

403.09

December 14, 1973

Robert Blensley
Columbia Region Association of Governments
6400 Southwest Canyon Court
Portland, Oregon

Dear Mr. Blensley:

Enclosed are copies of the agreements as prepared by the City Attorney between CRAG and the various public bodies associated in the Interstate Bridge Corridor Project.

I will retain the copy for the City of Portland. Dick Bamum of Clark County was in the office when they were delivered and took the Clark County, Vancouver and Washington Highway Department copies with him.

Very truly yours,

William S. Dirker
Transportation Coordinator

ct

12092

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

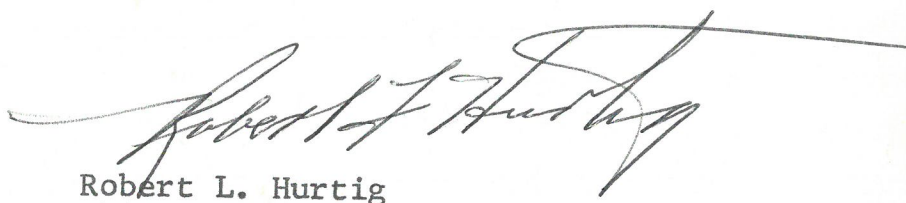
December 13, 1973

From Robert L. Hurtig, Chief Deputy City Attorney
To Department of Public Works
Addressed to William Dirker, Jr., Transportation Coordinator
Subject CRAG Interstate Corridor Agreements

Attached hereto please find contracts for the various jurisdictions to engage the services of CRAG for the Interstate Bridge Study.

If the ordinance for the City of Portland is to be authorized, it should come back to this office for preparation of an ordinance.

Your file is returned herewith.



Robert L. Hurtig
Chief Deputy City Attorney

RLH/fg
Attached

PUBLIC WORKS
DEC 13 1973
Commissioner's Office



COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

November 27, 1973

M E M O R A N D U M

TO: William S. Dirker
FROM: Hurvie E. Davis *HED*
SUBJECT: Formal Agreements -
Interstate Bridge Corridor Project

The Interstate Bridge Corridor Project is a cooperative effort of a number of jurisdictions and agencies to undertake the study and development of alternative methods of providing improved transportation between the Vancouver and Portland areas. Primary emphasis of the project will be the Interstate Bridge Corridor. Currently, vehicular traffic on the bridge is exceeding its design capacity during peak hours and is approaching or exceeding capacity during heavy weekend and summer months' travel periods. The degree and duration of traffic congestion is currently causing serious traffic disruption. In addition to the congested conditions now existing, and forecast to be increasingly congested, there exists an interim problem of handling traffic during reconstruction of Interstate 5 north and south of the Interstate Bridge. The reconstruction on the Washington side is expected to take from two-three years and two years on the Oregon side.

The project is designed as a three-phase project. Phase one is expected to develop preliminary findings about the problem, its causes and possible solutions in order to develop maximum increase in corridor efficiency without physical alterations, and to initiate non-capital intensive improvements. This will focus on the coordination of existing systems and will include an origin-destination survey of travel in the corridor. This phase will be financed 100% by local and state funds. Phase two will be to further analyze and detail various alternatives from phase one which may provide solutions. This phase is expected to be financed by local, state and UMTA funds.

CLACKAMAS COUNTY

Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY

Camas
Vancouver
Washougal

COLUMBIA COUNTY

Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY

Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY

Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

RECEIVED
NOV 29 1973
COMMUNITY DEVELOPMENT

Phase three will also be funded jointly by local, state and UMTA funds.

Phase three will be to develop an implementation program with agency responsibility for the alternatives selected from phase two. Any necessary Environmental Impact Statements will be prepared.

Formal agreements are needed between the Columbia Region Association of Governments (CRAG), who will be responsible for the project, and the state and local agencies/jurisdictions who are participating in the project. Estimated cost of the three-phase project is \$150,000. Phase one costs are estimated at \$40,000, phase two at \$60,000 and phase three at \$50,000.

The participating agencies/jurisdictions and their financial contributions in the project are as follows:

Washington State Department of Highways	\$ 45,000
Oregon State Highway Division	30,000
Urban Mass Transportation Administration	48,000
City of Vancouver, Washington	4,500
Clark County, Washington	4,500
City of Portland, Oregon	2,500
Multnomah County, Oregon	2,500
Tri-County Transportation District of Oregon (Tri-Met)	13,000
	<hr/>
TOTAL PROJECT COSTS	\$150,000

< It would be appreciated if you would have the City Attorney prepare the necessary formal agreements between CRAG and each of the participants. It will not be necessary to prepare an agreement between CRAG and UMTA as this will be accomplished through an amendment to CRAG's Unified Work Program Grant.

The project will be directed by a Project Management Board which will consist of representatives from each of the participating parties. The agreements should indicate the amount of financial participation and that the participating party will appoint a representative to the Project Management Board. It is expected that some of the work under the project will be performed by some of the participating agencies who will be reimbursed from project funds. Consequently, the agreements should reflect that all commitments will be in the form of cash. The project period is estimated at 12 months.

A copy of the scope of work for the project is enclosed. If additional information is needed, please advise.

lw

Enclosure

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

INTERSTATE BRIDGE CORRIDOR
TRANSPORTATION PROJECT PROPOSAL

10/30/73

STATEMENT OF CONDITIONS

The Interstate Bridge crossing the Columbia River is the only rubber tire oriented facility connecting the Oregon and Washington portions of the Portland-Vancouver metropolitan area. Currently, traffic on the bridge is exceeding its designed capacity during peak hours and is approaching or exceeding capacity during heavy weekend and summer months' travel periods. The degree and duration of automobile, truck, and bus traffic congestion is currently causing serious traffic disruption.

The regional transportation plan (PVMATS) for 1990 plans for the construction of two additional bridges across the Columbia within the metropolitan area. One of them, the Rivergate crossing, is not committed and will be subject to review in CRAG's continuing planning process. The I-205 Bridge is committed, but the completion date of 1978 is still five years away and may be delayed by court action.

Traffic on Interstate Bridge has increased from about 36,000 ADT in 1962 to 74,000 ADT in 1971. By 1978 (I-205 target date) ADT's are expected to exceed 95,000. Recent daily vehicle counts have exceeded 110,000.

In addition to the congested conditions now existing, and forecast to be increasingly congested, there exists an interim problem of handling traffic during reconstruction of I-5 north and south of the Interstate Bridge. The reconstruction on the Oregon side will also take two years and extend from the bridge to Columbia Boulevard.

Also, a potential problem exists if bridge traffic is blocked for emergency transportation. The bridge has no shoulders nor are there any alternative crossings for emergency vehicles in the metropolitan area.

It should be noted that the bridge is the only facility that over 12,000 Clark County and 4,000 Multnomah, Clackamas, and Washington County workers can reasonably use to get to their jobs. Restriction or temporary stoppage of the bridge traffic could have serious economic impacts.

INTERSTATE BRIDGE CORRIDOR PROJECT

Goal: To move people through the corridor more efficiently with minimal environmental damage. The end result of the project is to be physical action.

Objective: To develop an implementation program for a Vancouver-Portland mass transit system by July 1, 1975, with a live demonstration project underway by July 1, 1974. Primary emphasis will be on park-and-ride, with special focus on peak hour traffic to move Vancouver residents to places of employment in Oregon.

Process: The project is to review methods and problems of increasing efficiency, to detail those methods which are most promising and which require significant capital investment, to initiate a non-capital intensive demonstration project, and to design an implementation program for the recommended method.

The primary focus of the project is on the park-and-ride system and what it takes to implement it, with careful attention to alternative modes and interfaces with other parts of the regional transportation system. The project should be pursued with an open-minded examination of other potential modes or combination of modes.

The project is broken into three phases:

Phase I is locally financed and will proceed to develop preliminary findings and initiate a demonstration project.

Phase II is proposed to be financed jointly by UMTA, local and state agencies. Work in this phase is to proceed with detailed study of promising methods and special problems identified by the Phase I findings. Any review work not feasible under Phase I funding limitations will take place in Phase II.

Phase III is also proposed to be financed jointly by UMTA, local and state agencies. In this phase, an implementation program will be designed, and the Environmental Impact Statement will be prepared.

Study elements of this project should reveal clearly problems and possibilities and make recommendations, and findings should show what information we need to acquire, what information we don't need, and what we can't afford.

Work Elements

Phase I.

Phase I objectives are to develop preliminary findings about the problem, its causes and possible solutions in order to develop maximum increase in corridor efficiency without physical alterations, and to initiate non-capital intensive demonstration projects.

1. Analyze 1970 census data to develop commuter origin and destination information (underway).
2. Conduct a license plate O & D study on the Interstate Bridge. (Information collection high priority).
3. Prepare initial overview findings on fiscal, legal and institutional problems and possibilities.
4. Prepare initial status and feasibility findings on alternative ways of regulating movement:
 - a. Park-and-Ride sites.
 - b. Other modes, especially rail, bus, carpools.
 - c. New devices such as tolls, ramp metering, exclusive bus lanes, contra-flow bus lanes.
 - d. Old devices such as transit operations coordination and rider attraction improvements in the existing bus system (routing, scheduling, fares, etc.).
 - e. Other non-capital intensive devices.
5. Initiate a line demonstration project.
6. Articulate citizen concerns.
7. Prepare findings on land use factors. (Summarize what we know)

Phase II.

Phase II objectives are to proceed to detail the further information needed to proceed to the program phase on the basis of the most promising findings in Phase I, and to develop recommendations.

1. Complete findings delayed from Phase I.
2. Study I-5 reconstruction and the problems it creates.

3. Analyze O & D data and develop forecasts. (Note: Policy here should be to avoid singular trend projections. This means at least the following are required:
 - a. Alternative forecasts
 - b. Estimated error of forecast
 - c. Articulation of the various implications of the forecasts, i.e., how high does a particular forecast have to be to force a change in the projected system, and what political, fiscal, land use, etc. elements support the different forecasts.)
4. Detail Park-and-Ride system. Focus on existing resource findings from Phase I, and interface with other modes.
5. Detail other promising modes, including bridges.
6. Detail promising regulatory devices.
7. Detail new legal, fiscal and institutional potentials.
8. Expand citizen involvement.
9. Detail any land use questions.
10. Make recommendations on any of above.

Phase III.

The objective is to produce an implementation program based upon Phase II recommendations.

