
Portland, OR 97232-2736

Re: Regional Transit Plan

Dear Mr. Kvistad:

The proposed Regional Transit Plan (RTP) should be rejected. A new, realistic balance plan should be adopted.

The proposed plan is a perpetuation of the same failed policies of the past, the same means to achieve the same goals which have not been met, over and over.

The plan is not the "balanced plan" referred to in Metro's advertising. As shown on page 7-5 of the April 1995 draft, the RTP does only two things. It constructs light rail. It maintains the existing roads. Just doing this, results in a shortfall of \$ 1.3 billion on the state system and \$ 702 million on the nonstate system.

The proposed RTP has the "chutzpa" to say on page 5-1 that it is the "most prudent and cost-effective use of public funds to solve the region's transportation problems."

In 1990, the Urban Mass Transit Administration, now called Federal Transit Administration, reported that the cost per new transit trip on east side light rail was \$ 9.49 per trip, \$18.98 per round trip. That calculation was made using Tri Met's ridership data which nobody believes is representative of commuter usage because it contains huge estimates for "fare-evaders," for fare-less square users and it counts people who transfer twice. Over 220 working days, it costs the taxpayer \$ 4,175, 1990 dollars, for each new transit passenger on east side light rail.

The \$ 4,175 per new passenger is for a project that cost less than \$300 million. It will be a lot higher when the calculations are in on the west side \$1 billion project. As for \$2.7 billion north/south costs, we'll be at the point where it will be cost-effective to pay people not to work.

Because all the transportation funds are being sucked into light rail, there is no plans for alternates such as HOV lanes, car pool incentives, intelligent vehicle systems, bus usage incentives, new roads, etc.

Seattle, with HOV lanes instead of light rail, has a higher percentage of transit users than Tri Met. The availability of HOV lanes makes bus usage more appealing because they go faster than single occupancy vehicles. HOV lanes also offer an incentive for people to car pool. The corridor from Springfield, VA to Washington, D.C. has three HOV lanes in each direction filled to capacity with buses and cars with three or more passengers moving at the posted limit.

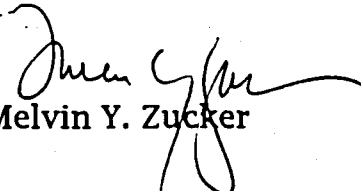
If we made the buses free, it would cost much less per new passenger than building light rail.

Most importantly, the sources for new passengers are the less densely populated suburbs and those areas cannot be served cost-effectively with large people carriers like buses and light rail. We need to be implementing intelligent vehicle systems that function like on-demand car pools or multiple passenger cabs to serve these areas.

The 2nd rule of politics states that "government is the only enterprise that continues to fund projects that don't work and does so in increasingly larger amounts." Can't we make an exception to this rule with a new RTP?

Enclosed is an outline of a regional transportation plan that is realistic and cost-effective.

Sincerely,


Melvin Y. Zucker

MYZ/cg

enc.

PORTLAND METROPOLITAN AREA TRANSPORTATION

A REALISTIC PLAN

Since the 1970's, the Portland Metropolitan Area has looked to only one solution to its transportation problems -- light rail. There has been no honest examination of the extent of our transportation deficiencies or of the changing demography which has a profound effect on the region's transportation needs. Conditions have changed but the regional mind-set has not.

Similar demographical changes have occurred in other urban areas around the world and innovative solutions have been forthcoming. But not in the Portland Metropolitan Area.

Each urban area is unique. Urban areas differ with respect to topography, population, the area in which population resides, etc. Most importantly, the inhabitants have different mores, aspirations and expectations. People moving to Manhattan from Oregon do not expect to live in a detached house surrounded by trees and grass and do not expect to commute to work in an auto or, in many cases, to own an auto. People that move to Oregon from Manhattan recognize that they will be removed from the action of Wall Street, the Metropolitan Opera or first run live theater seven nights a week. A common motivation for one fleeing New York is to get away from the rapid, effective and unpleasant subway. The transportation planner that does not recognize the importance of personal preferences and adopts a "One shoe fits all" approach will fail to achieve his or her objective.

Originally, cities were designed and developed under a "hub" model where jobs were in the city center, homes were on the outskirts (suburbs) and workers commuted from the suburbs to the city center. This model is becoming less relevant every day in most urban areas. Still, it is used by transit agencies as the rationale for high capacity, fixed rail systems to locations where smaller and smaller percentages of people are going

How "terrible" is the mobility in the Portland Metropolitan Area?

According to the U.S. Census Bureau, which produces some of the most reliable transportation data, worker mean trip time rose from 21.4 in 1980 to 21.8 minutes in 1990. Trip times worsened by less than 2 %, hardly a threat to regional survival.

Two factors make the small trip time increase very significant. First, the number of vehicles on the roads rose significantly. The number of workers in the Portland Metropolitan Area rose 27 %. Since the number of people using transit dropped from 47,805 in 1980 to 39,259 in 1990, all of that increase in workers used autos along with the 8,546 that formerly used transit in 1980.

The second factor is the increased distance between the downtown "core" and the location of the new residential additions in Washington County, Clackamas County and East Multnomah County.

How can we have more cars going longer distances in almost the same time? We do have more cars but they aren't, necessarily, going further distances despite the fact that homes are being added further from the core. That is because new work locations (jobs) have been and are, increasingly, being created in the outskirts of the metropolitan area -- in Clark, Washington, Clackamas and East Multnomah County. Additionally, jobs in the downtown core are relocating to the outskirts of the region.

Originally, cities were designed and developed under a "hub" model where jobs were in the city center, homes were on the outskirts (suburbs) and workers commuted from the suburbs to the city center. This model is becoming less relevant every day in most urban areas. Still, it is used by transit agencies as the rationale for high capacity, fixed rail systems to downtown locations where smaller and smaller percentages of people are going.

The effect of the change in trip origin and destination is that many workers live closer to their jobs and that traffic flows in more than one direction in a commute period (i.e. the morning or evening commute). When you take half of the traffic out of the inbound lane during the morning commute and place them in the outbound lanes, you have, in effect, doubled the capacity of the roads and, simultaneously, halved the congestion.

Ironically, the 1990 trip times would, likely, have been better (lower) than the 1980 trip times and the frustration with regional traffic much lower except for construction intended to improve traffic movement (i.e. light rail construction).

Another effect of the changes in trip origin and destination is that our traditional concept of "sprawl" as adverse to mobility is no longer relevant. Most people refer to "sprawl" as the locating of homes farther from the old downtown core. However, if the occupant of a home on the outskirts of the region lives next to his job location, mobility is not negatively affected. If he were to choose to live in the downtown core because there was no available housing next to his place of employment on the outskirts of the region, mobility would be negatively effected.

Another factor which mitigates trip times and traffic counts that is rapidly growing and will be increasingly important, is the number of people that work in home offices. The down-sizing of many large organizations and telecommuting has spurred this growth.

These facts imply that the sky is not falling. They should not be interpreted to mean that nothing should be done. Increasing population means worsening mobility, if nothing is done to handle the added burden on our facilities. Not everyone can live close enough to his place of employment or to shopping facilities.

Concepts that locate homes around small shops in the effort to achieve a walk-to-shop routine are not economically sound. The small shop owner, dependent on a population within walking distance, must charge much more than his higher volume competitor at the mall. At the same time, he offers less variety, a recipe for insolvency. It should be noted that even "convenience stores" depend on customers using autos.

LIGHT RAIL

Light rail performance everywhere, particularly here in the Portland Metropolitan Regional Area, has proven that it is not the solution to our traffic problems. As mentioned earlier, the number of workers using mass transit in the Portland Metropolitan Region was lower in 1990 than it was in 1980 despite the addition of light rail in 1986 between the downtown core and Gresham (Eastmax). This route is the most densely populated route that could have been chosen and Gresham had extraordinary growth during this period.

Light rail is so expensive it exhausts all of the federal transportation resources available to the region.

Moreover, the US Census Bureau reports that only 2,506 workers commuted using light rail in 1990¹. When Tri Met applied for Eastmax funding, it forecasted 42,500 daily riders by 1990², the equivalent of 21,250 daily commutes. We could have done more for traffic improvement and saved money by paying those 2,506 commuters to stay home instead of building light rail.

Tri Met issued ridership numbers which are higher than those reported by the Census Bureau. Tri Met's data is unreliable and not applicable to analysis of commuting usage because it contains large estimates for "fare-less square" borders and "fare-evaders." Even Tri Met's inflated ridership numbers show that Eastmax has done little more than provide a different conveyance for the workers who previously used the buses that were replaced by Eastmax.

Light rail advocates, disappointed by Eastmax's inability to reduce single passenger auto commuting, claim that the goals of light rail will be achieved with the passage of time. There is no evidence to support this claim. That has not happened in the San Diego system, which has been operating since 1981 or in Eastmax, which has been operating since 1986.

Not only is light rail not a "silver bullet," it is not even an arrow we should place in our quiver. Light rail is so expensive it exhausts all of the federal transportation resources available to the region, leaving nothing for other mass transit strategies.

There should be no further investment in light rail.

TRANSIT DESIGN

To design an appropriate transportation system, we need to know where the people want to go. To learn this, we must make detailed trip surveys (100%, not a random sampling) showing origin and destination of every trip every five years, using addresses. Computer technology makes translating of this type of data into usable transportation patterns relatively simple.

A transportation system consisting of roads, buses, car pools, vans, cabs, call-a-car systems and existing light rail should be adjusted or established to conform with the actual trip origins and destinations.

The closer transit is to riders, the more successful it will be. Experience shows that, in urban areas similar to the Portland Metropolitan Area, most riders will go all the way in their autos if they have to go part of the way in them. This explains why "park-and-ride" facilities have done little to attract commuters to light rail.

Experience shows that, in urban areas similar to the Portland Metropolitan Area, most riders will go all the way in their autos if they have to go part of the way in them.

In addition, there is no reduction in pollution when auto usage is used for part of a trip because 90 % of the pollution that would be emitted if an auto was used for an entire commute occurs during the first two to three minutes when the car is cold³.

Similarly, transfers drastically reduce transit usage. Hence, a hub system of transit which requires a person in Tualatin to go downtown to wait and transfer to another mass transit device to go from downtown to Beaverton will be used only by those with limited choices. That holds true whether the mass transit device is light rail, van or bus. To be successful, mass transit must be direct and rapid. We cannot be direct or rapid if we do not know precisely where our trips are going.

Another vital statistic that should be revealed is the nature of the trip. Is it commuting solely or is it using a vehicle which is to be used in the course of business which could not be served by mass transit? We always acknowledge that we are, increasingly, becoming a "service" as opposed to a manufacturing economy but we are not willing to acknowledge the ramifications of a "service economy.". To develop mass transit routes or build roads, we need to know more than the number of trips. It serves no purpose to provide mass transit services for commuting to people who need their cars for more than getting to their job.

Basically, what we have to do is provide a desirable service. We cannot do that without understanding the customer's needs.

Transit agencies have, for the most-part, tended to rely on a strategy which would make the auto option less desirable instead of improving their service. Curtailing of parking, high parking rates, raising gas taxes, poor road maintenance and no road

building are all too familiar examples. But they haven't worked and as we can see, from experience elsewhere, offer no hope that they will work. In Sweden, the tax on a Volvo is more than the purchase cost but transit use has fallen while auto usage has risen. The same result is occurring in Europe where the gas tax is \$3.50 and in large cities where the daily parking rate is \$20 per day.

This survey work should not be done by the local transit agency or by Metro for many reasons. First, their track record on providing information to the public has been scandalous. Second, when bureaucracy is given an intermittent responsibility, the public ends up with a full-time, nonintermittent staff. The work should be publicly bid. The application of the data should be done by as described later under "Management of Regional Transportation."

This survey should be used to denote where future roads should be placed. If trips are moving circumferentially from suburb to suburb, roads and transit must be routed circumferentially.

HIGH OCCUPANCY VEHICLE (HOV) LANES

Construct additional HOV lanes in the Banfield (from 181st to the Central Business District [CBD]), the Sunset Hwy. (from the Cornelius Pass Exit to the CBD) and in I-5 (between Wilsonville and Hazel Dell, WA). At the same time, eliminate the two lane bottleneck on I-5 north of Lombard so that the entire three lane capacity of the other sections of I-5 can be used. In the near future, add an HOV lane on I-205 from Oregon City to Mill Plain Boulevard.

Let me be clear that we need additional lanes for the HOV purposes. There is not sufficient available capacity to use any of the existing lanes.

HOV lanes are dedicated to the use of transit devices such as buses, vans and autos with three or more occupants. HOV lanes make mass transit faster and, consequently, more desirable. The speed of the HOV lane is an incentive for people to car pool.

It was proven, in tests in Seattle and elsewhere, that cars and buses in HOV lanes are faster than light rail. As more people use car pools and mass transit, congestion in the nonHOV lanes is reduced. Everybody wins.

HOV lane construction can be done with almost 100% local job content whereas construction of light rail systems have a much lower percentage of local job content.

Tri Met would have you believe that Federal Transit Administration (formerly UMTA) funds are available only for light rail. That is not the case. Houston used federal mass transit funds for HOV lanes. They called them "transitways," and they have relieved congestion, increased bus usage and increased car pooling.

The Seattle-Tacoma Metropolitan Area's use of HOV lanes has been very successful. They have performed better with HOV lanes than the Portland Metropolitan area has

with light rail. In the Portland Metropolitan Area, there was a decline in the number of workers using mass transit between 1980 and 1990 despite the addition of light rail. In the Seattle-Tacoma Metropolitan Area, the number of workers using transit rose during the same period. In 1990, 6.18% of workers in the Seattle Metropolitan Area and 5.36 % of workers in the Portland-Vancouver Metropolitan Area used mass transit⁴.

Roads are the track on which successful mass transit devices (buses and car pools) travel in metropolitan areas like Portland -Vancouver and which will be used by the "intelligent" systems of the future.

The District of Columbia is an excellent example of the success of HOV lanes. There, three HOV lanes in each direction are filled to capacity with filled cars while moving at the posted limit. Many of the car pools are prearranged while many are informal, picking up passengers (called "slugs") at prescribed locations.

ROADS

Freeways have been given an undeservedly bad rap lately. They were designed to remove traffic from neighborhoods and to move autos and mass transit rapidly. They have and continue to do that with great success. When you limit freeways, you don't eliminate the traffic. It just goes along a different route, through neighborhoods.

The problem with the regional road system is that they were built for the less relevant "hub" model. They force people to go downtown in order to get another road to take them where they want to go. This is "designed" congestion, which is clearly illustrated by the region's highest pollution readings occurring just downwind of the I-5 and I-405 loop around the downtown core area.

The construction of I-205 was the first departure from "hub" building. It handles increasingly larger volumes of traffic because it goes where an increasingly larger volume of people want to go -- from suburb to suburb.

To fully appreciate the value of freeways, we should close them on occasion.

To fully appreciate the value of freeways, we should close them on occasions. We must remember that roads are the track on which

successful mass transit devices (buses and car pools) travel and which will be used by the "intelligent" systems of the future.

CAR POOLING

Provide free parking to any car pool that arrives at the car pool parking lot with three passengers in addition to the driver. This takes three cars off the roads for every parking space provided. The subsidy for four riders on light rail, for example, is

much larger than the cost of one parking spot.

Further, car pools can be used in areas of sparse population where the cost per passenger of conventional mass transit is prohibitive.

As mentioned above, the availability of HOV lanes to car pools is a great incentive to potential car-poolers.

What is not needed is a bureaucracy to create and administer car pooling. That agenda which has been used by Tri Met in an absolutely failed effort is still advocated by Tri Met despite evidence from places where car pooling is successful that shows it is not needed. All that is needed are incentives.

INTELLIGENT MASS TRANSIT SYSTEMS

The Portland Metropolitan Area is ideally suited for "intelligent" systems, like the Athena System, which employ small jitneys and communications to provide service to users⁵. Such systems are like "on demand" car pools or sharing a ride in a cab.

Low density areas are ill suited to buses or rail in several respects. Moreover, as the percentage of suburb to suburb trips continue to increase and the percentage of suburb to city trips continue to decrease, the need for smaller, more flexible transportation will continue to grow. Buses or rail are more expensive than jitneys for low ridership routes. Buses and rail travel routes and do not have the flexibility of the jitney to go to the users who do not live along a route. Jitneys are faster because they don't have to make frequent stops to attempt to fill up unused capacity.

THIRD COLUMBIA CROSSING

Traffic volumes across the I-5 and I-205 are already past the point where we should be preparing to build a third bridge. It would not be possible to devote lanes of traffic to HOV lanes and accommodate existing traffic volumes which will, of course, be larger in the future. Rather than attempting to modify the size of the existing structure, a new bridge should be built.

No good data exists which shows the how much of the traffic on the bridges from Vancouver goes through the region; goes to Washington County; goes to Clackamas County; goes to points outside the downtown Portland core within Multnomah County; goes to the downtown Portland core; or is commercial noncommuting traffic. Evidence is strong that a very small percentage of the bridge traffic goes to downtown Portland.

Hence, a fixed rail system which only goes to the Portland core area will do little to relieve bridge congestion. It is not realistic to expect that Vancouver commuters will drive to a light rail terminal; take light rail to the downtown Portland core; transfer to another light rail to go to Washington county, for example; and take a feeder bus to a

destination. That doesn't happen in areas served by heavy rail, which is much faster than light rail.

HIGH SPEED RAIL

Dwight Eisenhower's legacy, the interstate highway system, had as its primary purpose mobility for national security reasons, we were told. If that objective was not utilized, the byproduct surely was. It is difficult, at this time, to know how much of the traffic on I-5 and I-205 is intra regional, how much originates within the region for destinations outside the region and how much is just passing through. Even our estimates, rough as they are, indicate a growth in the latter two categories. High speed rail should eliminate a good deal of "through" traffic.

AMTRAK is not used much because it does not offer rapid service at the right times. We need to provide high speed rail from Seattle to Eugene, initially, and from Vancouver, B.C., eventually, with terminals where 205 and I-5 meet north and south of Portland and where the I-205 routing intersects with Eastmax. Making high speed rail go downtown turns it into low speed, greatly increases the cost and makes users create congestion where it is not needed.

High speed rail would offer a competitive alternative to the airlines for trips to the Seattle-Tacoma area, in terms of speed and price. Air trip times have been lengthened because of airport parking congestion, security detection devices and the ever present weather delays.

RELOCATION OF GOVERNMENTAL SERVICES

We must move City (Portland), Multnomah County, State of Oregon, Federal, Metro and Port of Portland functions in the downtown area to four service centers out of the downtown area - east, west, south and north.. This would make every day like Martin L. King and President's day when we have no traffic congestion. On those days, government workers have a holiday while everyone else does not.

Such relocation would also make it easier for citizens to secure services closer to their homes. It would make it easier for government workers to get to their jobs. An analogy would be like McDonalds having only one outlet in the downtown core instead of taking their service to where the people are.

FREE TRANSIT

The Portland Metropolitan Area does not have a shortage of capacity on its existing routes. It has a problem utilizing existing capacity. Despite this, all efforts are directed at adding higher capacity devices. No meaningful incentives are offered to attain greater utilization of existing capacity.

One incentive which would fill the buses and light rail is to make them free.

The taxpayer pays 77% of the cost of a system which is not used. It makes sense to pay a little more to achieve the desired transit goals. When you deduct the costs of the equipment and bureaucracy associated with fare collection, the cost to the taxpayer would be modest.

Other transit agencies that have lowered fares have increased transit usage whereas Tri Met has continually raised rates and lost riders. The American Public Transit Association data indicates that each time rates are raised 10 %, ridership decreases 4%.

MANAGEMENT OF REGIONAL TRANSPORTATION

The responsibility for planning regional transportation should be separated from the operation of the system.

Roads and transit are inextricably connected. Their function is the same. Their success is interdependent. Good road mobility limits the mass transit function to those who do not have vehicles. Good mass transit relieves road congestion. As either capacity is increased, the others is decreased.

Separating planning for buses and rail from autos and roads does not lend itself to a balanced approach. It pits road builders against rail builders. What you get are cycles of too much of one thing and, then, too much of the other, depending on which agency has better press and governmental relations at the moment.

As shown above, the better mass transit devices for relatively sparsely populated regions like the Portland Metropolitan Region (i.e. buses, car pools, jitneys) utilize the road system.

Responsibility for planning the regional transportation system could reside either with the Oregon Department of Transportation (ODOT) or with Metro. There are problems associated with assigning this responsibility to Metro. Metro has no experience with road planning. Metro's experience with transit has been limited to rubber stamping Tri Met's failed policies. Metro has no construction expertise. It is not in the taxpayer's interest to duplicate experience already residing at ODOT. If Metro were to have this responsibility, the regional ODOT office should be made part of Metro.

ODOT has a regional office with expertise planning roads as well as mass transit and the construction of both. If this responsibility is assigned to ODOT, it would work under a pact with the Washington Department of Transportation similar to the treatment of the Columbia River Bridges. This responsibility would include the planning for the region's mass transit , state and interstate road systems and related construction.

Tri Met's and C Trans' responsibility should be limited to operation of existing rail, buses and contracting for privatized jitneys and cabs, no planning or construction. To do that more successfully, they must become more professional, less political.

1. US Census Bureau, 1990 Social and Economic Characteristics for Metropolitan Areas, Table 32, p. 1430.
2. US Department of Transportation, Urban Mass Transit Administration, Urban Rail Transit Projects: Forecast Versus Actual Ridership And Costs, Table 5-1, p. 54.
3. Michael Cameron, Environmental Defense Fund, Transportation Efficiency-Tackling Southern California's Air Pollution and Congestion, 1991.
4. US Department of Transportation, Federal Highway Administration, Journey-To-Work Trends in the United States and its Major Metropolitan Areas 1960-1990, pp. 32 and 58.
5. Robert W. Behnke, Athena An Advanced Public Transportation/Information System For Residents of Urban, Suburban and Rural Communities, Cascade Policy Institute Oregon Better Government Competition 1994 Winners, Portland, Oregon, pp. 27-45.

Melvin V. Zucker
2222 N.W. Ramsey Drive
Portland, OR 97229-4205

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**Regional Transportation Plan Public Comments
April 18, 1995 at Beaverton City Hall**

| Date Received | Name & Address | Comments |
|------------------|--|---|
| 4/18/95 | Steve Abeling S.T.O.P & BTA 7619 SW Locust Portland, OR 97223 | Best use for \$27 million reserve fund and RTP is alternatives to automobile travel. Dismayed that Washington Country hasn't put more bicycle and pedestrian projects into their proposals. SUPPORTS: TRXT4-Multnomah/Garden Home Intersection improvement because it increases safety; TOD Miliken Way important part of Westside light rail; WTOD2 - Beaverton Creek; Metro TOD1 which sets up regional revolving fund to acquire properties around key areas of transit development; OB 1,2,3,4,6 all very useful, #2 & 6 on Barbur Blvd upgrade to make a major bicycle commuting route. |

**Regional Transportation Plan Public Comments
April 17, 1995 at Metro Center**

| Date Received | Name & Address | Comments |
|------------------|---|--|
| 4/17/95 | Jim Bailey Fritz Companies 12403 NE Mart St portland, OR 97230 | Consider freight element in planning for the RTP. Reliable movement of goods has a direct impact on our jobs currently and in the future. Wants to keep trains running more smoothly and truck movement designed to avoid congestion. Need to educate public about trade in this country, and Metro could play a role in this education. Inter-relationship of air, land and sea transportation brings manufacturing, retail, agricultural and warehousing into play. Look to the future and work on infrastructure. |

May 4, 1995

Metro Council
c/o Michael Hoglund
600 NE Grand Avenue
Portland, OR 97232

RE: MTIP and Interim Federal RTP



z design

3104 NE SCHUYLER
PORTLAND, OR 97212
503.281.0434

Dear Members of the Metro Council:

Good evening. I am a member of AORTA, the Association of Oregon Rail and Transit Advocates. Tonight I am speaking as private citizen.

I want to emphasize today what a unique opportunity you have to fund transportation projects which could move us toward the vision of our region that is less dependent upon the automobile. After decades of constructing, rebuilding and enlarging roads and highways at great expense, it is now time to seriously invest in other modes.

At a time when Tri-Met ridership is not keeping pace with current population growth, this region cannot afford the small amount of funding being proposed for transit as compared to highways. Elements of Tri-Met's Strategic Plan, including Fastlink that was outlined in the MTIP first draft, should be implemented through MTIP funds.

The RTP should be commended for including the aim of "developing transportation projects and programs that produce the most efficient transport capability with the most cost-effective combination of transportation investments" and the goal of placing a "priority on protecting the region's natural environment in all aspects of [the] transportation planning process."

However, the RTP needs to be strengthened by revising several system goal statements. System goal 1, objective 2 should state: To provide a public transit system which maintains accessibility ~~to jobs for the transportation-disadvantaged~~ all residents. Accessibility goal statements which are measured by "fastest mode" travel times should also be measured by the most efficient and least environmental damage mode criteria.

The transit goals, objectives and policies also need to include other lower cost transit alternatives like commuter rail by securing existing rail right of ways. The transit system section should make the Portland International Airport light rail connection a near term priority and outline a full circumferential line.

To achieve these goals, we must place the highest priority on completing the transit, bike and pedestrian system. I urge you to use the MTIP Regional Reserve Fund for specific improvements to the alternative modes network and to use the RTP as the means to implement a more livable future for our region.

Sincerely yours,

A handwritten signature in dark ink, appearing to read 'David M. Zagel'.

David M. Zagel

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WASHINGTON
COUNTY,
OREGON

May 10, 1995

Tom Kloster
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Tom,

The attached comments on the April 1995 Draft of the Interim Federal Regional Transportation Plan are from the Washington County Coordinating Committee (WCCC).

The WCCC agreed by consensus during its May 8 meeting to forward these comments, with the understanding that each of the 14 jurisdictions represented on the committee may send additional comments as well.

If you have questions, don't hesitate to call me.

Sincerely,

A handwritten signature in cursive script that reads "John E. Rosenberger for".

John E. Rosenberger, Director
Land Use and Transportation

Attachment

doc:rtpmem5.pbc



WASHINGTON
COUNTY,
OREGON

Washington County Coordinating Committee (WCCC)
Comments on the April, 1995, Draft Federal RTP

May 9, 1995

These comments were adopted by consensus agreement of the Washington County Coordinating Committee at its May 8, 1995 meeting. Individual WCCC member jurisdictions may choose to submit additional comments separately. Specific map and project comments may be included in these comments.

General comments offered by the WCCC are as follows:

1. The document should clarify status of contents. There should be a discussion about the roles of the different elements of the RTP, (e.g. Maps, Goals and Objectives, Text) That is, what is binding and what is not; what is advisory, what is explanatory. Perhaps a new section in Chapter 1 should be created to serve this function.
2. The document should identify and address regulatory requirements. Transportation facilities outside the UGB should be treated with care. New major roads and many road reclassifications will require an exception to the goals (urban alternatives?). Other rural improvements such as significant capacity improvements are severely restricted by ORS 215.213, 215.283 and OAR 660-12-065 (March, 1995 amendments). Also, pursuant to OAR 660-12-060 and 660-12-065, the document should provide adequate findings when showing changes to existing acknowledged transportation plans. If there is an intent to retain the 1992 RTP for State purposes and have a separate RTP for Federal purposes, this needs to be made clear up front. It should also be clarified that compliance with the TSP provisions of the TPR is not part of FEDRTP. Some of the discussions of TPR criteria (eg. VMT/capita) can create the wrong impression regarding the function of this document.
3. The document should be clear regarding the "interim" status of it's content.

The interim status of the document should be clearly communicated. The document should be clearly represented as for purposes of meeting federal requirements only. It should be clarified where necessary that the content of the entire document, including the project list, is subject to change during the next RTP development phase. Examples:

- o Fed. RTP projects are from plans with 2005/2010 horizons. Project needs for 2015 cannot be adequately assessed without the benefit of 2015 analysis.
- o "Final determination of need" should clearly be identified as only for purposes of the Federal RTP. It is important to convey that the Federal RTP statement of need has not been shaped by 2015 travel demand or system alternatives analysis, TPR requirements, or in many cases Regional policies that are still evolving.
- o It should be stated explicitly in appropriate locations that goals, policies and strategies are subject to revision during the next phase.
- o It should be made clear when Federal RTP guidelines or assertions of performance are based on assumptions and when they're the product of some analysis.

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4. The document should clarify definitions and areas of regional interests and responsibilities vs. local interests and responsibilities. The plan is represented as "endorsing regional elements of the transportation system and defining the extent of Metro interest in the subregional system"... Greater clarity in definitions of regional and local interest and responsibility are needed to achieve this. For example:
 - o In some cases regional interests are defined in geographic terms (i.e. Regional or Town center focus) and in some cases in terms of functional hierarchies. Local interests are often an undefined remainder in the equation. Both regional and local interests should be explicitly defined.
 - o Previous references to "suburban subareas" are changed to "regional and town centers," which leaves major portions of the suburban areas out of the picture. Specifically, we believe that there needs to be more emphasis on regional and local roles and responsibilities in addressing transportation needs of 2040 mixed use, employment and industrial areas.
5. The document should provide a better understanding of Transit's role in the regional system: We're hesitant regarding objectives, policies or planned systems that are put forth without a detailed analysis of alternatives. For instance, we don't know the ridership impacts of this system. Relevant questions will be how to pay for services; what is a constrained transit system; what is the impact of constrained transit system on anticipated ridership, on auto travel demand, on roadway system capacity requirements, and ultimately on the nature of the constrained transportation system as a whole. One of our primary concerns is the adequacy of future suburban transit services. The Plan's major commitments to light rail and high end transit services combined with a lack of apparent strategies for expanding funding does not seem to leave much for providing basic services necessary to adequately serve the Region's suburbs.
6. Transportation Demand Management: A clear regional role in TDM strategy and program development and in defining how local programs should dovetail to meet regional objectives should be identified and clearly defined. Goal 1 specifies a comprehensive regional approach to TDM, but the introduction to the section defers implementation of TDM measures to the local governments.
7. Pedestrian Element: Is the RTP interest in walking a "system" interest or a "program" interest? The heading says "system;" the goal statement says "program." Consider making it the latter. It's hard to envision a regional pedestrian "system," easy to envision a regional "program" that focuses on doing what is described in the first paragraph on page 1-27.
8. The document should clarify several areas related to funding and implementation:
 - o It isn't always clear how RTP measures relate to RTP goals. How measures used tie to Goals and objectives should be defined. Some measures lack objectives, eg. transit measures looking at percents of trips; good to know, but where are trip % objectives in RTP? Restructuring this section to more specifically link measures with objectives would be helpful.
 - o Emphasizing "preservation and efficient use of existing facilities as the preferred

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approach in providing a transportation system" won't work in all cases; in the suburbs, where many arterials are only 2 lanes wide, there is still a need to upgrade facilities. This should be defined as a strategy, not a comprehensive approach.