1. Program Park-and-Ride.
2. Program all other recommendations.
3. Produce the EIS.

PROPOSAL FOR
INTERSTATE BRIDGE CORRIDOR STUDY

PHASE I - COORDINATION OF EXISTING SYSTEMS AND ORIGIN-DESTINATION SURVEY	\$40,000
PHASE II - DEVELOPMENT OF DATA BASE	60,000
PHASE III - DEVELOPMENT OF IMPLEMENTATION PLAN FOR LONG-RANGE SOLUTION	50,000
TOTAL	\$150,000

FUNDING SOURCES

	PHASE I	PHASES II & III	TOTAL PROJECT
WSHD	\$15,000	\$30,000	\$45,000
OSHD	10,000	20,000	30,000
UMTA (80%)		48,000	48,000
VANCOUVER	2,500	2,000	4,500
CLARK CO.	2,500	2,000	4,500
PORTLAND	1,500	1,000	2,500
MULT. CO.	1,500	1,000	2,500
TRI-MET	7,000	6,000	13,000
	\$40,000	\$110,000	\$150,000

October 5, 1973

M E M O R A N D U M

December 10, 1973

TO: Hurvie David, Project Coordinator
FROM: William S. Dirker, Transportation Coordinator
SUBJECT: Interstate Bridge Corridor Project

Following are comments on Minutes of 12/5/73 meeting:

1. I approve the selection of Commissioner Grainger as Project Management Board Chairman.
2. The City Attorney will have the agreements ready by December 13th.
3. Comments on Work items will follow after further study.

bd



COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S. W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

M E M O R A N D U M

CLACKAMAS COUNTY

Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
Sandy
West Linn
Wilsonville

CLARK COUNTY

Camas
Vancouver
Washougal

COLUMBIA COUNTY

Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY

Fairview
Gresham
Portland
Troutdale
Wood Village

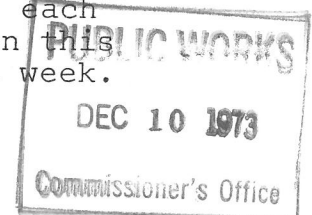
WASHINGTON COUNTY

Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

TO: *Management Board - Interstate Corridor Project
FROM: Hurvie E. Davis *Hurvie*
SUBJECT: Minutes of Meeting - December 5, 1973

A meeting of the Project Management Board was held on December 5, 1973, to discuss the status of the project. An expanded work program accompanied by an initial attempt at designating agency responsibility and project scheduling was presented and discussed. It was agreed that the members would review these papers and within one week provide comments back to the project coordinator relative to additions, deletions or modifications to at least Phase I activities. A change in project scheduling of Phase I was made at the meeting and that change is reflected in the enclosed papers. The change was that the conduct, processing and summarizing of the O & D survey would be done concurrently with the preliminary legal and legislative review, the itemizing of potential improvements and an inventory of facilities. It was felt that the O & D information was not needed in order to develop a list of potential improvements as was envisioned by the project coordinator.

The need for a Chairman of the Project Management Board was discussed and it was agreed that a Chairman was needed to act on behalf of the Board. The Chairman would act as spokesman for the Board, Chair the Board meetings, and serve as Board contact for the project coordinator on matters relating to the project when it would not be feasible to call a meeting of the Board. The consensus was that the Chairman should come from the Washington side and Commissioner Dick Granger was nominated. There being no further nominations, it was felt that Commissioner Granger should be appointed. It was stated that the entire Board should be polled on this matter. Therefore, each member is asked to transmit their position on this matter to the project coordinator within one week.



The following matters were also discussed and the project coordinator was instructed to proceed on these tasks.

1. The legal agreements for project participation must be complete within a week to ten days. If CRAG cannot get the agreements prepared by the Portland City Attorney within that time, the participants are to be notified so they can prepare their agreement themselves. This is necessary in order for project funds to flow.
2. The project coordinator is to proceed to establish a special advisory committee to the Board consisting of the railroad company, private bus company, water interests (water taxis, etc.), car pool interests, etc. Members of the Board are to send to the project coordinator names of prospective members.
3. UMTA is to be contacted regarding funding of the project.
4. An estimate of man-months effort for each item in the work program is to be made. Any members who have a good feel for any of this should present their estimates to the project coordinator.
5. Job descriptions for two project employees are to be prepared.

Other items discussed at the meeting included the auto O & D survey, a transit O & D survey and the processing of the O & D data. The auto survey will begin on December 11, 1973, with survey forms being handed out on I-5 ramps out to 178th Street. The O & D data will be coded at the latest traffic zone level. The need for a transit survey was discussed, and it was decided to postpone the transit survey and that a decision would be made later as to the need. Passenger counts of total bus riders crossing the Interstate Bridge will be made and used for expansion purposes.

The responsibility for accomplishing various items in the work program was also discussed. It was stated that the various participating agencies would be unable to devote much time to the work items. Therefore, the committee stated that CRAG should obtain two additional employees soon, who would be assigned to the project. The Oregon Highway Division stated that they had some personnel available that could be assigned to some of the work. The Washington State Highway Department will explore using these personnel on coding, etc. for the O & D survey.

The next meeting of the Board will be held in January and you will be notified when final arrangements have been made. Please review the enclosed material and provide comments.

lw

*Richard Barnum
Dave Hupp
Ed Wagner
William Dirker
David Peach
Robert Bothman
Commissioner Granger
Mayor Stromgren
Alan Harvey
Mark Bovee

An Ordinance authorizing an agreement with the Columbia Region Association of Governments for City financial participation in an "Interstate Bridge Corridor Study" at a cost of \$5,000, authorizing the transfer of funds, authorizing warrants, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds that the traffic on the Interstate Bridge between Portland and Vancouver now exceeds designed capacity during peak hours including weekends; that the degree and duration of automobile, truck and bus traffic congestion is now causing serious traffic disruption; that additional bridges are described within the Regional Transportation Plan for 1990, but will not be available for use for many years; that reconstruction of the Interstate Bridge in the near future will disrupt traffic to some extent; that it is appropriate that the City join with other public bodies in the Portland-Vancouver area to plan traffic flow between Portland and Vancouver to minimize traffic disruption in the coming years; that it is appropriate that such a study be conducted by the Columbia Region Association of Governments; that it is estimated that the total cost thereof would be \$130,000 and that the City's portion should be \$5,000; now, therefore, the Mayor and Commissioner of Public Works hereby are authorized to execute on behalf of the City an agreement appropriate in form for City financial participation to the extent of \$5,000 in an Interstate Bridge Corridor Study in an amount estimated to be \$130,000. The Mayor and Auditor hereby are authorized to draw and deliver warrants to the Columbia Region Association of Governments, 6400 S. W. Canyon Court, Portland, Oregon 97221, pursuant to the agreement heretofore authorized; said warrants to be charged to the General Fund, Public Works, Office of the Commissioner, Contract and Other Services (334.610) and shall be in an amount not exceeding \$5,000.

Section 2. There is hereby transferred within the General Fund from General Operating Contingencies to Public Works, Office of the Commissioner, Contract and Other Services (334.610) the sum of \$5,000.


Section 3. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace

ORDINANCE No.

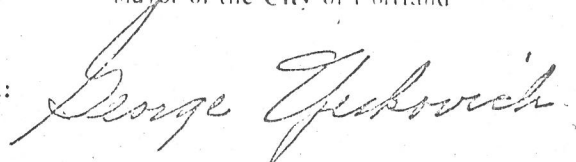
and safety of the City of Portland in this: In order that the services described in Section 1 hereof may be made available to the City without undue delay; therefore, an emergency hereby is declared to exist, and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council AUG 8 1973

Commissioner Anderson
August 3, 1973
DCJ:at


Mayor of the City of Portland

Attest:


Auditor of the City of Portland

PROJECT COSTS FOR
INTERSTATE BRIDGE CORRIDOR

PHASE I - COORDINATION OF EXISTING SYSTEMS AND ORIGIN-DESTINATION SURVEY	\$ 40,000
PHASE II - DEVELOPMENT OF DATA BASE	60,000
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TRI-MET	7,000	6,000	13,000

WORK PROGRAM

INTERSTATE BRIDGE CORRIDOR PROJECT

Columbia Region Association
of Governments

December 3, 1973

STATEMENT OF CONDITIONS

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Study elements of this project should clearly reveal problems and possibilities and make recommendations, and findings should show what information we need to acquire, what information we don't need, and what we can't afford.

Work Program

Phase I

Phase I objectives are to develop preliminary findings about the problem, its causes and possible solutions in order to develop maximum increase in corridor efficiency without physical alterations, and to initiate non-capital intensive demonstration projects.

- A. Prepare and Analyze 1970 Census Work Trip Origin-Destination Data
 1. From the report U. S. Census of Population and Housing, 1970, for the Portland, Oregon - Washington SMSA, plot by census tract work trip destinations as tabulated in the report. (It is intended to use published data rather than a zone-to-zone trip table).

- B. Conduct Corridor Origin-Destination Survey - Autos & Buses
 1. Develop survey plans.
 2. Design survey questionnaires.
 3. Prepare survey instruction manual and necessary forms.
 4. Plan and conduct a training session for survey participants.
 5. Execute a postcard roadside survey for southbound travel over a three-hour period. Take manual traffic volume and classification counts for sample expansion.
 6. Execute a transit O-D postcard survey for Vancouver to Portland bus patrons for a three-hour period.

- C. Assemble, Code, Process and Summarize Trip Data
 1. Code an estimated 15,000 return Origin-Destination postcards.
 2. Key punch and process the O-D information to produce summaries of travel information and trip table by zone and district.
 3. Plot and tabulate results in simplified form.
 4. Summarize 1980 forecasts of travel on a zonal and district basis.
 5. Compare census origin-destination and forecast data. Plot and summarize information.

6. Review the data, revise if necessary, for the sketch planning task.

D. Inventory Existing Facilities and Service - Transit & Highway

- 1. Collect travel information for Interstate Bridge travelers including traffic volumes by time period, trends, vehicle classification, vehicle occupancy, travel time, and traffic safety information. Also collect river and hydrological data including river levels, trends, and flood damage data.
- 2. Summarize for the sketch planning task.

E. Preliminary Legal and Legislative Review

- 1. Undertake a preliminary review of existing laws, rules, and operating procedures that would relate to auto or transit operations in the Interstate corridors. Define restrictions that exist.