- o The concept of "residual revenues" is perhaps oversimplified. It needs to be made clear here that some revenues are dedicated to specific purposes and not available for O, M, and P...and vice versa, that some directed by policy to O, M and P are not available for capital construction.
- o Decisions "to accept a lower level of service on segments of particular facilities" should be made explicitly as part of a system plan, and not on a project by project basis.

9. The document needs clarification in some other areas:

- o Main Streets -- Remove the words "less auto capacity." Metro staff has previously indicated the Main Street design does not assume a reduction of capacity.
- o Neighborhoods -- Discussions of neighborhood and local system design should be rewritten with more care. Current discussions are overly simplified and in some cases not accurate. Master street plans were rejected by LCDC on April 13, 1995. The range of 8 to 20 street connections per mile also should be eliminated, as establishing a frequency standard for street connections also was rejected by LCDC. (See April 1995 TPR revisions.)
- o Local Streets -- These descriptions need more thought. They should more accurately reflect factors at work in major system congestion, or at least to point out that there are contributing factors other than "lack of local street connections," i.e. land use patterns, travel demand, spacing and other characteristics of major system.
- o Clarify that there are limits to circumstances when certain design features need to be provided, i.e. that "should be provided" means "when reasonably possible" -- when it is reasonable in light of need for feature and impact of providing it.

doc:rtpted2a.pbc



WASHINGTON
COUNTY,
OREGON

May 10, 1995

Tom Kloster
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Tom,

Washington County's comments on the April 1995 Draft of the Interim Federal Regional Transportation Plan are attached. Revisions to the Existing Preferred and Fiscally Constrained Network matrices are attached. We expect to submit additional revisions to the constrained matrix reflecting the current cost threshold before or during the May 12 TPAC meeting.

Washington County's comments are intended to supplement the comments of the Washington County Coordinating Committee (WCCC), which already have been forwarded to you.

If you have questions, don't hesitate to call me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Brown', is written over a faint, larger version of the same signature.

Mark Brown, Principal Planner

Attachment

doc:rtmem6.pbo



WASHINGTON
COUNTY,
OREGON

Washington County Comments on Draft Federal RTP
May 10, 1995

These comments are keyed to specific portions of the April 95 Draft of the Federal Regional Transportation Plan. They will complement the Countywide comments forwarded to Metro by the Washington County Coordinating Committee (WCCC). The WCCC is scheduled to consider and take action on a set of Countywide comments at it's May 8, 1995 meeting.

- In-1 The plan is represented as "endorsing regional elements of the transportation system and defining the extent of Metro interest in the subregional system"... Greater clarity in definitions of regional and local interest and responsibility are needed to achieve this.
- In-2 First two bullets: This is an interim document based upon interim information. It is premature to say that it represents regional consensus on transportation policy direction. Many policy decisions and certainly consensus must wait until final data is in, analysis is complete and strategy discussions are held.
- In-3 Fourth paragraph. The population projections seem odd. Did our projection actually go down 10 years further in the future?
- In-6 Regarding State Planning Requirements, this section or some other section should be revised to incorporate the points from Larry Shaw's memo.
- 1-4/5 Ideally, there should be more discussion of proposed modifications to vision and guiding principle statements. A primary question here is the change in emphasis from "mobility" to "accessibility." The implications of this change depend on definitions, which are unclear. Presumably this reference is to accessibility of the "jobs within 30 minutes" type and not a reference to the more commonly understood physical accessibility (although it is used in that sense elsewhere in the document.) Accessibility of both types is important, but as we understand them, neither incorporates a measure of mobility. It is imperative that levels of mobility continue to be monitored, and that adequate mobility be provided. These terms need defining.
- 1-4 Bottom of the page. Since this is a 2015 plan, referencing 2040 numbers seems somewhat out of context. It would be better to reference 2015 numbers here.
- 1-5 Top of the page. Regarding the last sentence of the guiding principles, we believe economic growth should be included in the balance mentioned here.
- 1-6 Top of the page. A paragraph should be added describing social impacts.
- 1-7 System Goals and Objectives: Goal 1: again, the change from "mobility" to "accessibility" has implications for general facility of movement and travel times between points on system. These need to be explored and addressed more thoroughly. There are variants between objectives too. eg. sometimes it's maintain % of population (Obj 3); sometimes it's maintain population (Obj. 4))
- 1-7 Performance Criterion under Objective #2. Consideration should be given to changing this standard to 60 minutes. When walking, waiting and transferring time is considered, 30 minutes really isn't very long. Much of the RTP is contingent on residents taking transit trips much longer than 30 minutes to work.

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- 1-8 Goal 2, Obj. 3: Emphasizing "preservation and efficient use of existing facilities as the preferred approach in providing a transportation system" is an admirable objective, but the transportation system still needs developing in parts of the Region that are still maturing.
- 1-9 Objective #7. We suggest placing a period after "neighborhood streets". Regardless of why the through trips are there, we should be concerned with through traffic on neighborhood streets.
- 1-11 Top of the page. We suggest the reference to providing "less auto capacity" be deleted. We received a March 20, 1995 letter from Mary Weber of the Metro staff regarding the proposed Cornell Road Main Street that stated that "limiting automobile access or capacity would be detrimental..." and "...the main street design does not assume a reduction of capacity along these corridors."
- Re: Neighborhoods -- This section needs to be rewritten with more care. It's not this simple, and the presentation is not accurate (e.g. arterial spacing isn't referenced here but can have a major impact on congestion levels). Master street plans were rejected by LCDC on April 13, 1995. The range of 8 to 20 street connections per mile also should be eliminated; establishing a frequency standard for street connections also was rejected by LCDC. (See April 1995 TPR revisions.)
- 1-12 Descriptives in this section give it an inappropriately dramatic and dictatorial tone. Examples of changes suggested: "... ISTEA has dramatically altered ..." (third line); "... roadway system will be sharply may be limited ..." (fifth line).
- 1-13 Goal 1 Obj 1 -- What are the implications of language change to maintain "current travel times." Previous reference was travel times "equal to today's." Previous reference was written in 1992. What's the reference mark? 1992, 1995? Either language is ambiguous. Should establish something fixed and specific.
- 1-14 Fourth bullet from bottom of page -- Are ramp meters warranted on all freeway ramps in the region? If not, you may want to qualify ramp meter control reference.
- Third bullet from bottom of page -- Pacific Highway (99W) should be included among "through route" streets inside 217 that wouldn't be upgraded to freeway standards.
- 1-14 and 1-15 Acknowledge in the discussions of design features that there may be cases in which the features recommended here cannot reasonably be provided, eg. when impacts of providing them exceed benefits they provide.
- 1-15 6th bullet. What is intended by "special design considerations" for "freeway diversion routes".
- 1-16 Collectors -- It would be better to couch location of these as within a "localized service area" rather than within a "local jurisdiction." The latter often not true, especially in Washington County, with its 14 local jurisdictions.

(Here's another area where the shift of emphasis from "mobility" to "accessibility" is bothersome. "Access" is taking on multiple definitions, too; physical land access in this case, generalized access (to employment markets, for instance) in other cases.)

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May 10, 1995

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- 1-16 Third bullet from bottom -- Unrestricted parking on collectors is contrary to our design standard, which does not allow parking on Major Collectors.
- 1-17 Local Streets -- This description needs more thought. It should more accurately reflect factors at work in major system congestion, or at least to point out that there are contributing factors other than "lack of local street connections," i.e. land use patterns, travel demand, spacing and other characteristics of major system. Discussion of major system congestion could be eliminated. Eliminate connection-per-mile criteria here, also.
- 1-17 Transit: The goal statement at once seeks to provide regionwide services and to focus on the central city and regional centers, and to support other land uses that depend on high levels of transit service. That's a lot.
- 1-18 through 1-21 -- Good and very ambitious service standards and functional class characteristics. However, Primary Transit Network isn't big enough and Fastlink network is too expansive to meet desired objectives. For example, while Objective 3 calls for providing primary or trunkline service within a five-minute walk for a majority of new development within the UGB, the trunk/primary network envisioned in this document provides the desired service level to only 32 percent of Washington County new households.
- We're hesitant putting forth any objectives, policies or planned systems without a detailed analysis of alternatives. For instance, we don't know the ridership impacts of this system. Relevant questions will be how to pay for services; what is a constrained transit system; what is the impact of constrained transit system on anticipated ridership, on auto travel demand, on roadway system capacity requirements, and ultimately on the nature of the constrained transportation system as a whole.
- 1-18 Objective #1, Policy 1. Are the referenced travel time periods for the peak periods, off-peak or any time?
- Objective #3, Policy #1. We believe this policy should explicitly state what the coverage is in 1995, and then seek to increase coverage well beyond today's figure. We believe this is more consistent with the Goal on page 1-17 which emphasizes transit throughout the urban growth boundary.
- Support for the transportation disadvantaged is included as a general system goal (p. 1-7). Some reference should be included here.
- 1-23 The vision statement for the regional freight system seems out of context relative to other sections which don't have a vision statement.
- 1-25 Goal 1- Objective 1 What do "aesthetic practical" and "aesthetic safe" mean?
- Goal 1 - Objective 1, Policy 5, bicycle access to regional trunklines is also important. Metro should coordinate with local jurisdictions as well as Tri-Met in matters of providing bike access to transit.
- Goal 2 -- Where is the 10% regional center bike trip target from? Is it consistent with 2040 Central City and Regional Center targets? Is it achievable? (Did development of target include

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how it helps achieve broader goals/targets (i.e. VMT)), or how it dovetails with other modes? We didn't see anything similar for transit or TDM or other non-auto goal statements. Would be great to integrate technically-supportable targets like this for other modes in this document.)

Goal 2, Objective 1: The policies under this objective seem disjointed from the objective. For example, how does developing a prioritization process lead to securing additional funding sources? The policies may be fine, they just don't implement the objective.

1-26 Goal 3 -- There is no regional role in bike use promotion here. Seems to us that there ought to be one beyond "participation and cooperation" with local efforts. At least an umbrella of coordination, and possibly a regional initiative. This is an area where there aren't major local differences that preclude a regional approach, and a regional approach would seem more cost and media efficient than a conglomeration of local efforts.

1-26 Is the RTP Interest in walking a "system" interest or a "program" interest? The heading says "system." the goal statement (on 1-27) says "program." Consider making it the latter. It's hard to envision a regional pedestrian "system," easy to envision a regional "program" that focuses on doing what is described in the first paragraph on page 1-27.

1-27 Should there be a specific target for Goal 1, as there is for bikes on 1-25? (Same concerns and questions as mentioned re: bike target). Consider consolidating Goals 1 and 2. They have the same objectives.

Goal 1 - Objective 1 - What are the "region's activity centers"? Regional Centers? Town Centers?

1-28 The TSM discussion is interesting, but seems out of context....what are the goals, objectives and policies for TSM implementation. Considering the importance of TSM in system implementation, we would strongly urge that a TSM section be fully developed.

1-30 For TDM there are no regional targets and strategies that tie local government responsibilities and initiatives together? To what degree should those be identified or described in the Federal RTP?

The Objective 1 reference to "incentives" must be referring to "artificial incentives" or subsidies that encourage sov use. In our view, the flexibility and time-efficiency of autos are "incentives" for their use that should not be eliminated or unnecessarily compromised.

1-30 Goal 1 specifies a comprehensive regional approach to TDM, but the introduction to the section defers implementation of TDM measures to the local governments. A clear regional role in TDM strategy and program development and in defining how locals programs should dovetail to meet regional objectives should be identified and clearly defined.

For the Federal RTP, there's too much emphasis and references in the TDM section to VMT/capita, which is a state criteria/objective and will be considered during the next RTP phase. These references should be dropped. Generally speaking, the TDM discussion should be greatly reduced for the Federal RTP. It is longer -- more academic, more detailed -- than other Plan element discussions. It is generally a good discussion, but it is inconsistent with the treatment given other elements.

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- 1-31 The top-of-the-page performance criteria seem to lack consistency -- and don't really seem to be performance criteria in some cases, i.e. subheads under first bullet seem to be strategies, subheads under second bullet seem to be desired system performance outcomes; third bullet seems to be an effect of successful TDM programs; it's difficult to see how bullet four fits in. Bottom line is how and to what end are these performance criteria meant to be applied, and do these do the job?

First bullet -- suggest this criteria (minimizing SOV travel) focus on PM peak hour, for performance measurement purposes.

Third bullet item add the phrase "where non-sov modes can accommodate demand."

Eliminate first sentence of CMS discussion (end of page).

- 1-32 Parking Management - If the intent with this RTP is to address federal requirements, delete references to the Transportation Planning Rule.
- 2-1 Add a couple of sentences explaining why it's important to consider growth through 2040 as part of a 2015 plan.
- 2-5 Refer to Subarea 5 as "Beaverton and Hillsboro"
- 2-6 Refer to Subarea 7 as "the Southern I-5 corridor", specifically mention Tigard and Tualatin in the text.
- 3-2 second bullet -- this "final determination of need" should clearly be identified as only for purposes of the Federal RTP. While the next paragraph states that "no new or dedicated network analysis has been conducted," and subsequent discussion points out additional work to be done, an important concern here is that the transportation need defined here not be misinterpreted as representing the need that will be defined in the 1998 RTP -- referenced here as the "integrated state and federal RTP." The Federal RTP statement of need has not been shaped by 2015 travel demand or system alternatives analysis, TPR requirements, or in many cases Regional policies that are still evolving.
- (Related Note: Projects identified in Chapter 5 as necessary to address needs and achieve RTP goals and objectives are taken from our 1988 Plan, which is based upon 2005 numbers, not 2015.)
- 4-3 Previously referenced "suburban subareas" are now referenced as "regional centers/town centers" (#3 on this pg. 4-3, and over next couple of pages). This looks like it leaves major portions of the suburban areas out of the picture. Regional and town centers are defined areas. Suburban subareas were not specifically defined, and presumably, covered all the territory not covered by the other four categories identified here. Specifically, we believe that there needs to be more emphasis on addressing transportation needs of 2040 mixed use, employment and industrial areas.
- 4-4 Implications of change noted above: What is the regional commitment to the system outside of Regional/Town Centers? What's the expectation regarding local interest and responsibility?

The current Close In subareas section discussion can be interpreted as eliminating the possibility

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of "major" roadway improvements in these areas. A better approach would be to state a preference for alternatives to these major improvements. Also, is "close-in subareas" a defined term or a generic reference? If it's defined, where is it defined?

- 4-4 Regional Centers paragraph. Add the words " and other centers" to last sentence.
- 4-4 Downtown Portland/Central City second paragraph. Add the words " and Transportation Systems Management" to the last sentence.
- 4-5 The introduction to the Regional Transportation System Concept section needs to be clarified. For instance:
- o Do the bulleted principles articulated here really form the basis for the RTP's "underlying concept"? How about ensuring travel efficiency through the region? How about adequate system performance, and the balanced performance, not just interdependence, of the "three major elements?"
 - o What are the four elements referred to in the next paragraph? The four bulleted items? The three elements "roadway, transit and tdm" mentioned in the first bullet? Balancing strategic investment across modes/programs seems to make sense, and is probably the intent, but it's not clear here.

The assertion in the Regional Overview of System Elements section that improvements identified in the Plan "ensure that sufficient travel speed and capacity are maintained on the Regional system within given financial and environmental constraints" can't be demonstrated yet: 2015 analysis isn't done; policy framework needed to define adequacy isn't complete; and projects in Plan were developed to address shorter horizons (Washington County Projects from a 2005 Plan). RTP acknowledges this elsewhere, need to be clear and consistent on this.

- 4-5 To expand on earlier comments on this issue, there should be a better discussion about the roles of the different elements of the RTP, i.e. what has the force of law, what is advisory, what is explanatory? What will be adopted by ordinance, what by resolution? What is the status of maps? Goals and Objectives statements? Text? Perhaps a new section in Chapter 1 should be created to serve this function. If there is an intent to retain the 1992 RTP for state purposes and have a separate RTP for Federal purposes, this needs to be made clear up front.
- 4-6 First bullet: Change "principal arterial highway route" to "through route"
 Again, see 4.3 comment
- 4-8 Regional Freight System - the actions listed seem like they may be more appropriate in Chapter 1 as policies?
- 4-9 Specifics on how we can't fund transit are identified here. What happens to the service and with what effects if \$43 million annually is not available to support primary network? How much is needed in addition to Primary Network, i.e. secondary service, to achieve service standard, and how much does it cost? There is a need to develop a preferred Primary Transit Network and a constrained Primary Transit Network.

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- 4-10 Second full paragraph - we'd hope the bus fleet would be 100% accessible by 2015.
- 4-12 - 4-15: Delete all references to future TPR and VMT/capita requirements. They aren't relevant here.
- 4-12 Last paragraph. How have "these (demand management?) objectives been taken into consideration in forecasting travel demand and the extent of roadway and transit investments recommended in the Plan" This should be analytically defensible.
- 4-14 TDM needs regional goals and objectives, with strategies that define how local jurisdictions contribute; that regional role isn't defined here; seems mostly to be local jurisdiction driven. The RTP should set targets and establish regional role in achieving them, if only a coordinating one; should also be a regional role in education.
- 4-15 Parking – This language overstates our understanding of the parking limitation/SOV use dynamic. Do we know parking limitations to be an effective SOV trip reduction strategy in all parts of the Region? Says it can be here, but the effectiveness should be demonstrable. This program should be characterized more as a strategy to consider and explore rather than one that must be implemented.
- 4-17 - First paragraph - Add ODOT to first sentence.
 Third paragraph - Shouldn't the ORS reference be 366.514, not 356.514?
- 4-18 Regional Pedestrian System. See 1-26 comment. Also, this section would benefit from clearer delineation of regional and local planning and funding responsibilities. For instance: What is regional/local ped. "system" planning role? Does regional interest mean regional funding? Should locals focus on funding facilities not of regional interest? Or should facilities of "regional" interest first priority for regional and local funding?

Figure 4-1 – Add two Regional Through-Routes in Forest Grove, the East/West Arterial in Beaverton, Beef Bend, 112th, Walker and Bethany as far as the Town Center. (See attached map.)

There should be a reference to the fact that there are other Minor Arterials than those identified here as having regional significance. Also, some explanation of when a minor arterial is regionally significant and when it's not might be helpful.

Figure 4-2 – The Forest Grove Bypass should be added to the National Highway System map if possible

Figure 4-3 – See the attached map for proposed additions to the RTP Freight Network Map.

We propose the following deletions/revisions to the RTP Freight Network Map:

- o Cedar/University/Sunset Dr. north of TV Hwy. - The preferred route for trucks will be the Forest Grove North Arterial.
- o TV Hwy: West of Quince - The preferred route for trucks will be the Forest Grove North Arterial.
- o Hall/Cirrus/Scholls Ferry - The freight network is intended to provide for connections to

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main freight routes rather than internal circulation (i.e. Cirrus) within freight areas. This segment should be redefined as, 1) Hall: Nimbus to Hwy. 217 and 2) Scholls Ferry, Nimbus to Hwy. 217.

Other comments regarding the Freight Network Map:

- o To better show system wide freight network connectivity, designated state freight routes (e.g. Hwy. 47, Cornelius Pass, OR 210) should be shown on the map.

Figure 4-4 The following Fastlink 1 routes should be eliminated:

As a general comment, we believe there should be more primary service and less Fastlink service.

- 1) The Murray Road/Butner Road - Murray link should be primary only. Butner should be a secondary bus line that doesn't show up on the map.
- 2) The Hall Boulevard route between downtown Beaverton, Washington Square and Tigard should become a primary route, once the high speed line shown on Hwy 217 is operational.
- 3) The route between Tigard and Lake Oswego wouldn't seem to warrant 10 minute service by 2015 given the fact that the Lake Oswego-Tigard connection currently is every 30 minutes, and dramatic population changes aren't predicted along this corridor. This corridor should be a primary route.
- 4) The I-205 Fastlink connection between Tualatin and Oregon City seems like overkill. We doubt that 10 minute service would be warranted given the limited opportunity to pick up passengers between the two centers. Instead, this should be a primary route.
- 5) The Fastlink connection between Lake Oswego and West Linn doesn't seem warranted by 2015 given the fact that the Lake Oswego-Tigard connection currently is every 30 minutes, and dramatic population changes aren't predicted along this corridor. This corridor should be a primary route.
- 6) The Fastlink connection between St. John's and Downtown Portland doesn't seem warranted. The Fastlink portion should stop at Vaughn and 27th. The portion between Vaughn and 27th and St. John's should be a primary route.
- 7) The Fastlink connection south of Oregon City should be eliminated.

The following Primary routes should be eliminated:

The primary route on 185th Avenue should go to PCC, and the segment north of Springville road should be eliminated.

Some Primary routes should be added. With the savings from changing several Fastlink routes to Primary routes, the following Primary routes should be considered:

1. A north-south Hillsboro Route, possibly serving the Orenco Town Center.

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2. A route on Evergreen Parkway/Cornell, possibly running from Cornell at Murray to Evergreen at Cornelius Pass.
3. A route in the 170th/158th corridor running at least from Farmington Road to the Sunset Hwy and serving LRT.
4. A route on Hwy 99w from Tigard to Sherwood
5. A route from Tualatin to Wilsonville
6. A route along Hall Boulevard between Tualatin and Tigard

Additionally, it appears supplemental primary transit service is needed elsewhere in the region. More specifically, it seems more East/West service is warranted in Clackamas County and North/South service is warranted in Gresham.

Figure 4-5 – The "Proposed Regional Bicycle Network" map needs revisions. It appears to be a blend of a proposed system plan map and an existing facilities and project status map. Look to the Roadway Functional Class Map (Figure 4-1) as a model for revisions. That is, show the planned regional system (don't incorporate local facilities into the classification system at all), and show only the planned system (if there's a need to show what's existing, programmed and committed, use another map).

Also, why are there dead ends in the system? Barnes Road, Baseline and what looks like SE 57th are examples.

Treatment of routes in the rural area seems inconsistent. e.g. The Scholls Ferry route continues outside UGB; Farmington Road doesn't.

5-1 First paragraph: Major goals outlined in Chapter 1 have changed.

Chapter 5 – TABLE: Comments on the Chapter 5 Table of Preferred Network Projects are attached. Those "regionally significant" projects that were submitted for the 2040 Reserve Funds should appear on this list.

Is "Secondary Regional Significance" (the "box" symbol for the table) the same as "local" interest referenced in text? Don't recall seeing "secondary" regional interest elsewhere.

6-2 Need to add the following measures consistent with previous objectives:

Transit Travel Speed between the central city and regional centers and regional centers to regional centers (see Obj. #1 Policy #1)

Percentage of new population and employment covered by the primary network (see objective # 3)

Number of jobs accessible by transit within 30 minutes from "disadvantaged" subareas (Compare to system Goal #1, objective #2).

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 May 10, 1995
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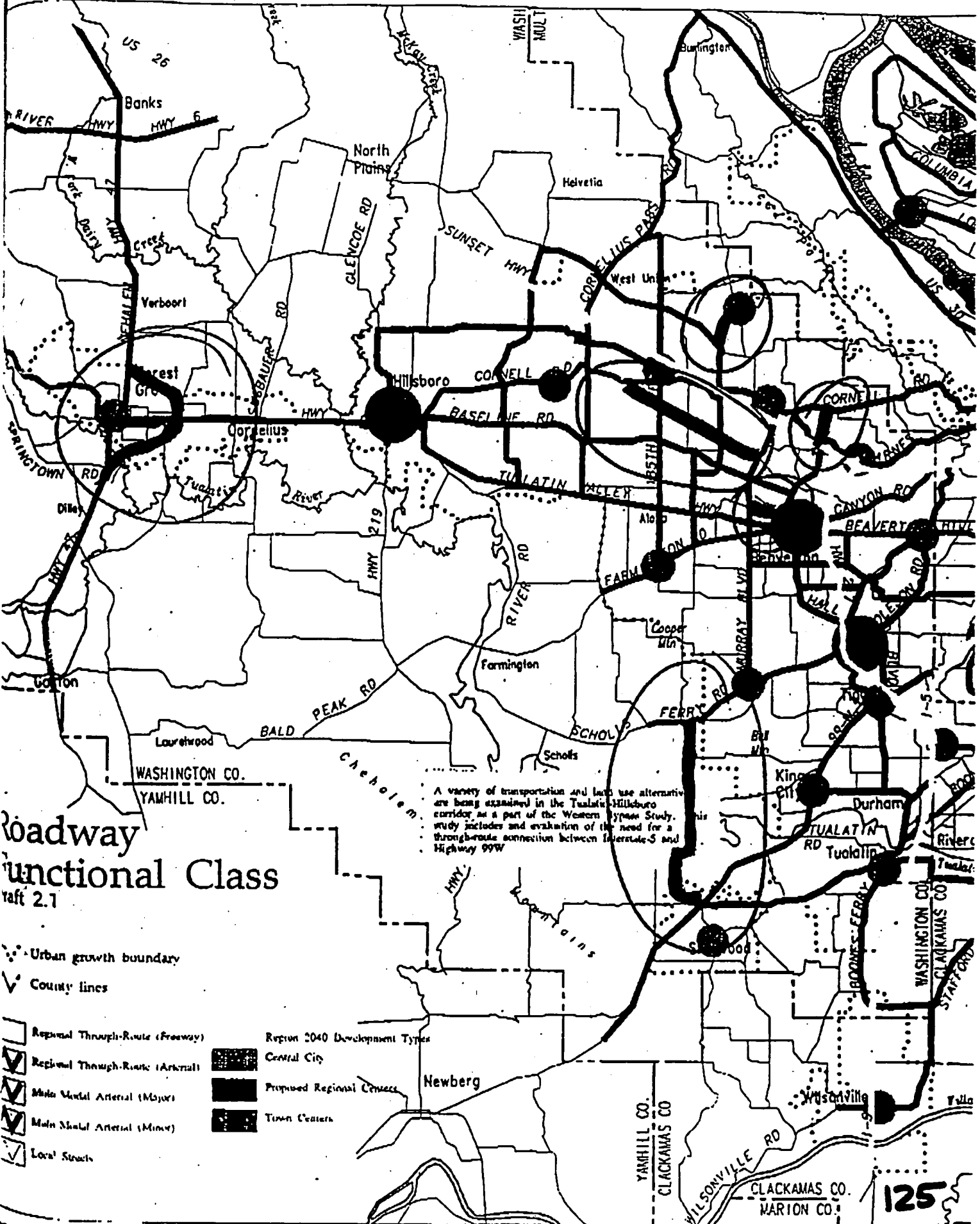
Off-peak level of service calculations for regional through-routes (compare to roadway goal #1 objective #3)

Population within 15 minutes of Regional Centers in the off-peak (see system goal # 1, objective #4)

- 6-2 It isn't always clear how the measures identified here relate to RTP goals. How measures used tie to Goals and objectives should be defined. (Including System Design Goals and Objectives (pg. 1-12); eg. no measure to determine whether travel times through region (Goal 1; Objective 1) are met.

Some measures lack objectives, eg. transit measures looking at percents of trips; good to know, but where are trip % objectives in RTP? Restructuring this section to more specifically link measures with objectives would be helpful.

- 6-6 Second paragraph: Are Social and Economic Effects of the Plan to come as part of FEDRTP or with 1996 RTP? Uncertain re: reference to "above analysis of performance."
- 7-1 First and third paragraph: The concept of "residual revenues" is perhaps oversimplified here. It needs to be made clear here that some revenues are dedicated to specific purposes and not available for O, M, and P...and vice versa, that some directed by policy to O, M and P are not available for capital construction.
- 7-3 Local Revenues: The level of treatment for local revenues here is probably fine, but we would like better understanding of how future local revenues were forecast. Minor note: The Washington County program mentioned here is the Major Streets Transportation Improvement Program (MSTIP). Also, it is supported by revenues from serial levies, not bonding.
- 7-4 Selection of Financially Constrained System. 6-1 and 7-1 comments also apply to discussion and conclusions stated in this section.
- 8-11 Priority #2 refers to 10-year priority projects in Chapter 5. This should be deleted. See attached comments on the Constrained Network Tables. The "regionally significant" projects that will be funded with 2040 Reserve Funds should appear on the Constrained Network Tables.
- 8-11 The funding priorities recognize the importance of cost-effective people-moving options like high-occupancy vehicle lanes, yet a discussion of HOV lanes is lacking in the rest of the Plan. We believe HOV lanes should be seriously evaluated as part of the 1996 RTP, and the Federal RTP should reflect that point.
- 8-17 6 a) should lay out how "decisions will be made to accept a lower level of service on segments of particular facilities." We believe such decisions should be made explicitly as part of a system plan, and not on a project by project basis.