F. Itemize Potential Improvements

- 1. Develop the broadest possible list of possible alternatives for solving Interstate Bridge corridor problems. These alternatives should start with the "do nothing" alternative (the basic question of "Why do anything?" must be addressed). Roadway type improvements could include bridge widening, addition of outriggers or double-decking the bridge, construction of a new bridge, paving the rail-road bridge, floating bridges, temporary bridges, or some sort of I-205 Bridge interim development. Traffic operations improvements could include such things as reversible lanes, narrower lanes, traffic pacing, ramp metering, and the utilization of the construction detour. Socio-economic improvements could include staggered hours, staggered days, car pooling, vehicle exclusion, or the imposition of tolls. Transit improvements could include park-and-ride, exclusive lanes, improved service coordination, fare management, service improvements, and rail transit development. Other types of alternatives might include ferries, hovercraft, hydrofoil and the auto-train concept. Focus will be on park-and-ride concept.
- 2. Conduct a library search to collect data on the characteristics of each of the alternatives listed.
- 3. Summarize the list and characteristics for the sketch planning task.

- G. Development of Alternatives - Sketch Planning Level
1. Delphi Technique - Hold a work session of the Project Management Board to review the list of alternative improvements and their characteristics, and make a first cut at narrowing the list.
 2. Undertake a preliminary layout of alternatives surviving the first cut.
 3. Estimate capital costs.
 4. Estimate operating costs.
 5. Estimate user costs.
 6. Estimate operating characteristics.
 7. Estimate volumes.
 8. Estimate revenues.
 9. Develop schedules.
 10. Summarize estimated data.
 11. Hold a second sketch planning session to review the above information.
 12. Revise data as necessary.
- H. Prepare Initial Status and Feasibility Findings on Alternative Ways of Regulating Movement
1. Park-and-Ride sites.
 2. Other modes, especially rail, bus, carpools.
 3. New devices such as tolls, ramp metering, exclusive bus lanes, contra-flow bus lanes.
 4. Old devices such as transit operations coordination and rider attraction improvements in the existing bus system (routing, scheduling, fares, etc.).
 5. Other non-capital intensive devices.
- I. Review and Selection of Short and Long-Range Alternatives
1. Present the results of the sketch planning task to the Project Management Board for review and selection of alternatives for further study.

J. Implement Short-Range Improvements

1. Execute the necessary inter-agency agreements.
2. Prepare and submit applications for federal funding.
3. Undertake acquisition of equipment and facilities.
4. Initiate a line demonstration project.

Phase II

Phase II objectives are to proceed to detail the further information needed to proceed to the program phase on the basis of the most promising findings in Phase I, and to develop recommendations.

- A. Detailed Structural Analysis of Bridges (if needed)
 1. Following the sketch planning task, prepare a detailed structural analysis for each of the alternatives selected for study.

- B. Detailed Legal and Legislative Analysis
 1. Undertake a detailed analysis of legislative needs, rule changes, and organizational requirements for alternatives selected for study and prepare a recommended course of action.

- C. Review I-5 Reconstruction Plans and Schedules - Washington and Oregon
 1. Review the proposed schedule for the I-5 reconstruction.
 2. Develop a preliminary plan for traffic operations and detours during construction.
 3. Review traffic detour plans by construction phase.
 4. Summarize for sketch planning.

- D. Collect, Review and Analyze 1980 Forecasts of Population, Employment and Travel
 1. Summarize 1980 forecasts of population, employment and travel by zone and district.
 2. Analyze O-D data and develop forecasts. (Note: Policy here should be avoid singular trend projections. This means at least the following are required:
 - a. Alternative forecasts
 - b. Estimated error of forecast
 - c. Articulation of the various implications of the forecasts, i.e., how high does a particular

forecast have to be to force a change in the projected system, and what political, fiscal, land use, etc. elements support the different forecasts.)

E. Preliminary Engineering for Alternatives

1. Detail Park-and-Ride system. Focus on existing resource findings from Phase I, and interface with other modes.
2. Detail other promising modes, including bridges.
3. Detail promising regulatory devices.
4. Detail new legal, fiscal and institutional potentials.
5. Expand citizen involvement.
6. Detail any land use questions.
7. Lay out preliminary designs for each alternative.
8. Estimate capital costs.
9. Update operating characteristics.
10. Update estimates of traffic volume and patrons.
11. Update operating cost estimates.
12. Update user cost estimates.
13. Update revenue estimates.
14. Develop implementation programs including project, time of implementation, and responsible agency.
15. Develop budget for each alternative.
16. Develop administrative and operating organizations for implementation.

F. Review and Selection of Best Alternative(s)

1. Review the preliminary engineering and prepare recommendations for the most feasible alternative.
2. Present the results of and recommendations to the Project Management Board, the CRAG Transportation Committee, and the CRAG Executive Board.
3. Conduct public hearings.

Phase III

The objective is to produce an implementation program based upon Phase II recommendations.

A. Develop Implementation Programs

1. Program Park-and-Ride.
2. Program all other recommendations.
3. Prepare a detailed schedule for implementation.
4. Prepare a detailed organization chart of agency responsibilities and specify agreements to be executed.
5. Prepare a detailed budget by responsible agency.

B. Prepare Environmental Impact Statements

1. Prepare a description of the project.
2. Describe the environmental base line.
3. Estimate the impact of the project on that base line.
4. Describe adverse environmental effects.
5. Describe alternatives and their characteristics.
6. Assess the relationship between short-term use and long-term productivity.
7. Describe irreversible or irretrievable commitments.
8. Identify problems raised by local agencies.
9. Publish and submit the environmental impact statement.
10. Conduct public hearings related to the impact statement.
11. Review and submit for approval.

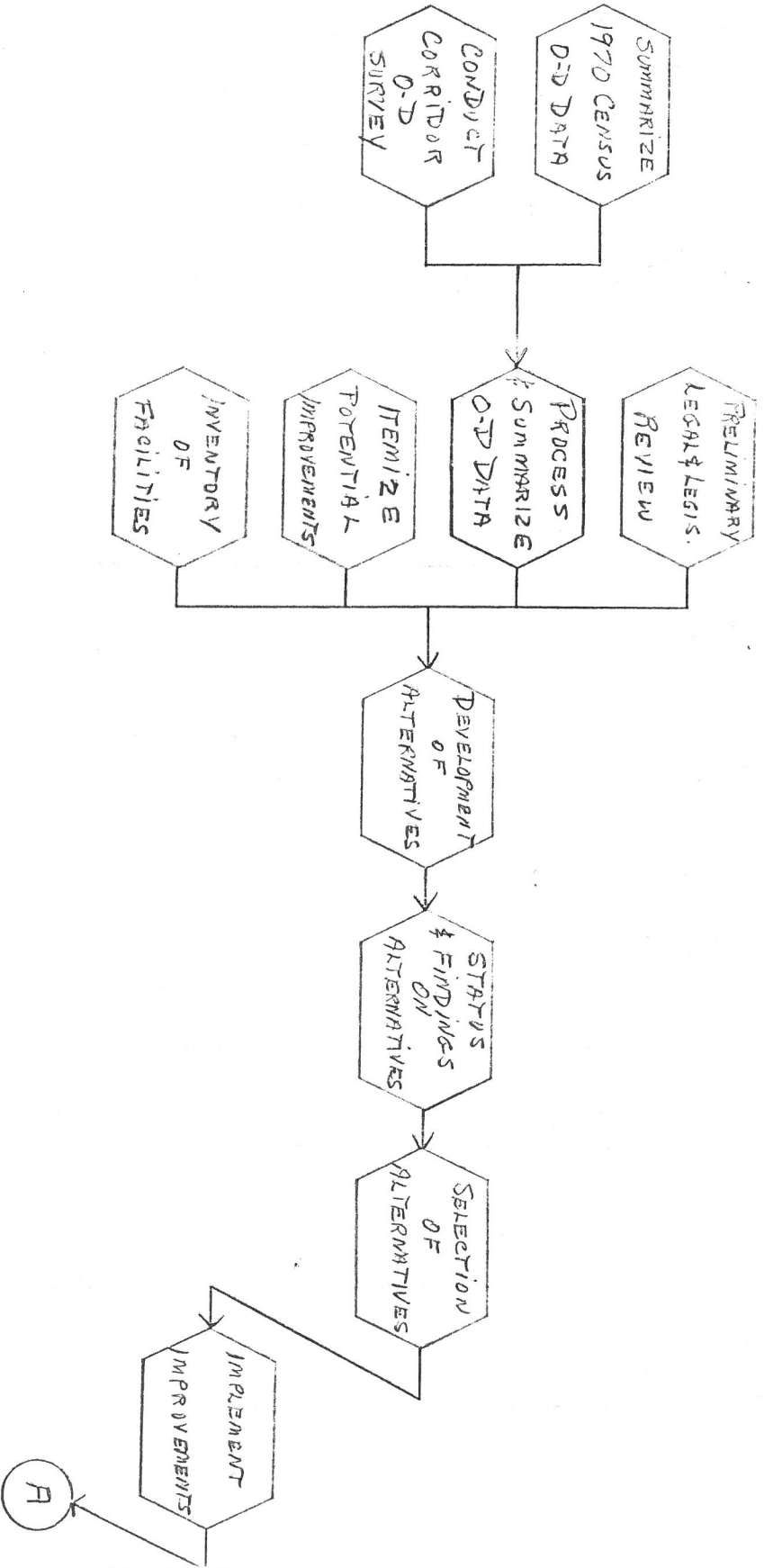
PROJECT COSTS FOR
INTERSTATE BRIDGE CORRIDOR

PHASE I - COORDINATION OF EXISTING SYSTEMS AND ORIGIN-DESTINATION SURVEY	\$ 40,000
PHASE II - DEVELOPMENT OF DATA BASE	60,000
PHASE III - DEVELOPMENT OF IMPLEMENTATION PLAN FOR LONG-RANGE SOLUTION	50,000
TOTAL	\$150,000

FUNDING SOURCES

	PHASE I	PHASES II & III	TOTAL PROJECT
WSHD	\$15,000	\$ 30,000	\$ 45,000
OSHD	10,000	20,000	30,000
UMTA (80%)		48,000	48,000
VANCOUVER	2,500	2,000	4,500
CLARK CO.	2,500	2,000	4,500
PORTLAND	1,500	1,000	2,500
MULT. CO.	1,500	1,000	2,500
TRI-MET	7,000	6,000	13,000