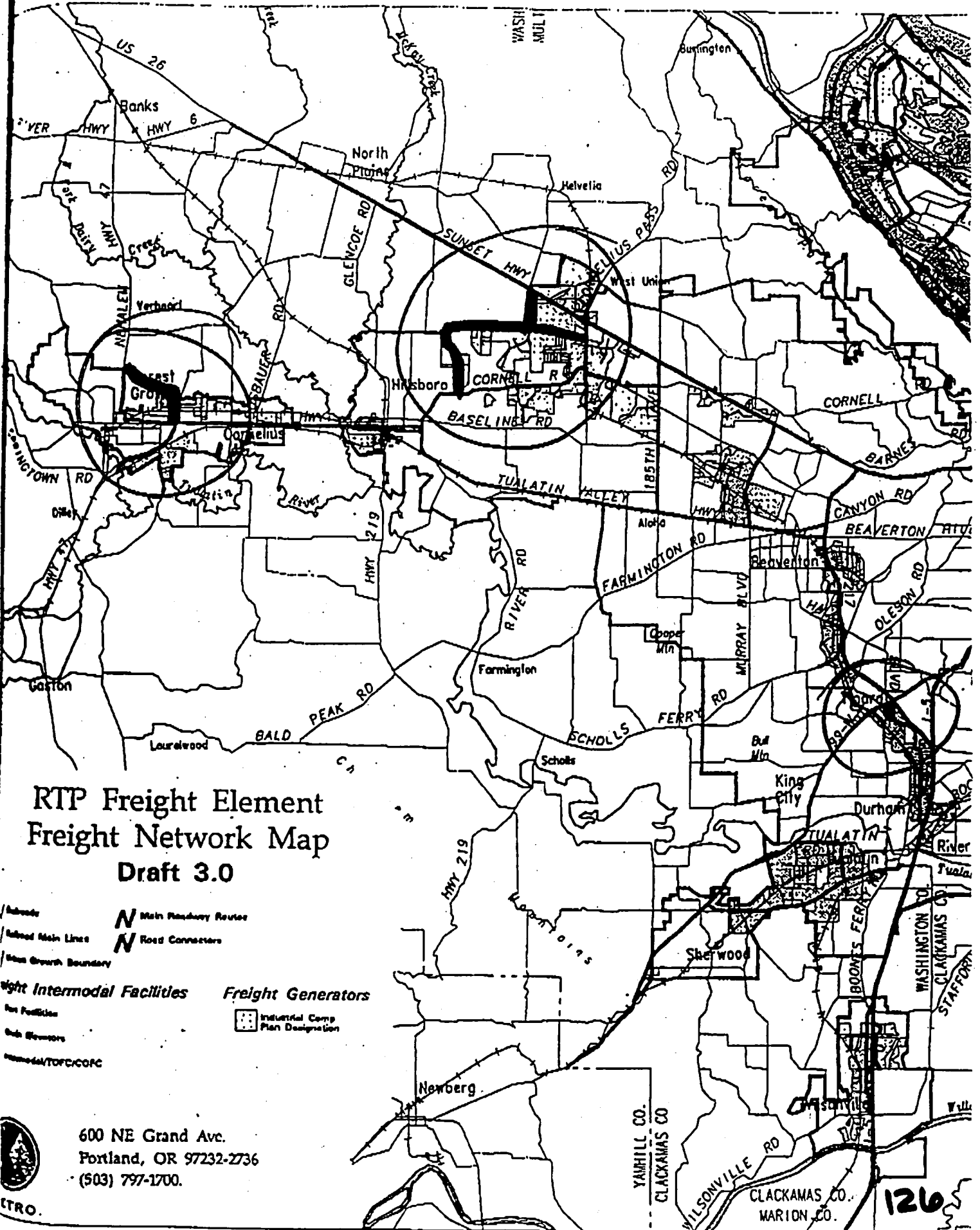
A variety of transportation and land use alternatives are being examined in the Tualatin-Hillsboro corridor as a part of the Western Gynow Study. This study includes and evaluation of the need for a through-route connection between Interstate-5 and Highway 99W.

Roadway Functional Class

Sheet 2.1

- Urban growth boundary
- ∨ County lines
- ▭ Regional Through-Route (Freeway)
- ▭ Regional Through-Route (Arterial)
- ▭ Main Model Arterial (Major)
- ▭ Main Model Arterial (Minor)
- ▭ Local Streets

- Region 2040 Development Types
- ▭ Central City
 - ▭ Proposed Regional Center
 - ▭ Town Centers



**RTP Freight Element
Freight Network Map
Draft 3.0**

- Subroad
- Subroad Main Lines
- Main Growth Boundary
- Light Intermodal Facilities
- Bus Facilities
- Sub-Generators
- Intermodal/TORC/COPC
- Main Parkway Routes
- Road Connectors
- Freight Generators**
- Industrial Comp Plan Designation

600 NE Grand Ave.
Portland, OR 97232-2736
(503) 797-1700.



OTREB

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Chapter 5 Project Matrix

Projects Recommended for Preferred Network

MAY 10 '95 04:33PM WACO LAND USE/TRANSP

*A=Added, D=Dropped, R=Revised

| A,D,R | Jurisdiction | No. | Project Name | Project Location | Roadway Lanes | | Modal Elements | | | | | Project Cost (1998 Dollars) | |
|--------------|--------------|-----|--|--|---------------|----------|----------------|---------|-----|---------|-----|-----------------------------|--------------|
| | | | | | Existing | Proposed | Transit | Bicycle | Ped | Freight | TDM | | TSM |
| | Washington | 68 | 92nd | Garden Home to Allen | 2 | 3 | ◆ | ◆ | □ | | | | \$622,000 |
| | Washington | 69 | 198th | Kinnaman to T.V. Hwy | 2 | 6 | □ | □ | □ | | | | \$1,240,200 |
| | Washington | 70 | 209th | Farmington to T.V. Hwy. | 2 | 8 | □ | □ | □ | □ | | | \$8,026,000 |
| | Washington | 71 | Oleson | Hall to B-H Hwy. | 2 | 3 | □ | ◆ | ◆ | | | | \$2,396,134 |
| | Washington | 72 | Garden Home | Multnomah Blvd. to 92nd | 2 | 3 | ◆ | ◆ | ◆ | | | | \$3,306,000 |
| | Washington | 73 | 186th | T.V. Hwy. to Farmington | 2 | 3 | ◆ | ◆ | ◆ | | | | \$3,600,000 |
| | Washington | 74 | Saltzman | Cornell to Laklaw | 2 | 3 | ◆ | □ | □ | | | | \$6,351,000 |
| | Washington | 75 | 170th Avenue | Riger to Alexander | 2 | 3-6 | ◆ | □ | □ | | | | \$9,851,000 |
| | Washington | 76 | West Union | 143rd to Cornelius Pass | 2 | 3 | □ | □ | □ | | | | \$12,693,000 |
| | Washington | 77 | Thompson | Mult. Co. Line to 143rd | 2 | 3 | □ | □ | □ | | | | \$7,439,000 |
| | Washington | 78 | Martin/Cornelius Schefflin realignment | Martin/Cornelius Schefflin | 2 | 2 | □ | □ | □ | □ | | | \$3,720,000 |
| | Washington | 79 | Evergreen | 26th to Glencoe | 2 | 3 | □ | ◆ | □ | | | | \$5,140,000 |
| | Washington | 80 | Glencoe | Lincoln to Evergreen | 2 | 3 | □ | ◆ | □ | | | | \$3,472,000 |
| | Washington | 81 | Old Hwy. 99w | Wilsonville Rd. to Hwy. 99w | 2 | 3 | ◆ | ◆ | ◆ | | | | \$638,000 |
| | Washington | 82 | Multnomah | Mult. Co. Line to Garden Home | 2 | 3 | ◆ | ◆ | ◆ | | | | \$1,088,000 |
| | Washington | 83 | 170th | Alexander to Baseline | 2 | 3 | ◆ | ◆ | ◆ | | | | \$5,032,000 |
| | Washington | 84 | Wilsonville/Sunset | Old Hwy. 99w to Murdoch | 0/2 | 3 | □ | □ | □ | | | | \$4,742,000 |
| | Washington | 86 | Evergreen Road Bike Lanes | Shute Rd. to 1st Avenue | 2 | 2 | ◆ | ◆ | | | | | \$704,000 |
| | Washington | 87 | Baseline Rd. Bike Lanes | 174th Ave. to 231st Ave. | 2 | 2 | ◆ | ◆ | | | | | \$1,296,980 |
| | Washington | 88 | Tualatin Rd. Bike Lanes | Hwy 99 to Boones Ferry Rd. | n/a | n/a | ◆ | ◆ | | | | | \$1,000,000 |
| | Washington | 89 | Farmington Rd. Bike Lanes | OR217 to Murray Blvd. | n/a | n/a | ◆ | ◆ | | | | | \$2,845,000 |
| | Washington | 90 | Ground Level Retail space | Criminal Justice Facility in Hillsboro | n/a | n/a | ◆ | | | | | | \$1,000,000 |
| | Washington | 91 | Beaverton Creek TOD | SW 163rd, Murray to Jenkins | n/a | n/a | □ | | | | | | \$2,220,644 |
| | Washington | 92 | Evergreen | Shute to 26th | 2 | 3 | ◆ | | | | | | \$4,796,000 |
| | Washington | 93 | Murray | TV Hwy. to Allen | n/a | n/a | ◆ | | | | | | \$100,000 |
| | Washington | 94 | Farmington | Murray to Hocken | 7/4 | 6 | ◆ | | | | | | \$2,622,000 |
| A | Washington | 95 | Walker Rd. Bikeway Improvements | 173rd to 186th Ave. | n/a | n/a | ◆ | ◆ | □ | | | | \$370,000 |
| WashCo Total | | | | | | | | | | | | \$362,817,648 | |
| | Multnomah | 1 | NE Halsey St | 207th Ave to 223rd Ave | 2 | 3-5 | | ◆ | ◆ | | | | \$1,360,000 |
| | Multnomah | 2 | Stark St | 267th Ave. to Troutdale Rd | 2 | 6 | | □ | ◆ | | | | \$1,430,000 |
| | Multnomah | 3 | 207th Ave Connector | Halsey St to Gison St/223rd Ave | 0 | 6 | | ◆ | ◆ | | | | \$7,720,000 |
| | Multnomah | 4 | NE Halsey St | 190th Ave to 207th Ave | 2 | 6 | | ◆ | ◆ | | | | \$2,700,000 |
| | Multnomah | 6 | 267th Ave | Bull Run Rd to Division St | 2 | 6 | | ◆ | □ | | | | \$1,245,000 |
| | Multnomah | 6 | 223rd Ave | Gison St to Halsey St | 3 | 6 | | ◆ | ◆ | □ | | | \$1,640,000 |
| | Multnomah | 7 | Road Rehab Program | Countywide | n/a | n/a | | | | | | | \$16,000,000 |
| | Multnomah | 8 | Signal Rehab Program | Countywide | n/a | n/a | | | | | | | \$6,300,000 |
| | Multnomah | 9 | Powell Valley Rd | Burnside rd to Kane Rd. | 2 | 6 | | □ | □ | | | | \$1,160,000 |
| | Multnomah | 10 | 242nd Ave | Powell Blvd to Burnside Rd | 2 | 5 | | ◆ | □ | | | | \$1,265,000 |
| | Multnomah | 11 | Jenne Rd | 2050 NE of Foster to 800 S of Powell | 2 | 2 | | ◆ | ◆ | | | | \$1,900,000 |
| D | Multnomah | 12 | Garrett Hill Rd | 1200 S of 84 to 2000 S of 84 | 2 | 2 | | ◆ | ◆ | | | | dropped |

MSTP3
MSTP3
MSTP3

\$2,000
\$14,452

MSTP3
MSTP3
MSTP3

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WASH. WASH. WASH. WASH. 34 TUALATIN RD

OLESON RD (BIKE + PED)
OLESON RD (BIKE + PED)
BETHANY (BIKE)
170TH AVE. (BIKE + PED)

◆ = Element of Primary Regional Significance
□ = Element of Secondary Regional Significance