UTAH STATE HIGHWAY CORRIDOR PROJECT
 PHASE I SCHEDULING



DEC 31

FEB 28

APR 30

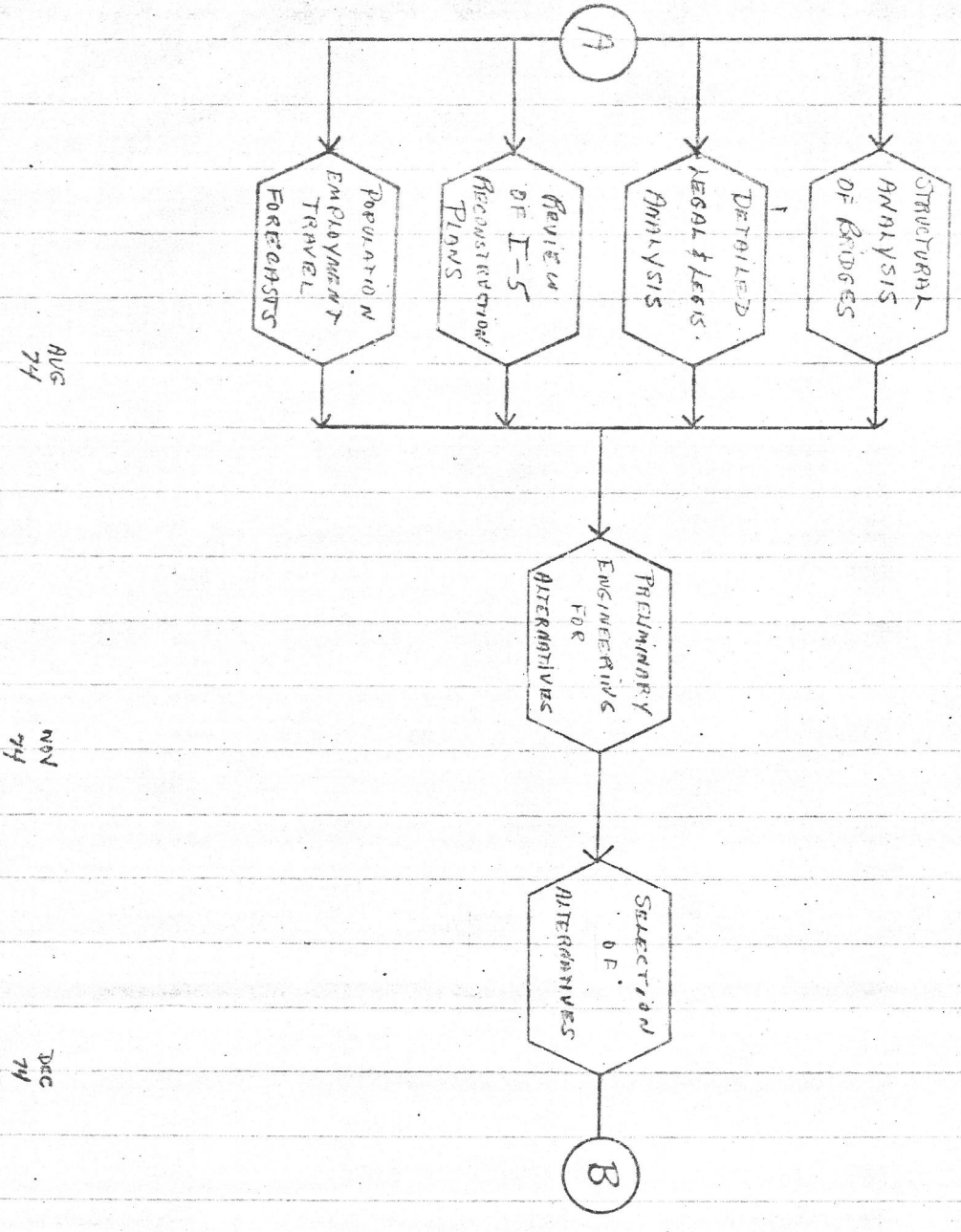
MAY 15

MAY 31

JUN 30

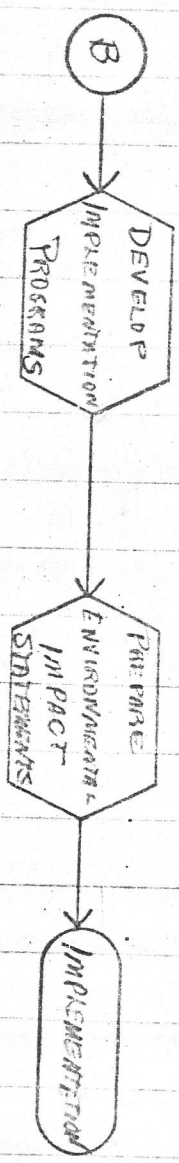
INTERSTATE BRIDGE CIRCUIT PROJECT

Phase II SCHEDULING



INTERSTATE BRIDGE CONSTRUCTION PROJECT

PHASE III SCHEDULE



MAR 74

MAY 74

JUN 75

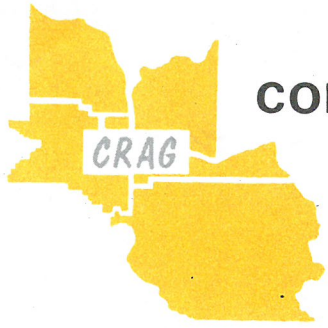
INTERSTATE BRIDGE CORRIDOR
 PROJECT RESPONSIBILITY
 (BY ITEM NUMBER OF WORK PROGRAM)

ITEM	AGENCY RESPONSIBILITY	
	PRIMARY	SECONDARY
Phase I		
A-1	CRAG	Regional Planning Commission
B-1	WSHD	OSHD, CRAG
2	WSHD	OSHD, CRAG
3	WSHD	OSHD
4	WSHD	OSHD
5	WSHD	OSHD
6	WSHD	CRAG
C-1	WSHD	OSHD
2	WSHD	OSHD
3	WSHD	OSHD
4	CRAG	Regional Planning Comm., OSHD
5	CRAG	Regional Planning Comm., OSHD
6	CRAG	Regional Planning Comm., OSHD
D-1	OSHD	WSHD
2	OSHD	WSHD
E-1	CRAG	Regional Planning Comm., Tri-Met
F-1	CRAG	Project Management Board
2	Pro. Management Board	All Participants
3	CRAG	Regional Planning Comm., WSHD, OSHD
G-1	Pro. Management Board	
2	CRAG	WSHD, OSHD
3	CRAG	WSHD, OSHD
4	CRAG	WSHD, OSHD
5	CRAG	WSHD, OSHD
6	CRAG	WSHD, OSHD
7	CRAG	WSHD, OSHD
8	CRAG	WSHD, OSHD
9	CRAG	WSHD, OSHD
10	CRAG	WSHD, OSHD
11	CRAG	WSHD, OSHD
H-1	CRAG	Project Management Board
2	CRAG	Regional Planning Comm., Tri-Met, WSHD, OSHD
3	OSHD, WSHD	Regional Planning Comm., Tri-Met, WSHD, OSHD
4	CRAG	CRAG, Regional Planning Comm., Tri-Met, Regional Planning Comm., Vancouver
5	CRAG	WSHD, OSHD

ITEM	AGENCY RESPONSIBILITY	
	PRIMARY	SECONDARY
Phase I cont.		
I-1	CRAG	WSHD, OSHD, Regional Planning Comm., Tri-Met
J-1	CRAG	City of Portland, WSHD, OSHD
2	CRAG	WSHD, OSHD, TRI-MET
3	(As Determined by alternatives)	
4	Transit & Hwy. Agencies	
Phase II		
A-1	OSHD, WSHD	
B-1	OSHD, WSHD	TRI-MET
C-1	WSHD, OSHD	CRAG
2	WSHD, OSHD	Cities of Vancouver & Portland
3	WSHD, OSHD	Cities of Vancouver & Portland CRAG
4	WSHD, OSHD	Cities of Vancouver & Portland
D-1	CRAG, Regional Planning Comm.	WSHD, OSHD
2	CRAG, Regional Planning Comm.	WSHD, OSHD
E-1	WSHD, OSHD	CRAG, Regional Planning Comm., TRI-MET
2	WSHD, OSHD	CRAG
3	WSHD, OSHD	CRAG
4	OSHD, WSHD	TRI-MET
5	CRAG, Regional Planning Comm.	Vancouver, Mult. County
6	CRAG, Regional Planning Comm.	
7	WSHD, OSHD	
8	WSHD, OSHD	CRAG
9	WSHD, OSHD	CRAG
10	WSHD, OSHD	CRAG
11	WSHD, OSHD	CRAG
12	WSHD, OSHD	CRAG
13	WSHD, OSHD	CRAG
14	CRAG, Regional Planning Comm.	TRI-MET
15	CRAG, Regional Planning Comm.	TRI-MET
16	CRAG, Regional Planning Comm.	WSHD, OSHD
F-1	CRAG, WSHD, OSHD	
2	CRAG, WSHD, OSHD	
3	CRAG, WSHD, OSHD	

<u>ITEM</u>	<u>AGENCY RESPONSIBILITY</u>	
	<u>PRIMARY</u>	<u>SECONDARY</u>
Phase III		
A-1	CRAG, WSHD, OSHD	
2	CRAG, WSHD, OSHD	
3	CRAG, WSHD, OSHD	
4	CRAG, WSHD, OSHD	
5	CRAG, WSHD, OSHD	
B-1	WSHD, OSHD	CRAG, Regional Planning Comm.
2	" "	" "
3	" "	" "
4	" "	" "
5	" "	" "
6	" "	" "
7	" "	" "
8	" "	" "
9	" "	" "
10	" "	" "
11	" "	" "

WD



COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

M E M O R A N D U M

November 30, 1973

TO: Ad Hoc Committee Members
FROM: Hurvie E. Davis
SUBJECT: Work Program - Interstate Bridge Corridor Project

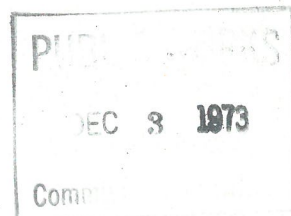
A meeting is scheduled for 9:30 a.m. Wednesday, December 5, 1973, at the CRAG offices to discuss the work program for the Corridor Project. The original work program is being revised, and we are attempting to designate responsibility for each work item. It is imperative that this be resolved so that work on the project can proceed in an orderly manner.

The design of the O-D questionnaire for auto commuters has been completed and will be printed the week of December 3. The survey will be conducted over a four-day period beginning December 11, weather permitting. Mail-back postcard questionnaires will be handed out on southbound ramps of I-5 in Vancouver between the hours of 6 a.m. and 9 a.m. Approximately 15,000 cards will be available for this purpose. The subject of an O-D survey of the Vancouver-Portland Bus Company patrons has been discussed; but to date, no firm action has been taken. R. C. Blensly's letter of October 17, 1973, requested the State of Washington to assume the leadership in the O-D survey including a selected number of commuters using bus service in the corridor. The bus patron survey should be discussed including need, timing, method and responsibility.