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TETA TO 115TH

\$1,350,000
\$2,246,000
\$510,000
\$1,574,000
\$4,060,000

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Chapter 5 Project Matrix

Projects Recommended for Preferred Network

MAY 10 '95 04:34PM WACO LAND USE/TRANSP

*A=Added, D=Dropped, R=Revised

| A,D,R | Jurisdiction | No. | Project Name | Project Location | Roadway Lanes | | Modal Elements | | | | | Project Cost (1995 Dollars) | |
|----------------------|--------------|-----|---------------------------------|--------------------------------------|---------------|----------|----------------|---------|-----|---------|-----|--------------------------------|--------------|
| | | | | | Existing | Proposed | Transit | Bicycle | Ped | Freight | TDM | | TSM |
| | Clackamas | 45 | 162nd Avenue | Sunnyside Road to Highway 212 | 2 | 3 | | □ | □ | | | | \$2,810,000 |
| | Clackamas | 46 | 98th Avenue | Lowfield to Mather | 0 | 3 | | □ | □ | | | | \$1,480,000 |
| | Clackamas | 47 | MLScott/King Avenue | Idleman to 132nd Avenue | 2 | 3 | | □ | □ | | | | \$1,740,000 |
| | Clackamas | 48 | Warner Mine Bike Lanes | Central Point Rd. to OR213 | n/a | n/a | | ◆ | | | | | \$360,000 |
| | Clackamas | 49 | Boones Ferry Bike Lanes | Kruse Way to County Line | n/a | n/a | | ◆ | | | | | \$1,000,000 |
| | Clackamas | 50 | Linwood Ave. Bike Lanes | King Road to County Line | n/a | n/a | | ◆ | | | | | \$260,000 |
| | Clackamas | 51 | Concord Road Bike Lanes | River Road to Outfield Road | n/a | n/a | | ◆ | | | | | \$160,000 |
| | Clackamas | 52 | Railroad Ave. Bike Lanes | Hanson to Harmony | n/a | n/a | | ◆ | | | | | \$1,000,000 |
| | Clackamas | 53 | CTC Connector | Clack. Reg. Park to Mather Road | n/a | n/a | | ◆ | ◆ | | | | \$1,014,000 |
| | Clackamas | 54 | Lake Rd. Bike Lanes | SE 21st to Outfield Rd. | n/a | n/a | | ◆ | | | | | \$780,000 |
| A | Clackamas | 55 | 82nd Drive Bikeway | Hwy 212/224 to Jennifer St. | n/a | n/a | | ◆ | | | | | \$99,900 |
| A | Clackamas | 56 | Common Drive Bikeway | I-5 to Quarry Road | n/a | n/a | | ◆ | | | | | \$675,000 |
| A | Clackamas | 57 | South End Road | Warner-Parroti to UGB | n/a | n/a | | ◆ | | | | | \$250,000 |
| ClackCo Total | | | | | | | | | | | | \$170,778,900 | |
| | Washington | 1 | Evergreen Pky Ext. | Cornelius Pass to Shute Road | 0 | 6 | □ | ◆ | ◆ | ◆ | ◆ | | \$7,428,648 |
| | Washington | 2 | Lombard | Canyon to Center Street | 0 | 3 | ◆ | □ | ◆ | | | | \$849,002 |
| | Washington | 3 | 112th | Cedar Hills Interchange to Cornwell | 2 | 3 | □ | ◆ | ◆ | | | | \$7,500,000 |
| | Washington | 4 | 143rd | West Union to Kaiser | 0 | 3 | □ | ◆ | ◆ | | | | \$1,400,000 |
| | Washington | 5 | 124th (incl. 49th intersection) | 99w to Tualatin-Sherwood | 2 | 3 | □ | □ | ◆ | ◆ | ◆ | | \$9,642,000 |
| | Washington | 6 | 126th | Brockman to Hall | 0 | 3 | □ | □ | □ | | | | \$4,130,280 |
| | Washington | 7 | Old School's Ferry | Murray to Beef Bend | 2 | 6 | | ◆ | ◆ | | | | \$4,104,000 |
| | Washington | 8 | Cornell | 179th to Bellamy | 2 | 6 | ◆ | ◆ | ◆ | | | | \$3,023,000 |
| | Washington | 9 | Cornelius Pass | Sunset Hwy. to West Union | 2 | 6 | □ | ◆ | ◆ | ◆ | | | \$3,698,000 |
| | Washington | 10 | Murray | Milkan to Jenike - TERMINATED | 2 | 4 | ◆ | ◆ | ◆ | ◆ | | | \$2,686,800 |
| | Washington | 11 | Cornell | Arlington to Baseline/Moh | 2 | 4 | ◆ | ◆ | ◆ | ◆ | | | \$2,539,700 |
| | Washington | 12 | Cornell | 185th to Shute | 5 | 7 | ◆ | ◆ | ◆ | ◆ | | | \$787,600 |
| | Washington | 13 | Barnes | Hwy. 217 to 117th | 2 | 6 | ◆ | ◆ | ◆ | ◆ | | | \$5,612,000 |
| | Washington | 14 | Cornell | 185th to Barnes 153rd to MURRAY | 2 | 3 | ◆ | ◆ | ◆ | | | | \$8,999,000 |
| | Washington | 15 | Barnes | Miler to Mult. Co. Line | 2 | 6 | ◆ | □ | ◆ | | | | \$2,610,000 |
| | Washington | 16 | 216th | Baseline to Cornell | 2 | 5 | □ | ◆ | ◆ | □ | | | \$12,180,000 |
| | Washington | 17 | Barnes | Softman (to Cornell) to Future 119th | 8 | 5 | ◆ | □ | ◆ | | | | \$2,184,000 |
| | Washington | 18 | Brookwood | Airport to Baseline | 0/2 | 2/6 | ◆ | ◆ | ◆ | □ | | | \$8,966,000 |
| | Washington | 19 | Barnes | Miler to Leahy | 8 | 5 | □ | ◆ | ◆ | | | | \$2,766,000 |
| | Washington | 20 | Cornell | Softman to Mult. Co. Line | 2 | 3 | □ | ◆ | □ | | | | \$9,875,000 |
| | Washington | 21 | Jenike | Murray to 158th | 2 | 3 | □ | ◆ | ◆ | ◆ | | | \$1,682,000 |
| | Washington | 22 | Baseline | Use to 231st | 2 | 3/5 | ◆ | ◆ | ◆ | □ | | | \$15,921,000 |
| | Washington | 23 | Baseline | Brookwood to 231st | 2 | 3 | ◆ | ◆ | ◆ | | | | \$2,869,000 |
| | Washington | 24 | Baseline | 185th to 216th | 2 | 5 | ◆ | ◆ | ◆ | | | | \$2,439,000 |
| | Washington | 25 | Cornell | Hwy. 26 to Softman | 2 | 6 | ◆ | ◆ | ◆ | | | | \$3,468,000 |
| | Washington | 26 | Murray | Science Park Drive to Cornell | 3 | 6 | ◆ | ◆ | ◆ | | | | \$2,838,000 |

\$4,682,800

\$2,748,000

\$7,163,000

◆ = Element of Primary Regional Significance
□ = Element of Secondary Regional Significance

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Chapter 5 Project Matrix

Projects Recommended for Preferred Network

MAY 10 '95 04:34PM WACO LAND USE/TRANSP

P. 17/20

*A=Added, D=Dropped, R=Revised

| A,D,R* | Jurisdiction | No. | Project Name | Project Location | Roadway Lanes | | Modal Elements | | | | | | Project Cost (1995 Dollars) | | | |
|---------|--------------|-----|--------------------------------------|----------------------------------|---------------|----------|----------------|---------|-----|---------|-----|-----|--------------------------------|--|--|--------------|
| | | | | | Existing | Proposed | Transit | Bicycle | Ped | Freight | TDM | TSM | | | | |
| | Washington | 27 | Road Rehab Program | County-wide | n/a | n/a | | | | | | | | | | \$16,200,000 |
| | Washington | 28 | Signal Rehab Program | County-wide | n/a | n/a | | | | | | | | | | \$6,000,000 |
| MSTIP 3 | Washington | 29 | Beef Bend Ext | Scholls Ferry to 99w | 2 | 2 | | | | | | | | | | \$9,062,000 |
| MSTIP 3 | Washington | 30 | 224th/219th | TV Highway to Baseline | 2 | 3 | | | | | | | | | | \$5,381,000 |
| | Washington | 31 | Slack Bethany | West Union to Kaiser | 0 | 3 | | | | | | | | | | \$6,409,000 |
| | Washington | 32 | 185th | Germantown Rd. to Cornallus Pass | 0 | 2 | | | | | | | | | | \$725,000 |
| | Washington | 33 | Walker | Stuck to 185th | 2 | 6 | | | | | | | | | | \$2,301,000 |
| | Washington | 34 | Bethany | Bronson to W. Union | 2 | 6 | | | | | | | | | | \$9,147,000 |
| | Washington | 35 | Walker | Murray to 185th | 2 | 6 | | | | | | | | | | \$10,150,000 |
| MSTIP 3 | Washington | 36 | Barnes | Leachy to Hwy. 217 | 2 | 6 | | | | | | | | | | \$1,784,000 |
| | Washington | 37 | Cornell | Murray to Soltzman | 2 | 3 | | | | | | | | | | \$2,671,000 |
| | Washington | 38 | 158th - | Jenkins to Baseline | 3 | 6 | | | | | | | | | | \$1,204,000 |
| | Washington | 39 | Nyberg/Sw 65th | I-6 to Borkland | 2 | 6 | | | | | | | | | | \$2,045,000 |
| | Washington | 40 | Allen | 217 to Western | 3 | 6 | | | | | | | | | | \$275,352 |
| DELETE | Washington | 41 | Greenway/Hall | Greenway/Hall Intersection | n/a | n/a | | | | | | | | | | \$81,000 |
| | Washington | 42 | East Main | 10th to Brookwood | 2 | 3 | | | | | | | | | | \$5,769,000 |
| | Washington | 43 | Cedar Hills | Huntington to Butler | 2 | 6 | | | | | | | | | | \$959,000 |
| | Washington | 44 | Cedar Hills | Walker to Huntington | 2 | 6 | | | | | | | | | | \$181,000 |
| | Washington | 45 | Allen/Western | Allen/Western Intersection | 3 | 6 | | | | | | | | | | \$40,000 |
| | Washington | 46 | Allen | Menlo to Main | 3 | 6 | | | | | | | | | | \$3,067,000 |
| | Washington | 47 | Allen | Murray to Menlo | 3 | 6 | | | | | | | | | | \$150,000 |
| | Washington | 48 | E/W Arterial | 117th to 110th | 0 | 6 | | | | | | | | | | \$14,202,000 |
| | Washington | 49 | Allen | Lombard to King | 3 | 5 | | | | | | | | | | \$4,776,636 |
| | Washington | 50 | E/W Arterial | Hall to 117th | 0 | 6 | | | | | | | | | | \$2,483,331 |
| | Washington | 51 | Greenburg (incl GREENBERG/MAPLELEAF) | 217 to Hall | 3 | 6 | | | | | | | | | | \$1,270,000 |
| | Washington | 52 | E/W Arterial | Hocken to Murray | 2 | 6 | | | | | | | | | | \$1,678,000 |
| DELETE | Washington | 53 | N. Arterial Connector | Hwy 47 to Gales Creek Rd. | 0 | 3 | | | | | | | | | | \$4,376,000 |
| | Washington | 54 | Hall | Scholls Ferry to Greenburg | 3 | 6 | | | | | | | | | | \$361,400 |
| | Washington | 55 | Cedar Hills | TV Hwy. to Hall | 2 | 3 | | | | | | | | | | \$1,249,410 |
| | Washington | 56 | 110th | E/W Arterial to Canyon | 2 | 3 | | | | | | | | | | \$100,000 |
| | Washington | 57 | 125th | Brackman to Scholls Ferry | 2 | 3 | | | | | | | | | | \$5,690,000 |
| MSTIP 3 | Washington | 58 | 119th | Barnes to Cornell | 2 | 5 | | | | | | | | | | \$2,416,000 |
| | Washington | 59 | Hall/99w Intersection | | n/a | n/a | | | | | | | | | | \$716,000 |
| DELETE | Washington | 60 | E/W Arterial | Cedar Hills to Watson/Hall | 0 | 6 | | | | | | | | | | \$2,483,331 |
| MSTIP 3 | Washington | 61 | Boones Ferry | Tualatin River Bridge to Sager | 2 | 3 | | | | | | | | | | \$1,021,000 |
| DELETE | Washington | 62 | E/W Arterial MILLIKAN | Military/Hocken to Cedar Hills | 0 | 3 | | | | | | | | | | \$2,328,000 |
| DELETE | Washington | 63 | Hall | Greenburg to Durham | 2 | 3 | | | | | | | | | | \$10,000,000 |
| DELETE | Washington | 64 | Boones Ferry | Sager to Tualatin/Sherwood | 2 | 3 | | | | | | | | | | \$4,490,000 |
| DELETE | Washington | 65 | Durham | Hall to Boones Ferry | 2 | 3 | | | | | | | | | | \$666,000 |
| | Washington | 66 | Jenkins | Cedar Hills to Murray | 2 | 3 | | | | | | | | | | \$2,613,000 |
| | Washington | 67 | Denney | 217 to Scholls Ferry | 2 | 3 | | | | | | | | | | \$1,610,800 |
| | WASH | | WALKER | CEBAR HILLS TO MURRAY | 2 | 3 | | | | | | | | | | \$1,750,000 |

◆ = Element of Primary Regional Significance
□ = Element of Secondary Regional Significance

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Chapter 7 Project Matrix

Projects Recommended for Financially Constrained Network

MAY 10 '95 04:35PM WACO LAND USE/TRANSP

*A=Added, D=Dropped, R=Revised

| A,D,R* | Jurisdiction | No. | Project Name | Project Location | Roadway Lanes | | Modal Elements | | | | | | Project Cost (1995 Dollars) | Worst V/C | 2nd Worst |
|-----------------|--------------|-----|--------------------------|---|---------------|----------|----------------|---------|-----|---------|-----|---------------|--------------------------------|--------------|--------------|
| | | | | | Existing | Proposed | Transit | Bicycle | Ped | Freight | TDM | TSM | | | |
| | Clackamas | 42 | Summer Lane extension | 122nd to 182nd Avenue | 0 | 3 | | □ | □ | | | | \$3,830,000 | | |
| | Clackamas | 43 | Mather Road | 97th to 122nd Avenue | 2 | 3 | | □ | □ | | | | \$2,670,000 | 1.1 | 1.0 |
| D | Clackamas | 44 | Menlorey | 82nd to Pine-Alder | 0 | 2 | | □ | ♦ | | | | dropped | | |
| | Clackamas | 45 | 182nd Avenue | Sunnyside Road to Highway 212 | 2 | 3 | | □ | □ | | | | \$2,810,000 | 0.7 | 0.5 |
| D | Clackamas | 46 | 98th Avenue | Lawnfield to Mather 1 | 0 | 3 | | □ | □ | | | | dropped | 0.9 | 0.4 |
| | Clackamas | 47 | Mt Scott/King Avenue | Kidman to 132nd Avenue | 2 | 3 | | □ | □ | | | | \$1,740,000 | 0.9 | 0.7 |
| R | Clackamas | 48 | Wamer Mine Bike Lanes | Central Point Rd. to OR213 | n/a | n/a | | ♦ | | | | | \$350,000 | | |
| R | Clackamas | 49 | Boones Ferry Bike Lanes | Kuss Way to County Line | n/a | n/a | | ♦ | | | | | \$1,000,000 | | |
| | Clackamas | 50 | Linwood Ave. Bike Lanes | King Road to County Line | n/a | n/a | | ♦ | | | | | \$260,000 | | |
| | Clackamas | 52 | Railroad Ave. Bike Lanes | Harmon to Harmony | n/a | n/a | | ♦ | | | | | \$1,000,000 | | |
| | Clackamas | 53 | CTC Connector | Clack. Reg. Park to Mather Road | n/a | n/a | | ♦ | ♦ | | | | \$1,014,000 | | |
| | Clackamas | 54 | Lake Rd. Bike Lanes | SE 21st to Oakfield Rd. | n/a | n/a | | ♦ | | | | | \$780,000 | | |
| R | Clackamas | 55 | 82nd Drive Bikeway | Hwy 212/224 to Jennifer St. | n/a | n/a | | ♦ | | | | | \$99,800 | | |
| R | Clackamas | 56 | Carmen Drive Bikeway | I-5 to Quarry Road | n/a | n/a | | ♦ | | | | | \$676,000 | | |
| R | Clackamas | 57 | South End Road | Wamer-Parrott to UGB | n/a | n/a | | ♦ | | | | | \$250,000 | | |
| A | ODOT/CC | 83 | Hwy 43 Intersection | TenWolger Intersection (50% share) | n/a | n/a | | ♦ | ♦ | | | | \$650,000 | | |
| A | ODOT/CC | 84 | Hwy 43 Intersection | 'A' Avenue Intersection (50% share) | n/a | n/a | | ♦ | ♦ | | | | \$290,000 | | |
| A | ODOT/CC | 85 | Hwy 43 Intersection | McVey/Green Street Intersection (50% share) | n/a | n/a | | ♦ | ♦ | | | | \$641,000 | | |
| A | ODOT/CC | 86 | Hwy 43 Realignment | West 'A' Street Realignment (50% share) | n/a | n/a | | ♦ | ♦ | | | | \$610,000 | | |
| A | ODOT/CC | 87 | Hwy 43 | Willamette Falls Drive (50% share) | n/a | n/a | | ♦ | ♦ | | | | \$82,500 | | |
| A | ODOT/CC | 88 | Hwy 43 | Falling Street (50% share) | n/a | n/a | | ♦ | ♦ | | | | \$100,000 | | |
| A | ODOT/CC | 89 | Hwy 43 | Pinnico Street (50% share) | n/a | n/a | | ♦ | ♦ | | | | \$75,000 | | |
| A | ODOT/CC | 90 | Hwy 43 Signal Imp. | Jake Point Traffic Signal (50% share) | n/a | n/a | | ♦ | ♦ | | | | \$60,000 | | |
| A | ODOT/CC | 110 | Hwy 213 Interchange | BeaverCreek Road (50% share) | n/a | n/a | | ♦ | ♦ | | | | \$5,000,000 | | |
| Clackamas Total | | | | | | | | | | | | \$160,017,400 | | | |
| | Washington | 7 | Old Bohols Ferry | Murray to Beef Bend | 2 | 5 | | ♦ | ♦ | □ | | | \$4,104,000 | 0.8 | 0.6 |
| | Washington | 8 | Cornell | 179th to Bethany | 2/3 | 5 | | ♦ | ♦ | ♦ | | | \$3,023,000 | 0.7 | 0.6 |
| | Washington | 9 | Cornelius Pass | Sunset Hwy. to West Union | 2 | 5 | | □ | ♦ | □ | ♦ | | \$3,698,000 | 0.9 | 0.4 |
| | Washington | 10 | Murray | Milkan to Jenina TECMAA | 2 | 4 | | ♦ | ♦ | ♦ | ♦ | | \$2,406,000 | 0.1 | 1.3 |
| | Washington | 11 | Cornell | Arlington to Baseline/Moh | 2/4 | 5 | | ♦ | ♦ | ♦ | ♦ | | \$2,539,700 | 0.7 | 0.4 |
| | Washington | 12 | Cornell | 185th to Shule | 5 | 7 | | ♦ | ♦ | ♦ | ♦ | | \$787,600 | 1.3 | 0.7 |
| | Washington | 13 | Bames | Hwy. 217 to 117th | 2 | 5 | | ♦ | ♦ | ♦ | | | \$5,612,000 | 1.2 | 1.2 |
| | Washington | 16 | Bames | Miller to Muff. Co. Line | 2 | 5 | | ♦ | ♦ | ♦ | | | \$2,610,000 | 1.4 | 1.0 |
| | Washington | 16 | 216th | Baseline to Cornell | 2 | 5 | | □ | ♦ | ♦ | □ | | \$12,180,000 | 1.1 | 0.7 |
| MSTP 3 | Washington | 17 | Bames | Saltzman (@ Cornell) to Future 119th | 2/2 | 5 | | ♦ | □ | ♦ | | | \$2,184,000 | 1.1 | 1.1 |
| MSTP 3 | Washington | 18 | Brookwood | Airport to Baseline | 0/3 | 3/5 | | ♦ | ♦ | ♦ | □ | | \$5,956,000 | | |
| | Washington | 19 | Bames | Miller to Leahy | 2/2 | 6 | | ♦ | ♦ | ♦ | | | \$2,756,000 | 1.3 | 1.1 |
| | Washington | 20 | Cornell | Saltzman to Muff. Co. Line | 2 | 3 | | □ | ♦ | □ | | | \$9,876,000 | 1.2 | 1.2 |
| | Washington | 21 | Jenina | Murray to 158th | 2/3 | 5 | | □ | ♦ | ♦ | □ | | \$1,682,000 | 1.3 | 1.3 |
| DELETE | Washington | 22 | Baseline | 171* Line to 231st | 2 | 3/5 | | ♦ | ♦ | ♦ | | | \$16,921,000 | 0.7 | 0.6 |
| | Washington | 23 | Baseline | Brookwood to 231st | 2 | 3 | | ♦ | ♦ | ♦ | | | \$2,969,000 | 0.9 | |
| | Washington | 24 | Baseline | 185th to 216th | 2 | 6 | | ♦ | ♦ | ♦ | | | \$2,439,000 | 1.4 | 1.3 |
| | Washington | 25 | Cornell | Hwy. 26 to Saltzman | 2 | 6 | | ♦ | ♦ | ♦ | | | \$3,368,000 | 1.0 | |