Representatives for the Project Management Board have not been appointed by all of the project participants at this time. Formal agreements between CRAG and the participants are being prepared which will cover funding and representation on the project. If someone other than yourself will be designated for the Board, please see that he is advised of the meeting.

lw

cc: Mr. Phil Brown
Mr. Jerry Peck



CLACKAMAS COUNTY

Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY

Camas
Vancouver
Washougal

COLUMBIA COUNTY

Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY

Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY

Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

November 5, 1973

Mr. Bob Blensly
Transportation Director
CRAG
429 S. W. 4th Avenue
Portland, Oregon 97204

Dear Bob:

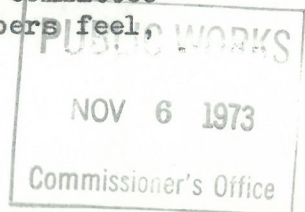
Sorry the flu kept me from the meetings last Wednesday on capital project priority rating and the r.f.p. for the Interstate Bridge Corridor Project. Attached is some of my contribution to the latter. This is a listing of the elements of what, in my opinion, a good r.f.p. should contain to get good results.

As I mentioned the other day, I think it would be helpful to establish some time lines from now on, and to consider assembling a draft of phase I findings as soon as possible to be sent with the r.f.p. There are at least two reasons for this. First, it gives the prospective consultant more information to use in working up a firm proposal and thus gives us more control over the process later. Second, the consultant will have better idea of how their work will fit the preliminary work that should be done by the time phase II is very far along.

The time-line I suggest is as follows:

1. By January 1, 1974 do the following:
 - a. Send out the r.f.p.
 - b. Have a draft version of phase I findings done
2. Have the proposals in hand by February 1, 1974
3. Select the consultant by February 15, 1974.
4. Have phase I findings finalized by March 1, 1974.

This means that we ought to lay out work elements completely for phase I as soon as possible and begin assembling the information already available. It also means that both a first draft of phase I findings and the first r.f.p. draft should be circulated among the Management Committee well before the end of the year. I don't know how the other members feel



Bob Blensly

-2-

November 5, 1973

but I am willing to have a work session fairly soon to lay out what needs to be done and who's to do it. So, I see four tasks:

1. Lay out phase I work elements
2. Work up an r.f.p.
3. Finalize a consultant list
4. Prepare a scheme for evaluating proposals

Sincerely,

Dave Hupp
Environmental Planner

DH:dl

cc: Loren Kramer
Dick Barnum
Bill Dirker ✓

Elements of a Good Request for Proposal

1. Clear Objective Statement
 - a. Description of problem
 - b. Statement about "desirable" solutions i.e. what is a desirable solution e.g. mass transit solution with auto disincentives for peak hour traffic.
 - c. Constraints or scope
 - d. What is end product to be?

2. Contractor Describe Capabilities
 - a. Previous experience, in general and in similar projects
 - b. Staff background: Personal resumes, especially of principle members assigned to project, and any associates (subcontractors)
 - c. References
 - d. Management structure showing lines of authority and role of sub-contractors

3. Describe what's expected of contractor. RFP should indicate willingness to work under the described conditions.

Program Control:

- a. Management committee makeup and charge
- b. Progress meetings and other contact points
- c. Schedule of work to be performed and estimate of hours for each work element
- d. Schedule for implementation of findings

Time and Expense Control:

- a. Fee estimate broken down to major programs showing estimated hours of work and estimated hours in shop with client.
- b. Estimate man-hour, at-cost, out-of-pocket expenses, overhead, travel and fee as follows:

Work Element:

- a. Review legal constraints
_____ hours at \$ _____ per hour
_____ hours at \$ _____ per hour
:
:
:
etc.

Total man-hour costs		_____
Total overhead burden at _____%		_____
Total expenses		_____
Fee at _____%		_____
Grand Total		_____

Final Product - How many copies, to whom and in what form.

4. Timing
 - a. Proposal deadline
 - b. Selection announcement deadline
 - c. Length of project deadline
Client reservations about right to terminate contract
5. Selection Criteria
 - a. Responsiveness
 - b. Approach
 - c. Work program and scheduling
 - d. Cost and cost breakdown
 - e. Experience - firm and staff
 - f. Staff availability
 - g. Staff continuity
 - h. Affirmative action program
6. Compensation Schedule - monthly? Billing submitted with breakdown shown in 3.
7. Who to Contact for Further Information
Further information deadline
8. Other
 - a. Perhaps have preliminary review
 - b. Lay out expected work elements



COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S. W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

M E M O R A N D U M

TO: Executive Board October 30, 1973
FROM: Kay Rich *KR*
SUBJECT: Interstate Bridge Corridor

The ad hoc committee preparing the project proposal for the Interstate Bridge Corridor has felt a need to focus the emphasis of the project on a specific mode; namely, the Park-and-Ride station. This focus was not in the original study proposal submitted for your consideration.

The ad hoc committee feels that this gives structure, direction and higher possibilities of the project leading to implementation. They do not consider that it is a major change in direction from the proposal which you approved. Enclosed is a copy of the revised proposal for your information. If you have any problems with this revised copy, I would suggest that you bring them out at the meeting of the Board on November 2, as it is our intention to use this document for meeting our formal grant amendment to UMTA. We anticipate this will be completed prior to your meeting of November 16.

lw

Enclosure

CLACKAMAS COUNTY

Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY

Camas
Vancouver
Washougal

COLUMBIA COUNTY

Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY

Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY

Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

INTERSTATE BRIDGE CORRIDOR
TRANSPORTATION PROJECT PROPOSAL

10/30/73

STATEMENT OF CONDITIONS

The Interstate Bridge crossing the Columbia River is the only rubber tire oriented facility connecting the Oregon and Washington portions of the Portland-Vancouver metropolitan area. Currently, traffic on the bridge is exceeding its designed capacity during peak hours and is approaching or exceeding capacity during heavy weekend and summer months' travel periods. The degree and duration of automobile, truck, and bus traffic congestion is currently causing serious traffic disruption.

The regional transportation plan (PVMATS) for 1990 plans for the construction of two additional bridges across the Columbia within the metropolitan area. One of them, the Rivergate crossing, is not committed and will be subject to review in CRAG's continuing planning process. The I-205 Bridge is committed, but the completion date of 1978 is still five years away and may be delayed by court action.

Traffic on Interstate Bridge has increased from about 36,000 ADT in 1962 to 74,000 ADT in 1971. By 1978 (I-205 target date) ADT's are expected to exceed 95,000. Recent daily vehicle counts have exceeded 110,000.

In addition to the congested conditions now existing, and forecast to be increasingly congested, there exists an interim problem of handling traffic during reconstruction of I-5 north and south of the Interstate Bridge. The reconstruction on the Oregon side will also take two years and extend from the bridge to Columbia Boulevard.

Also, a potential problem exists if bridge traffic is blocked for emergency transportation. The bridge has no shoulders nor are there any alternative crossings for emergency vehicles in the metropolitan area.

It should be noted that the bridge is the only facility that over 12,000 Clark County and 4,000 Multnomah, Clackamas, and Washington County workers can reasonably use to get to their jobs. Restriction or temporary stoppage of the bridge traffic could have serious economic impacts.

INTERSTATE BRIDGE CORRIDOR PROJECT

Goal: To move people through the corridor more efficiently with minimal environmental damage. The end result of the project is to be physical action.

Objective: To develop an implementation program for a Vancouver-Portland mass transit system by July 1, 1975, with a live demonstration project underway by July 1, 1974. Primary emphasis will be on park-and-ride, with special focus on peak hour traffic to move Vancouver residents to places of employment in Oregon.

Process: The project is to review methods and problems of increasing efficiency, to detail those methods which are most promising and which require significant capital investment, to initiate a non-capital intensive demonstration project, and to design an implementation program for the recommended method.

The primary focus of the project is on the park-and-ride system and what it takes to implement it, with careful attention to alternative modes and interfaces with other parts of the regional transportation system. The project should be pursued with an open-minded examination of other potential modes or combination of modes.

The project is broken into three phases:

Phase I is locally financed and will proceed to develop preliminary findings and initiate a demonstration project.

Phase II is proposed to be financed jointly by UMTA, local and state agencies. Work in this phase is to proceed with detailed study of promising methods and special problems identified by the Phase I findings. Any review work not feasible under Phase I funding limitations will take place in Phase II.

Phase III is also proposed to be financed jointly by UMTA, local and state agencies. In this phase, an implementation program will be designed, and the Environmental Impact Statement will be prepared.

Study elements of this project should reveal clearly problems and possibilities and make recommendations, and findings should show what information we need to acquire, what information we don't need, and what we can't afford.

Work Elements

Phase I.

Phase I objectives are to develop preliminary findings about the problem, its causes and possible solutions in order to develop maximum increase in corridor efficiency without physical alterations, and to initiate non-capital intensive demonstration projects.

1. Analyze 1970 census data to develop commuter origin and destination information (underway).
2. Conduct a license plate O & D study on the Interstate Bridge. (Information collection high priority).
3. Prepare initial overview findings on fiscal, legal and institutional problems and possibilities.
4. Prepare initial status and feasibility findings on alternative ways of regulating movement:
 - a. Park-and-Ride sites.
 - b. Other modes, especially rail, bus, carpools.
 - c. New devices such as tolls, ramp metering, exclusive bus lanes, contra-flow bus lanes.
 - d. Old devices such as transit operations coordination and rider attraction improvements in the existing bus system (routing, scheduling, fares, etc.).
 - e. Other non-capital intensive devices.
5. Initiate a line demonstration project.
6. Articulate citizen concerns.
7. Prepare findings on land use factors. (Summarize what we know)

Phase II.

Phase II objectives are to proceed to detail the further information needed to proceed to the program phase on the basis of the most promising findings in Phase I, and to develop recommendations.

1. Complete findings delayed from Phase I.
2. Study I-5 reconstruction and the problems it creates,

3. Analyze O & D data and develop forecasts. (Note: Policy here should be to avoid singular trend projections. This means at least the following are required:
 - a. Alternative forecasts
 - b. Estimated error of forecast
 - c. Articulation of the various implications of the forecasts, i.e., how high does a particular forecast have to be to force a change in the projected system, and what political, fiscal, land use, etc. elements support the different forecasts.)
4. Detail Park-and-Ride system. Focus on existing resource findings from Phase I, and interface with other modes.
5. Detail other promising modes, including bridges.
6. Detail promising regulatory devices.
7. Detail new legal, fiscal and institutional potentials.
8. Expand citizen involvement.
9. Detail any land use questions.
10. Make recommendations on any of above.

Phase III.

The objective is to produce an implementation program based upon Phase II recommendations.

1. Program Park-and-Ride.
2. Program all other recommendations.
3. Produce the EIS.

Interstate Consider

10/20

Phase I - Tri-Met > Vancouver Bus Cooperation
in transfers, etc. - get agreement signed

- omit effort on #7

Focus on Clark Co resident working at Grey

Send O > D TRS outside to Dave Beach
Mark Bruce

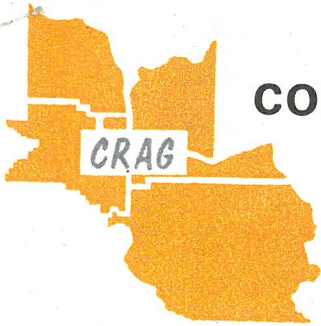
City Attorney > Interstate Agreement

UD

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S. W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726



M E M O R A N D U M

TO: Ad Hoc Committee *See Below October 19, 1973
FROM: R. C. Blensly ^{Rob}
SUBJECT: Interstate Bridge Corridor Study

Transmitting herewith a copy of a memorandum from Dave Hupp, Environmental Analyst, from Multnomah County, suggesting revisions to our project statement for the Interstate Bridge Corridor.

Would like to call a meeting for Friday, October 26, at 2:00 p.m., in the CRAG conference room to discuss his proposed project statement.

lw

Enclosures

* Mr. Richard Barnum
Dave Hupp
Ed Wagner
William Dirker
David Peach

Robert Bothman
Commissioner Granger
Mayor Stromgren
Alan Harvey
Mark Bovee

CLACKAMAS COUNTY

Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY

Camas
Vancouver
Washougal

COLUMBIA COUNTY

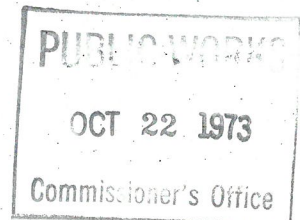
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY

Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY

Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin





COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
DAN MOSEE
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

BOARD OF COUNTY COMMISSIONERS
OFFICE OF PLANNING, EVALUATION AND PROGRAM DEVELOPMENT
(503) 248-3300 ■ ROOM 203 TRAILWAYS BLDG., 1008 S.W. 6 AVENUE ■ PORTLAND, OREGON 97204

October 19, 1973

Mr. Bob Blensly
Columbia Region Association of Governments
6400 S.W. Canyon Court
Portland, Oregon

Dear Bob:

Attached is my suggested revised statement of objectives and work program organization for the Interstate Bridge Corridor Project. Several people have suggested the word "project" instead of "study" to better convey the action nature of the final product.

In my understanding of our Thursday telephone conversation, copies will be distributed among the members of the Project Management Committee for their review and comment. Hopefully, this will go quickly, so you can get the matter on to UMTA.

I wish to repeat my intentions here, and they are based on these concerns:

a) A clear statement of action-oriented objectives and work program is needed to attract good consultants and project manager, and to convey to others the action intent of the project.

b) The work statement should highlight a specific mode to give the project focus and make it not so open-ended. I suggest the Park-and-Ride issue for focus. Should the Suburban Park-and-Ride study proceed in a direct, comprehensive and orderly fashion to implementation, the Park-and-Ride question can shift accordingly away from its central position in the Corridor Project, as far as I am concerned, and focus can shift to another element. In proposing this focus, I do not wish to compromise an open-minded examination of other modes, nor do I think the proposal does so.

c) It is my intention that any items which can't be completed under Phase I funding be completed in Phase II. The order of work items listed suggests some order of priority.

I can't stress strongly enough that the status reviews in Phase I need be nothing more than putting down on paper what we already know without intensive investigation. It should result in a clear, if quick-and-dirty, report which members of the Committee can use for giving more precise content to the detail studies of Phase II. In this sense, I think all of the list in Phase I can be done with the \$10,000 left over above the O&D studies.

Please convey these remarks to other members of the committee.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dave".

Dave Hupp
Environmental Analyst

enclosure

cc: Mel Gordon
Loren Kramer

DH:nwg

INTERSTATE BRIDGE CORRIDOR PROJECT

Objective: To move people through the corridor more efficiently with minimal environmental damage. The end result of the project is to be physical action.

Goal: To develop an implementation program for a Vancouver-Portland mass transit system by July 1, 1975, with a live demonstration project underway by July 1, 1974, and with primary emphasis on park-and-ride.

Process: The project is to review methods and problems of increasing efficiency, to detail those methods which are most promising and which require significant capital investment, to initiate a non-capital intensive demonstration project, and to design an implementation program for the recommended method.

The primary focus of the project is on the park-and-ride system and what it takes to implement it, with careful attention to alternative modes and interfaces with other parts of the regional transportation system. In the event that the park-and-ride issue will be implemented more properly under the proposed suburban regional Park-and-Ride Study, the focus of the corridor project will shift accordingly to other issues.

The project is broken into three phases:

Phase I is locally financed and will proceed to develop preliminary findings and initiate a demonstration project.

Phase II is proposed to be financed by UMTA. Work in this phase is to proceed with detailed study of promising methods and special problems identified by the Phase I findings. Any review work not feasible under Phase I funding limitations will take place in Phase II.

Phase III is also proposed to be funded by UMTA. In this phase, an implementation program will be designed, and the Environmental Impact Statement will be prepared.

Study elements of this project should reveal clearly problems and possibilities and make recommendations, and findings should show what information we need to acquire, what information we don't need, and what we can't afford.

Work Elements

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1. Analyze 1970 census data to develop commuter origin and destination information (underway).
2. Conduct a license plate O&D study on the Interstate Bridge. (Information collection high priority. Analyze data in Phase II if necessary.)
3. Prepare initial overview findings on fiscal, legal and institutional problems and possibilities.
4. Prepare initial status and feasibility findings on alternative ways of regulating movement:
 - a. Park-and-Ride sites.
 - b. Other modes, especiall rail, bus, carpools.
 - c. New devices such as tolls, ramp metering, exclusive bus lanes. *Review I-5*
 - d. Old devices such as transit operations coordination and rider attraction improvements in the existing bus system (routing, scheduling, fares, etc.).
 - e. Other non-capital intensive devices.
5. Initiate a line demonstration project.
6. Articulate citizen concerns.
7. Prepare findings on land use factors (move to Phase II if necessary).

Phase II.

Phase II objectives are to proceed to detail the further information needed to proceed to the program phase on the basis of the most promising findings in Phase I, and to develop recommendations.

1. Complete findings delayed from Phase I.
2. Study I-5 reconstruction and the problems it creates.
3. Analyze O&D data and develop forecasts. (Note: Policy here should be to avoid singular trend projections. This means at least the following are required:
 - a. Alternative forecasts
 - b. Estimated error of forecast
 - c. Articulation of the various implications of the forecasts, i.e., how high does a particular forecast have to be to force a change in the projected system, and what political, fiscal, land use, etc. elements support the different forecasts.)

4. Detail Park-and-Ride system. Focus on existing resource findings from Phase I, and interface with other modes.
5. Detail other promising modes, including bridges.
6. Detail promising regulatory devices.
7. Detail new legal, fiscal and institutional potentials.
8. Expand citizen involvement.
9. Detail any land use questions.
10. Make recommendations on any of above.

Phase III.

The objective is to produce an implementation program based upon Phase II recommendations.

1. Program Park-and-Ride.
2. Program all other recommendations.
3. Produce the EIS.

PHASE I

The primary objective of Phase I would be to develop maximum utility of the interstate corridor, without physical alterations, via coordination efforts to improve interstate transit operations.

Work elements should include:

- . An analysis of 1970 census residence/work location information by census tract to determine origins and destination of work trips.
- . Recommend improvements needed in the transit service that would attract additional transit ridership. This could include park and ride site locations (existing lots), routing, scheduling, fare system, and jurisdictional recommendations.
- . Coordinate transit operations in such a way as to bring about the recommended changes in as little time as necessary.

Other objectives of Phase I would be to develop a full range of alternatives which should be studied in more detail in Parts II and III and conduct an O & D and trip purpose survey.

Work elements should include:

- . Conduct preliminary investigations of alternative improvements for additional analysis in Part II. The intent of this work element would be to itemize all potential means of improving interstate movement.
- . Conduct a O & D and trip purpose survey on Interstate Bridge.
- . Assembling and summarizing through the computer, the data collected on the O & D survey and 1980 forecasts.

PHASE II

The primary objective of Phase II would be to conduct a thorough investigation of the alternatives provided in Phase I and recommend the best alternative.

Work elements should include:

- . A study of reconstruction, its phasing, the disruption involved, and coordination problems on I-5 .
- . A study of legal and legislative problems that could influence the feasibility of traffic improvement measures.

- . A structural analysis of the river crossings, railroad and interstate bridges, to determine problems of converting to other modes.
- . Analysis of the information collected above and recommend an alternative for further detailing in Part III. It is intended that all of the alternatives that were identified in Part I would be examined and those with little potential eliminated.

PHASE III

The primary objective of Phase III is to produce an implementation program to bring about the recommendations of Phase II.

Work elements should include:

- . Recommend an implementation schedule for each phase of the recommended alternative.
- . Recommend an implementation framework encompassing the participating agencies and their respective roles.
- . Produce an environmental impact statement on the recommended alternative. The EIS report should include a complete analysis of all social, economic, environmental, transportation, and public considerations involved with the alternative selected. A do nothing analysis should be included.

103.09

PROPOSAL FOR
INTERSTATE BRIDGE CORRIDOR STUDY

PHASE I - COORDINATION OF EXISTING SYSTEMS AND ORIGIN-DESTINATION SURVEY	\$40,000
PHASE II - DEVELOPMENT OF DATA BASE	60,000
PHASE III - DEVELOPMENT OF IMPLEMENTATION PLAN FOR LONG-RANGE SOLUTION	50,000
TOTAL	<u>\$150,000</u>

FUNDING SOURCES

	PHASE I	PHASES II & III	TOTAL PROJECT
WSHD	\$15,000	\$30,000	\$45,000
OSHD	10,000	20,000	30,000
UMTA (80%)		48,000	48,000
VANCOUVER	2,500	2,000	4,500
CLARK CO.	2,500	2,000	4,500
PORTLAND	1,500	1,000	2,500
MULT. CO.	1,500	1,000	2,500
TRI-MET	7,000	6,000	13,000

October 5, 1973

October 4, 1973

TO: Don Barney
FROM: Lloyd Anderson
SUBJECT: CRAG Unified Work Program Modifications

The CRAG Executive Board will consider these modifications at its meeting, October 5th. Please present my views as I will not be able to attend due to the Harborton hearings.