♦ = Element of Primary Regional Significance
□ = Element of Secondary Regional Significance

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Chapter 7 Project Matrix

Projects Recommended for Financially Constrained Network

MAY 10 '95 04:36PM WRCO LAND USE/TRANSP

*A=Added, D=Dropped, R=Revised

| A.D.R.* | Jurisdiction | No. | Project Name | Roadway Lanes | | Modal Elements | | | | | | Project Cost (1995 Dollars) | Worst V/C | 2nd Worst | |
|---------|--------------|-----|---------------------------|--|----------|----------------|---------|-----|---------|-----|-----|--------------------------------|--------------|--------------|-----|
| | | | | Existing | Proposed | Transit | Bicycle | Ped | Freight | TSM | TSM | | | | |
| | Washington | 26 | Murray | Science Park Drive to Cornell | 3 | 6 | ◆ | ◆ | ◆ | | | | \$2,838,000 | 1.2 | |
| MSTIP 3 | Washington | 30 | Zell/219th | TV Highway to Baseline | 2 | 3 | ◆ | ◆ | ◆ | □ | | | \$5,381,000 | 0.5 | 0.4 |
| | Washington | 32 | 185th | Germanatown Rd. to Cornelius Pass | 0 | 2 | | ◆ | ◆ | | | | \$726,000 | | |
| | Washington | 34 | Berhany | Bronson to W. Union | 2 | 5 | ◆ | ◆ | ◆ | | | | \$3,147,000 | 1.0 | 0.7 |
| MSTIP 3 | Barnes | 36 | Leahy to Hwy. 217 | Murray to Saltzman | 2 | 3 | ◆ | ◆ | ◆ | ◆ | | | \$1,784,000 | 1.1 | 1.1 |
| | Washington | 37 | Cornell | Jenkins to Baseline | 3 | 5 | ◆ | ◆ | ◆ | ◆ | ◆ | | \$2,671,000 | 1.2 | 1.0 |
| | Washington | 38 | 168th | I-5 to Bonland | 2 | 6 | ◆ | ◆ | ◆ | | | | \$1,204,000 | 1.1 | 0.1 |
| | Washington | 39 | Nyberg/Sw 65th | 217 to Western | 3 | 6 | ◆ | ◆ | ◆ | | | | \$2,045,000 | | |
| | Allen | 40 | Greenway/Hall | Greenway/Hall Intersection | n/a | n/a | ◆ | ◆ | ◆ | ◆ | | | \$276,352 | 0.8 | 0.7 |
| DELETE | Washington | 42 | East Main | 10th to Sloopwood | 2 | 3 | ◆ | ◆ | ◆ | | | | \$81,000 | | |
| | Washington | 43 | Cedar Hills | Huntington to Berner | 2 | 6 | ◆ | ◆ | ◆ | | | | \$5,769,000 | 1.1 | 0.9 |
| | Washington | 44 | Cedar Hills | Walker to Huntington | 2 | 6 | ◆ | ◆ | ◆ | | | | \$969,000 | 0.1 | 0.0 |
| | Washington | 45 | Allen/Western | Allen/Western Intersection | 3 | 5 | ◆ | ◆ | ◆ | | | | \$181,000 | 0.8 | 0.8 |
| | Washington | 46 | Allen | Murray to Main | 3 | 5 | ◆ | ◆ | ◆ | | | | \$40,000 | 0.9 | |
| | Washington | 49 | Allen | Lombard to King | 3 | 6 | ◆ | ◆ | ◆ | | | | \$3,067,000 | 1.3 | 1.0 |
| | Washington | 51 | Greenburg | 217 to Hall | 3 | 5 | ◆ | ◆ | ◆ | | | | \$4,775,636 | 1.0 | 0.9 |
| DELETE | Washington | 52 | E/W Arterial | Hocken to Murray | 2 | 5 | ◆ | ◆ | ◆ | | | | \$1,270,000 | 1.0 | 1.0 |
| | Washington | 54 | Hall | Schols Ferry to Greenburg | 3 | 6 | ◆ | ◆ | ◆ | | | | \$1,678,000 | | |
| | Washington | 55 | Cedar Hills | Tv Hwy. to Hall | 2 | 6 | ◆ | ◆ | ◆ | | | | \$361,200 | 1.1 | 0.8 |
| MSTIP 3 | Washington | 59 | Hall/99w Intersection | Boones Ferry | n/a | n/a | ◆ | ◆ | ◆ | ◆ | | | \$1,249,410 | 0.5 | 0.4 |
| DELETE | Washington | 61 | Boones Ferry | Tualatin River Bridge to Soper | 2 | 3 | ◆ | ◆ | ◆ | | | | \$715,000 | | |
| DELETE | Washington | 62 | E/W Arterial MILLIKEN | Wilson HVCKEN to CEDAR HILLS | 0 | 3 | ◆ | ◆ | ◆ | ◆ | | | \$1,024,000 | 1.1 | 0.8 |
| | Washington | 66 | Burnham | Hall to Boones Ferry | 2 | 3 | ◆ | ◆ | ◆ | | | | \$2,328,000 | | |
| | Washington | 66 | Jenkins | Cedar Hills to Murray | 2 | 3 | ◆ | ◆ | ◆ | ◆ | | | \$648,000 | 1.3 | 0.7 |
| | Washington | 67 | Denney | 217 to Schols Ferry | 2 | 3 | ◆ | ◆ | ◆ | ◆ | | | \$2,813,000 | 1.3 | 1.1 |
| | Washington | 68 | 92nd | Garden Home to Allen | 2 | 3 | ◆ | ◆ | ◆ | ◆ | | | \$1,610,800 | 0.6 | 0.5 |
| | Washington | 71 | Oleason | Hall to B-H Hwy. | 2 | 3 | ◆ | ◆ | ◆ | ◆ | | | \$522,000 | | |
| | Washington | 72 | Garden Home | Multnomah Blvd. to 92nd | 2 | 3 | ◆ | ◆ | ◆ | | | | \$2,396,134 | 0.9 | 0.8 |
| | Washington | 73 | 185th | I.V. Hwy. to Farmington | 2 | 3 | ◆ | ◆ | ◆ | | | | \$3,306,000 | 0.8 | 0.6 |
| MSTIP 2 | Washington | 75 | 170th Avenue | Ripert to Alexander | 2 | 3-5 | ◆ | ◆ | ◆ | | | | \$3,600,000 | 1.0 | 1.0 |
| | Washington | 76 | W. Union | Leahy to Cornelius Pass | 2 | 3 | ◆ | ◆ | ◆ | | | | \$9,851,000 | 1.3 | 1.1 |
| MSTIP 3 | Washington | 79 | Evergreen | 25th to Glencoe | 2 | 3 | ◆ | ◆ | ◆ | | | | \$10,452,190 | 0.8 | 0.6 |
| | Washington | 80 | Glencoe | Lincoln to Evergreen | 2 | 3 | ◆ | ◆ | ◆ | | | | \$5,140,000 | 1.2 | 1.1 |
| | Washington | 82 | Multnomah | Mult. Co. Line to Garden Home | 2 | 3 | ◆ | ◆ | ◆ | | | | \$3,472,000 | 0.9 | 0.7 |
| | Washington | 83 | 170th | Alexander to Baseline | 2 | 3 | ◆ | ◆ | ◆ | ◆ | | | \$1,088,000 | 1.2 | 0.9 |
| | Washington | 84 | Wilsonville/Sunset | Old Hwy. 99w to Murdock | 2 | 3 | ◆ | ◆ | ◆ | | | | \$5,032,000 | 1.3 | 1.3 |
| | Washington | 88 | Tualatin Rd. Bike Lanes | Hwy 99 to Boones Ferry Rd. | n/a | n/a | ◆ | ◆ | ◆ | | | | \$4,742,000 | 0.7 | 0.6 |
| | Washington | 89 | Farmington Rd. Bike Lanes | OR217 to Murray Blvd. | n/a | n/a | ◆ | ◆ | ◆ | | | | \$1,000,000 | | |
| | Washington | 90 | Ground Level Retail space | Criminal Justice Facility in Hillsboro | n/a | n/a | ◆ | ◆ | ◆ | | | | \$2,845,000 | | |
| | Washington | 91 | Beaverton Creek TOD | SW 163rd, Murray to Jenkins | n/a | n/a | ◆ | ◆ | ◆ | | | | \$1,000,000 | | |
| | Washington | 92 | Evergreen | Shute to 25th | 2 | 3 | ◆ | ◆ | ◆ | | | | \$2,220,644 | | |
| | Washington | 93 | Murray | TV Hwy. to Allen | n/a | n/a | ◆ | ◆ | ◆ | | | | \$4,796,000 | 0.7 | 0.7 |
| | Washington | 94 | Farmington | Murray to Hocken | ? | 5 | ◆ | ◆ | ◆ | | | | \$100,000 | | |
| | | | | | | | | | | | | | \$2,522,000 | 1.2 | 1.0 |

◆ = Element of Primary Regional Significance
□ = Element of Secondary Regional Significance