Tri-Met's request for suburban Park and Ride Study consists of two elements.

1. Transfer \$205,000 from four previously approved technical studies to the Park and Ride Study.
2. Request additional funding in the amount of \$295,000 making the total study \$500,000.

CRAG is proposing another modification of its part of the Unified Work Program to add Phases 2 and 3 of the Interstate Bridge Corridor Study in the amount of \$110,000. Phase 1 will be restructured from its original \$7,000 to \$40,000 to include a license plate origin-destination study by the two Highway Departments and a transit questionnaire. Phase 1 will be financed entirely from local funds. Tri-Met is scheduled for \$7,000 in Phase 1 and \$6,000 in Phases 2 and 3.

The CRAG Executive Committee at its last meeting tabled the Tri-Met request pending action by Tri-Met Board at its October 1st meeting on participation in the Interstate Corridor Project. That meeting was postponed until next Monday, October 8th.

Therefore, I suggest the CRAG Executive Committee consider the following action:

1. Approve the Unified Work Program modifications for both the Park and Ride and the Interstate corridor projects contingent upon:
 - A. Tri-Met's approval of its participation as scheduled in the Interstate Corridor Project,
 - B. Tri-Met having the option to only apply for the transfer of \$205,000 to the Park and Ride Study and defer requesting the \$295,000 new funds until next year.

bg

From the General Advisory Board Meeting
of October 5, 1973

Recommended options for the Unified Transportation Work Program

OPTIONS

1. a) Transfer of \$205,000 for 4 projects in the current program to Tri-Met Park and Ride Study (no fund increase requested).
- b) Submit another amendment for the Interstate Bridge Corridor study which would require the participation of UMTA \$60,000 of the Interstate Bridge Corridor Study which is in effect a request for \$48,000.
2. Combine both in a single amendment.
3. Request approval of a Park and Ride study of \$500,000.

\$205,000 - transfer of previously approved projects
\$295,000 - additional funding, participation in the Interstate Bridge Corridor Study by UMTA in the amount of \$60,000

TOTAL FUNDS FROM UMTA \$284,000

LOCAL MATCHING FUNDS \$ 71,000

GAB RECOMMENDED ACTION

Mr. McIntyre moved to point out to the Executive Board that there is an immediate need to modify the Unified Transportation Work Program to include \$500,000 Park and Ride Study and a \$150,000 Corridor Study. That there is an immediate need to begin the Corridor Study and that an additional funding of \$60,000 should be requested from UMTA. That there is an immediate need to begin the Park and Ride Study in the amount of \$205,000 and the Board should at this time decide for themselves if they should submit an application for \$60,000 of UMTA funds and that the same time request the \$205,000 transfer or ask UMTA for \$60,000 as Priority A and at this time, as Priority B, an additional \$295,000 with the transfer for the Park and Ride Study.

0 = DELETED BY TRIMES

KING'S TRANS
PRIORITIES COMMITTEE
PRIORITIES

1		SCHEDULE - DEVIATIONS	120,000
2.	8	CONTINUING RESEARCH	30,000 OR
3.	7	MIS	120,000
(4)		3 LINE EXPERIMENTS - EVALUATION	75,000
(5)		FARE STUDY	50,000
(6)		M ₂ T ₂	50,000
(7)	9	GARAGE SUBSTITUTIONS	50,000
8.	+	RAIL R.O.W.	25,000
(9)		HANDICAPPED	30,000

~~120,000~~ > Transfer To P-10

add - P-10

New Capital Program INITIATION

550,000
(205,000)
345,000
295,000
545,000
150,000
995,000

11109

HOWARD W. CANNON, NEV., CHAIRMAN
 CLAIBORNE PELL, R.I. MARLOW W. COOK, KY.
 ROBERT C. BYRD, W. VA. HUGH SCOTT, PA.
 JAMES B. ALLEN, ALA. ROBERT P. GRIFFIN, MICH.
 HARRISON A. WILLIAMS, JR., N.J. MARK O. HATFIELD, OREG.
 WILLIAM MCWHORTER COCHRANE, STAFF DIRECTOR
 HUGH Q. ALEXANDER, CHIEF COUNSEL
 BURKETT VAN KIRK, MINORITY COUNSEL

United States Senate

COMMITTEE ON
 RULES AND ADMINISTRATION
 WASHINGTON, D.C. 20510

September 28, 1973

The Honorable Lloyd Anderson
 City Commissioner
 City Hall
 Portland, Oregon

Dear Lloyd:

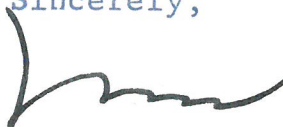
Enclosed for your review is the correspondence relating to the proposed monorail system.

Please keep me apprised of any plans you may have for mass transit in the Portland area, and I will do my best to effectively intercede on the city's behalf with the Department of Transportation.

It was great seeing you this morning, and I hope you had a good, safe trip back to Oregon. Please say hello for me to Donna. We miss her back here!

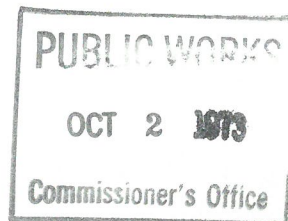
Warmest regards!

Sincerely,



Mark O. Hatfield
 United States Senator

MOH:mg
 Enclosure



HENRY M. JACKSON, WASH., CHAIRMAN

ALAN BIELE, NEV.

FRANK CHURCH, IDAHO

LEE METCALF, MONT.

J. BENNETT JOHNSTON, JR., LA.

JAMES ABOUREZK, S. DAK.

FLOYD K. HASKELL, COLO.

PAUL J. FANNIN, ARIZ.

CLIFFORD P. HANSEN, WYO.

MARK O. HATFIELD, OREG.

JAMES L. BUCKLEY, N.Y.

JAMES A. MCCLURE, IDAHO

DEWEY F. BARTLETT, OKLA.

JERRY T. VERKLER, STAFF DIRECTOR

United States Senate

COMMITTEE ON
INTERIOR AND INSULAR AFFAIRS
WASHINGTON, D.C. 20510

March 13, 1973

The Honorable Claude Brinegar
Secretary
Department of Transportation
Washington, D. C. 20590

Dear Mr. Secretary:

A great deal of interest has been generated in the city of Portland, Oregon, regarding the possibility of establishing a rapid transit monorail system over the Columbia River. The monorail would connect Portland to the city of Vancouver, Washington.

Presently, the only link between Portland and Vancouver is the Interstate 5 bridge, a span which becomes typically and excessively overcrowded during peak traffic periods. Although some have proposed that a new bridge be built to relieve this load, some form of mass-transit system would appear to be a sounder alternative.

Fortunately, the present structure of the Portland-Vancouver Interstate bridge is conducive to the construction of a monorail or other mass-transit device. Piers extending from the side of the bridge could serve as a foundation for beams which would support a monorail track.

Connecting a monorail system to the Interstate 5 bridge in some way would result in a situation similar to that found on the Benjamin Franklin bridge between Philadelphia and Camden, New Jersey. The attachment of the Lindenwald rail system to that bridge has successfully diverted many commuters from using automobiles in and out of the city of Philadelphia. Adding a monorail to the Interstate 5 bridge in Portland-Vancouver should also reduce automobile flow on the bridge and diminish the clogging of traffic in both cities.

The Honorable Claude Brinegar

-2-

March 13, 1973

Would it be possible for the Department of Transportation to study the feasibility of developing and funding a mass-transit system which makes use of the existing Interstate 5 bridge structure? In view of President Nixon's commitment to maximize the use of mass-transit in our urban centers, I would suggest that such a study would be both timely and appropriate.

Your serious consideration of this request will be greatly appreciated by me and by my constituents.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:mg

COPY

April 25, 1973

The Honorable Neil Goldschmidt
Mayor
City of Portland
Portland, Oregon

Dear Neil:

As a response to a series of articles which appeared in the Oregonian in March, I inquired with Secretary of Transportation Brinegar whether DOT would have interest in studying the feasibility of a monorail attached to the Interstate 5 bridge between Portland and Vancouver.

I am gratified to report that Secretary Brinegar has provided me with a favorable reply. He indicates that monies for such a study would be available through the Urban Mass Transportation Administration and that the Federal Government would provide two-thirds of the funding for this project. Copies of my letter to Secretary Brinegar and his reply are enclosed.

This afternoon, I am informing both you and Governor McCall about this development and would be greatly interested to learn whether you desire to pursue this at further length. I am certain that, as a preliminary step, a formal proposal for a feasibility study would be in order.

I will be anxious to receive your reply and Tom's. Please know that I am willing to do all I can to bring this project to fruition if sufficient interest exists in Portland and/or at the State level.

Best regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:mg



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

APR 20 1973

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

I have your letter of March 13 concerning the possibility of a study of the subject of constructing a monorail system between Portland and Vancouver, Washington.

The Urban Mass Transportation Administration has funds available, under the technical studies grant program, for feasibility studies of the type you refer to. The Federal share of the project under existing legislation would be two-thirds of the cost, with the remaining one-third to be funded by State and/or local public bodies. It is necessary for such a body to be the applicant and subsequent grantee, as UMTA is not legally able to unilaterally make or fund such a feasibility study.

You suggest that the existing bridge across the Columbia River on Interstate Route 5 could be utilized for carrying a monorail across the river. This proposal should be evaluated as a part of the feasibility study referred to above.

We are enclosing for your information literature describing our technical studies grant program. It is probable that you will have further questions, and we would suggest that you get in touch with our Transportation Representative for the Oregon-Washington area, Mr. Hiram Walker. He may be reached at 426-2360.

APR 24 1973

We are looking forward to working with you in the Portland area in your further attempt to improve public transportation, and we thank you very much for your interest in writing us.

Sincerely,

A handwritten signature in cursive script that reads "Claude S. Brinegar". The signature is written in dark ink and is positioned above the printed name.

Claude S. Brinegar

Enclosure

403.09

UD



COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

September 24, 1973

CLACKAMAS COUNTY

- Canby
- Gladstone
- Happy Valley
- Lake Oswego
- Milwaukie
- Oregon City
- West Linn

TO: Ad Hoc Committee *See Below

FROM: R. C. Blensly *RCB*

SUBJECT: Interstate Bridge Corridor Study

CLARK COUNTY

- Camas
- Vancouver
- Washougal

A meeting has been scheduled for October 3, 1973, at 10:00 a.m., in the CRAG conference room, to discuss the funding of the Interstate Bridge Corridor Study.