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Chapter 7 Project Matrix

Projects Recommended for Financially Constrained Network

MAY 10 '95 04:37PM WACO LAND USE/TRANSP

*A=Added, D=Dropped, R=Revised

| A,D,R* | Jurisdiction | No. | Project Name & Recommendation | Project Location | Roadway Lanes | | Modal Elements | | | | | | Project Cost (1995 Dollars) | Worst V/C | 2nd Worst |
|------------------|--------------|-----|---|---|---------------|----------|----------------|---------|-----|---------|-----|---------------|-----------------------------|-----------|-----------|
| | | | | | Existing | Proposed | Transit | Bicycle | Ped | Freight | TDM | TSM | | | |
| R | Washington | 95 | Walker Rd. Bikeway Improvement | 173rd to 185th Ave. | n/a | n/a | ◆ | ◆ | □ | | | | \$370,000 | | |
| A? | ODOT/WC | 71 | TV Highway | 209th/219th (50% share) | n/a | n/a | ◆ | ◆ | ◆ | | | ◆ | \$1,250,000 | | |
| A? | ODOT/WC | 77 | BH Highway | BH/Schools Ferry/Oleson (50% share) | n/a | n/a | ◆ | ◆ | ◆ | | | ◆ | \$6,000,000 | 1.2 | 1.0 |
| A? | ODOT/WC | 78 | Farmington Road Widening | 209th Ave to 172nd Ave (50% share) | | | ◆ | ◆ | ◆ | | | | \$5,400,000 | | |
| Washington Total | | | | | | | | | | | | \$217,181,576 | | | |
| | Multnomah | 1 | NE Halsey St | 207th Ave to 223rd Ave | 2 | 3-5 | | ◆ | ◆ | | | | \$1,350,000 | 0.8 | 0.7 |
| | Multnomah | 2 | Stark St | 257th Ave. to Troutdale Rd | 2 | 5 | | □ | ◆ | | | | \$1,430,000 | 1.0 | 0.6 |
| | Multnomah | 3 | 207th Ave Connector | Halsey St to Gilson St/223rd Ave | 0 | 5 | | ◆ | □ | | | | \$7,720,000 | 0.9 | 0.6 |
| | Multnomah | 4 | NE Halsey St | 190th Ave to 207th Ave | 2 | 6 | | ◆ | ◆ | | | | \$2,700,000 | 0.6 | 0.3 |
| | Multnomah | 5 | 257th Ave | Bull Run Rd to Division St | 2 | 6 | | ◆ | ◆ | | | | \$1,245,000 | | |
| | Multnomah | 6 | 223rd Ave | Gilson St to Halsey St | 3 | 6 | | ◆ | ◆ | | | | \$1,540,000 | 1.1 | 0.7 |
| | Multnomah | 7 | Road Rehab Program | County-wide | n/a | n/a | | | | □ | | | \$16,000,000 | | |
| | Multnomah | 8 | Signal Rehab Program | County-wide | n/a | n/a | | | | | ◆ | | \$5,300,000 | | |
| | Multnomah | 9 | Powell Valley Rd | Burnside rd to Kane Rd. | 2 | 6 | | □ | □ | | | | \$1,160,000 | 0.8 | 0.5 |
| | Multnomah | 10 | 242nd Ave | Powell Blvd to Burnside Rd | 2 | 6 | | ◆ | □ | | | | \$1,255,000 | 0.9 | 0.5 |
| | Multnomah | 11 | Jenne Rd | 2050' NE of Foster to 800' S of Powell | 2 | 2 | | ◆ | ◆ | | | | \$1,900,000 | 1.1 | 0.9 |
| | Multnomah | 14 | 162nd Ave | Gilson St to Halsey St | 3 | 6 | | □ | □ | | | | \$1,780,000 | 1.0 | 0.6 |
| | Multnomah | 15 | 257th Avenue | Powell Valley Road to Bull Run Road | 2 | 5 | | □ | □ | | | | \$1,235,000 | | |
| | Multnomah | 16 | NE Gilson St | 202nd Ave to 207th Ave | 2 | 6 | | □ | □ | □ | | | \$2,200,000 | 0.9 | 0.7 |
| | Multnomah | 17 | Orient Dr | Kane Rd. to Anderson Rd. | 2 | 6 | | □ | □ | | | | \$2,345,000 | | |
| | Multnomah | 18 | Palmquist Rd | 242nd Drive to Mt. Hood Hwy | 2 | 6 | | □ | □ | | | | \$2,060,000 | 1.0 | 1.0 |
| | Multnomah | 19 | NE Gilson St | 223rd Ave to 242nd Dr | 2 | 6 | | □ | □ | □ | | | \$3,250,000 | 0.8 | 0.7 |
| | Multnomah | 20 | 257th Ave | Orient Dr to Powell Valley Rd | 2 | 6 | | □ | □ | | | | \$1,045,000 | 1.0 | 0.4 |
| | Multnomah | 21 | 242nd Ave | Palmquist Rd to Powell Blvd | 2 | 6 | | □ | □ | | | | \$2,390,000 | 0.5 | 0.4 |
| | Multnomah | 23 | 190th Ave | Butler Rd to Highland Drive | 3 | 6 | | □ | □ | | | | \$1,875,000 | 0.9 | 0.9 |
| | Multnomah | 24 | NE Halsey St | 223rd Ave to 238th Dr | 2 | 6 | | ◆ | ◆ | | | | \$1,870,000 | 0.8 | 0.6 |
| | Multnomah | 26 | NE Halsey St | 238th Dr to Columbia River Hwy | 2 | 6 | | ◆ | ◆ | | | | \$3,240,000 | 1.4 | 0.6 |
| | Multnomah | 26 | Division Drive | 268th Ave to Troutdale Road | 2 | 3 | | □ | □ | | | | \$770,000 | 0.4 | 0.3 |
| | Multnomah | 27 | 242nd Ave Connector | Gilson St to Sandy Blvd | 0 | 6 | | □ | ◆ | | | | \$2,000,000 | | |
| | Multnomah | 28 | 162nd Ave | Halsey St to I-54 | 6 | 6 | | □ | □ | | | | \$725,000 | 1.0 | 0.6 |
| | Multnomah | 29 | Division St | 257th Ave to 268th Ave | 5 | 3 | | □ | ◆ | | | | \$2,420,000 | 0.6 | |
| | Multnomah | 32 | Division Street | 198th Avenue to Wallula Avenue | 5 | 5 | | □ | ◆ | | | | \$210,000 | 0.8 | |
| | Multnomah | 33 | Division Street Bike Lanes | 182nd Ave. to Kane Road | 5 | 5 | | ◆ | | | | | \$100,000 | | |
| | Multnomah | 34 | Burnside Street Bike Lanes | 181st Ave. to 196th Ave. | 4 | 4 | | ◆ | | | | | \$344,000 | | |
| D | Multnomah | 37a | Willamette River Bridges Accessibility Projects | Unfunded Projects on Mult. Co. bridges | | | | | | | | | dropped | | |
| R | Multnomah | 37b | Hawthorne Bridge Sidewalk & Phase I Overrun | Hawthorne Bridge | n/a | n/a | | ◆ | | | | | \$2,000,000 | | |
| | Multnomah | 38 | Civic Nth Central Collector | Burnside to Division | 0 | 2 | | □ | □ | □ | | | \$2,049,000 | | |
| | Multnomah | 39 | Civic Nth Station Plaza | LRT tracks @ Central Collector | n/a | n/a | | □ | □ | □ | □ | | \$1,200,000 | | |
| D | Multnomah | 41 | Softwood Bridge | Softwood to Highway 43 | n/a | n/a | | ◆ | ◆ | ◆ | □ | | moved to bridges | | |
| D | Multnomah | 42 | MultGo Bridges - Sebrae | Central City | n/a | n/a | | ◆ | ◆ | ◆ | ◆ | | moved to bridges | | |
| D | Multnomah | 43 | MultGo Bridge Program | Central City | n/a | n/a | | ◆ | ◆ | ◆ | ◆ | | moved to bridges | | |
| A? | ODOT/WC | 2 | US 26 | Palmquist/Orient Intersection (50% share) | n/a | n/a | | ◆ | | | | ◆ | \$500,000 | | |
| A? | ODOT/WC | 66 | Powell Widening | Birdsdale to Eastman (50% share) | | | | | | | | | \$2,000,000 | | |

◆ - Element of Primary Regional Significance
□ - Element of Secondary Regional Significance

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Section Two

Appendix

Serving
ellwood-Moreland
Since 1906

THE BEE

Also serving
Reed, Woodstock
and Milwaukie

March 1995

TRANSPORTATION



METRO Transit Outlook

Regional Transportation Planning

Spring will be a busy time for citizens in the region as a number of draft transportation plans and programs will be available for public review and comment. The following is an overview of the programs as well as the opportunities for public participation.

Priorities '95 - A series of meetings to solicit public comment on the preliminary Regional Transportation Plan update and the draft FY '96 Metropolitan Transportation Improvement Program, will be held throughout the region in April. Information about meeting dates and times appears at the end of this article.

Regional Transportation plan (RTP) - The plan is a 20-year blueprint for the region's transportation system that takes into consideration expected population and economic growth. The RTP addresses how to best move people and goods through the region and identifies strategies for highways, arterial streets, transit, freight, bikes and pedestrians. The current RTP will be updated in two phases, a preliminary update to comply with new federal requirements will be adopted by the Metro Council by June 1995 and a full update to bring the current up to date with state requirements and 2040 Framework, Metro's Regional Framework Plan for growth.

2040 Framework - This is the next step in the Region 2040 planning process and will focus on implementing the Region 2040 growth concept adopted by the Metro Council in December 1994. Metro's 2040 Framework will address four broad categories: use of land, transportation, natural areas and water. For more information about 2040 Framework, contact Metro at 797-1721.

Metropolitan Transportation Improvement Program (MTIP) - A regional transportation funding program. For 1996 there are \$27 million of federally authorized funds available for allocation to new projects. Metro is developing project selection criteria and a draft recommendation for allocation of the funds with input from local governments and the public. Local jurisdictions are submitting transportation projects to Metro for funding consideration.

How you can get involved - Drafts of both the preliminary RTP update and MTIP funding recommendations will be available for public review in early April. There will be a 30-day comment period following the release of the draft recommendations.

Priorities '95 meetings will provide an opportunity for the public to comment on these drafts to a panel of Metro councilors and local elected officials, as well as a chance to review maps and ask questions and talk with Metro staff. The meetings are tentatively scheduled on the following dates. Call Metro at 797-1866 to confirm meeting dates and locations: *All meetings run from 4 to 9 p.m. with oral comments taken from 6:30 to 9 p.m.

Thursday, April 13 - Clackamas County meeting Pioneer Community Center, 615 Fifth St., Oregon City, Tri-Met bus line 33.

Monday, April 17 - Portland meeting Metro Regional Center, 600 NE Grand Ave., Portland, Tri-Met bus line 6 or take MAX to the Oregon Convention Center stop.

Monday April 17 - East Multnomah County meeting Gresham City Hall, 1333 NW Eastman Parkway, Gresham, Tri-Met bus lines 4 and 23 or take MAX to the Gresham City stop.

Tuesday, April 18 - Washington County meeting Beaverton City Hall, 4755 SW Griffith Drive, Beaverton, Tri-Met bus lines 54 and 59.

For more information about the Priorities '95 meetings or to obtain copies of the draft preliminary RTP update and the draft MTIP recommendation, call Metro at 797-1866.

NEWS RELEASE

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1510 | FAX 503 797 1799



METRO

April 5, 1995

For immediate release

For more information, call Pamela Peck, 797-1866

Metro seeks input on transportation funding priorities

Changes in federal regulations and possible reductions in federal funding may mean that cities and counties in this region will have to make hard choices about future transportation priorities. Metro will hold a series of public meetings this month to receive comment on how federal, state and local transportation dollars should be spent for the coming fiscal year and in future years.

"Long-range transportation funding plans must reflect the dollars that can be reasonably expected to be available. We will have fewer dollars available," said Mike Hoglund, Metro transportation planning manager. "That means we will have some difficult choices to make."

The series of public meetings, called Priorities '95, will provide citizens the opportunity to comment on the interim 1995 Regional Transportation Plan (RTP) and the FY '96 Metropolitan Transportation Improvement Program (MTIP).

The Regional Transportation Plan is a 20-year blueprint for the region's transportation system that takes into consideration expected population and economic growth. The plan addresses how to best move people and goods through the region and identifies strategies for highways, arterial streets, transit, freight, bikes and pedestrians.

The interim 1995 RTP is the first of two plan updates and will meet federal transportation and air quality planning requirements and deadlines. A second update will be completed in late 1996 to implement the Metro's 2040 growth concept.

- more -

The FY '96 Metropolitan Transportation Improvement Program is a regional transportation funding program. Local jurisdictions submit transportation projects to Metro for funding consideration annually. For 1996 there are \$27 million of federally authorized funds available for allocation to new projects. Metro will take comments on how the \$27 million should be allocated at the Priorities '95 meetings.

The meetings will provide an opportunity for the public to make oral comments to a panel of Metro councilors and local elected and appointed officials from 6:30 to 9 p.m. Metro staff will be available to answer questions and provide background information from 4 to 9 p.m. The meetings are scheduled as follows:

Clackamas County
Thursday, April 13
Pioneer Community Center, 615 Fifth St., Oregon City
Tri-Met bus line 33

Portland
Monday, April 17
Metro Regional Center, 600 NE Grand Ave.
Tri-Met bus line 6 or take MAX to the Oregon Convention Center stop

East Multnomah County
Monday, April 17
Gresham City Hall, 1333 NW Eastman Parkway
Tri-Met bus lines 4 and 23 or take MAX to the Gresham City Hall stop

Washington County
Tuesday, April 18
Beaverton City Hall, 4755 SW Griffith Drive
Tri-Met bus lines 54 and 59

All meeting locations are ADA accessible. For additional bus routes and schedule information, call (503) 238-RIDE.

Drafts of both the preliminary RTP update and MTIP funding information will be available for public review in early April. There will be a 30-day comment period following the release of the draft recommendations. All written comments received during the comment period will be entered into the formal record. Written comments should be mailed to: Metro, Transportation Planning, 600 NE Grand Ave., Portland, OR 97232 or faxed to (503) 797-1794.

For more information or to obtain copies of the draft interim RTP update and the draft MTIP funding information, call Metro at (503) 797-1866 or call Metro's transportation planning hotline (503) 797-1900.

#

UPCOMING OPPORTUNITY TO COMMENT ON IMPORTANT TRANSPORTATION PLANS

Metro's Transportation Planning Division is planning an event for mid-April to invite the public to comment on both the Interim Regional Transportation Plan (RTP) and Fiscal Year 1995-96 Transportation Improvement Program (TIP).

- The RTP lays out 20-year transportation priorities.
- The TIP is an annual funding document. This year's program will identify \$27 million in transportation projects, intended to begin to implement Metro's Region 2040 recommendations.

An announcement will be forthcoming, or you may call Pamela Peck at 797-1866 for more information.

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Help decide how this region will spend transportation dollars

A series of meetings, called Priorities '95, will be held around the region to receive public comment on transportation funding priorities.

Clackamas County
4 to 9 p.m. Thursday, April 13
Pioneer Community Center
615 Fifth St., Oregon City
Tri-Met bus line 33

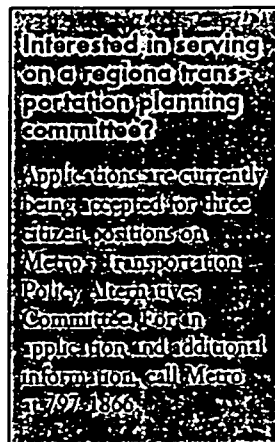
Portland
4 to 9 p.m. Monday, April 17
Metro Regional Center
600 NE Grand Ave.
Tri-Met bus line 6 or MAX
to the Oregon Convention
Center stop

East Multnomah County
4 to 9 p.m. Monday, April 17
Gresham City Hall
1333 NW Eastman Parkway
Tri-Met bus lines 4 and 23
or MAX to the Gresham
City Hall stop

Washington County
4 to 9 p.m. Tuesday, April 18
Beaverton City Hall
4755 SW Griffith Drive
Tri-Met bus lines 54 and 59

*Oral comments will be taken at
each meeting beginning at 6:30.*

*For more information, call Metro
at 797-1866 or call Metro's
Transportation Planning Hotline,
(503) 797-1900.*



METRO

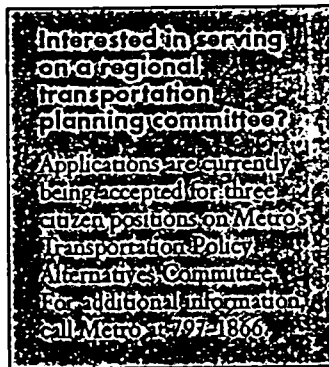
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'95 public meeting to
comment on transporta-
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Washington County
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Beaverton City Hall
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Argus - runs April 13

Times - runs April 13

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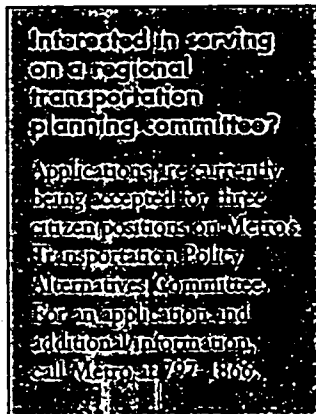
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Oregonian - runs April 12 and April 16

DJC - runs April 12

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