COLUMBIA COUNTY

- Clatskanie
- Columbia City
- Prescott
- Rainier
- Scappoose
- St. Helens
- Vernonia

This is a rescheduling of the September 25 meeting announced in our September 18 memorandum to you.

MULTNOMAH COUNTY

- Fairview
- Gresham
- Portland
- Troutdale
- Wood Village

lw

- *Richard Barnum
- Dave Hupp
- Ed Wagner
- William Dirker
- Alan Harvey

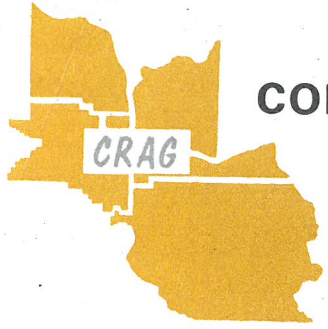
- David Peach
- Robert Bothman
- Commissioner Granger
- Mayor Stromgren
- Mark Bovee

WASHINGTON COUNTY

- Beaverton
- Cornelius
- Durham
- Forest Grove
- Hillsboro
- North Plains
- Sherwood
- Tigard
- Tualatin

PUBLIC WORKS
SEP 25 1973
Commissioner's Office

403.09 UD



COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S. W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

M E M O R A N D U M

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

TO: Ad Hoc Committee *See below DATE: September 18, 1973
FROM: R. C. Blensly *RCB*
SUBJECT: Interstate Bridge Corridor Study

It is anticipated that significant action will be taken by the Transportation Coordinating Committee (Executive Board) at their meeting on Friday, September 21, and that this action will change the direction of funding for the proposed Interstate Bridge Corridor Study. This action may also require some adjustment in timing in getting the project underway and completed.

The anticipated change will be to request UMTA's participation in funding this project. The inclusion of UMTA in this project may make it desirable to take a look at the distribution of funding among the participants. This, therefore, will be the the main item on the agenda for the meeting of Tuesday, September 25, at 2 p.m. at CRAG.

I would like to request that members of the Committee that represent agencies that have made a commitment for funding in this project, come prepared to advise the Committee whether their funds are local funds or whether they are federal funds, such as Revenue Sharing. It would also be helpful to know in those instances where they had contemplated on using federal funds, if it would be possible to use local funds only. This information is important in evaluating the basis we would have for requesting UMTA participation in the project.

*Richard Barnum
Dave Hupp
Ed Wagner
William Dirker
David Peach

Robert Bothman
Commissioner Granger
Mayor Stromgren
Alan Harvey
Mark Bovee

Public Information
SEP 19 1973
Commissioner's Office

An Ordinance authorizing an agreement with the Columbia Region Association of Governments for City financial participation in an "Interstate Bridge Corridor Study" at a cost of \$5,000, authorizing the transfer of funds, authorizing warrants, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds that the traffic on the Interstate Bridge between Portland and Vancouver now exceeds designed capacity during peak hours including weekends; that the degree and duration of automobile, truck and bus traffic congestion is now causing serious traffic disruption; that additional bridges are described within the Regional Transportation Plan for 1990, but will not be available for use for many years; that reconstruction of the Interstate Bridge in the near future will disrupt traffic to some extent; that it is appropriate that the City join with other public bodies in the Portland-Vancouver area to plan traffic flow between Portland and Vancouver to minimize traffic disruption in the coming years; that it is appropriate that such a study be conducted by the Columbia Region Association of Governments; that it is estimated that the total cost thereof would be \$130,000 and that the City's portion should be \$5,000; now, therefore, the Mayor and Commissioner of Public Works hereby are authorized to execute on behalf of the City an agreement appropriate in form for City financial participation to the extent of \$5,000 in an Interstate Bridge Corridor Study in an amount estimated to be \$130,000. The Mayor and Auditor hereby are authorized to draw and deliver warrants to the Columbia Region Association of Governments, 6400 S. W. Canyon Court, Portland, Oregon 97221, pursuant to the agreement heretofore authorized; said warrants to be charged to the General Fund, Public Works, Office of the Commissioner, Contract and Other Services (334.610) and shall be in an amount not exceeding \$5,000.

Section 2. There is hereby transferred within the General Fund from General Operating Contingencies to Public Works, Office of the Commissioner, Contract and Other Services (334.610) the sum of \$5,000.

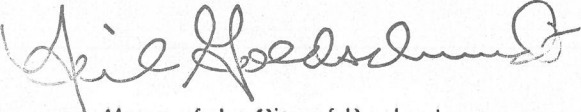
Section 3. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace

ORDINANCE No.

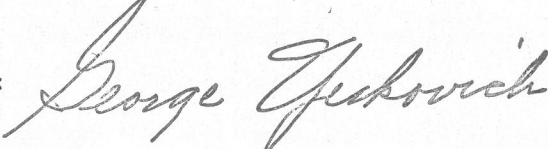
and safety of the City of Portland in this: In order that the services described in Section 1 hereof may be made available to the City without undue delay; therefore, an emergency hereby is declared to exist, and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council AUG 8 1973

Commissioner Anderson
August 3, 1973
DCJ:at


Mayor of the City of Portland

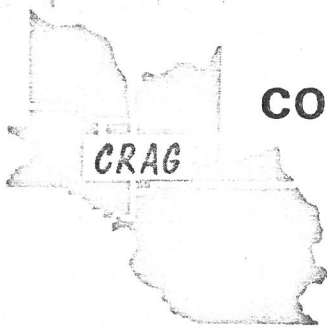
Attest:


Auditor of the City of Portland

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726



June 22, 1973

The Honorable Neil Goldschmidt
Mayor, City of Portland
City Hall
Portland, Oregon 97204

Dear Mayor Goldschmidt:

On June 15, 1973, the Transportation Coordinating Committee of CRAG approved a detailed study of the traffic congestion problem on the Interstate Bridge connecting Portland and Vancouver. The study, as described in the attached memorandum to the Executive Board, will include recommended solutions for easing the existing and anticipated traffic congestion.

The study will require funding outside of the normal sources for CRAG's planning program. The use of federal grants was considered but rejected because of the excessive lead time required to obtain these funds. The estimated cost of the study of \$130,000 has been apportioned as shown in the attached memo. The City of Portland's share has been set at \$5,000.

A firm commitment from the City of Portland that it will participate in the funding of the Interstate Bridge corridor study in the above amount is necessary before July 31, 1973, so that the study can be started in August. The cash transfer to CRAG will be required by December 1, 1973 to avoid cash flow problems.

The study is designed to be conducted by a central staff rather than by consultants or use of in-kind services. Phase II of the study does contain some elements that could be done by selected participants. Your commitment to participate, however, should be on a cash contribution basis with the understanding that those agencies having the special skills and tools needed for the Phase II elements will be contacted for converting cash to in-kind service.

A project management board will be appointed by the Transportation Coordinating Committee. The Ad Hoc Committee, which developed this study proposal, has been suggested for this function. Mr. Dirker of your agency has served on the Ad Hoc Committee. I would appreciate your recommendations for appointment to the project management board.

CLACKAMAS COUNTY

Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY

Camas
Vancouver
Washougal

COLUMBIA COUNTY

Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY

Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY

Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

The Honorable Neil Goldschmidt
June 22, 1973
Page Two

I want to thank you for your consideration of this request
for funds for a special project in CRAG's Transportation
Program.

Sincerely,

William H. Young,
Chairman of CRAG

WHY/js
enclosures

cc: Lloyd E. Anderson

William H. Young,
Chairman of CRAG
6400 Southwest Canyon Court
Portland, Oregon 97223

The City of Portland has, by (resolution), (ordinance), or other legal action on _____, 1973, agreed to participate with other state and local agencies through the Columbia REgion Association of Governments (CRAG) in a study of the transportation problems in the Interstate Corridor between Vancouver, Washington, and Portland, Oregon.

The City of Portland share of the study in the amount of \$5,000 can be transferred to CRAG after the execution of a formal agreement. The cash can be made available for transfer after _____, 1973.

Mr. _____ is our nominee for the project management board for this project.

Signature

Agency

Date

July 31, 1973

William S. Dirker, Transportation Coordinator
Management Services

James M. Setterberg, Budget Officer

Ordinance, Interstate Bridge Corridor Study

Please prepare an Ordinance appropriating \$5,000 for CRAG to conduct an Interstate Bridge Corridor Study. Explanatory material is attached. We would like to file the Ordinance this week for Council action next week.

bd

Enc.

July 26, 1973

M E M O R A N D U M

TO: *Ad Hoc Committee

FROM: R. C. Blensly *RCB*

SUBJECT: Interstate Bridge Corridor Study

Enclosed is a letter from Tom King, general manager of Tri-Met, indicating a strong probability that Tri-Met will not be able to provide financial support for the subject study. The final position on this will be taken at their Board meeting on August 6.

With expectations that we will receive a negative response, I would like to call a meeting of our Ad Hoc Committee August 6, at 3:30 p.m., in the CRAG conference room.

I would ask the committee members to come prepared to discuss options available to us, such as; moving ahead on the project with a financial commitment of only \$105,000; or the exploration of other potential sources of support for this \$25,000.

- | | |
|-----------------------|-----------------------------|
| *Commissioner Granger | Clark County |
| Mayor Stromgren | Vancouver |
| Dave Peach | Washington Highway Dept. |
| Dick Barnum | Clark Co. Regional Planning |
| Al Harvey | Vancouver |
| Bob Bothman | Oregon Highway Division |
| Mark Bovee | Oregon Highway Division |
| Bill Dirker | Portland |
| Ed Wagner | Tri-Met |
| Dave Hupp | Multnomah County |

TRI COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

BOARD OF DIRECTORS

Mr. W. E. Roberts, *President*
Mr. John B. Piacentini, *Vice President*
Mr. Kenneth Lewis, *Treasurer*
Mrs. Angie Davis, *Secretary*
Mr. George Brown
Mr. Andrew J. Cook
Mr. Stephen R. McCarthy

TRI-MET



4314 SE 17TH AVENUE
PORTLAND, OREGON 97202
(503) 233-8373

July 3, 1973

Mr. William H. Young, Chairman
CRAG
6400 S. W. Canyon Court
Portland, Oregon 97221

Dear Mr. Young,

Your letter of June 22, 1973, concerning possible Tri-Met participation in an Interstate Bridge corridor study has been received. Although your proposal arrived too late to add to the published agenda for Board consideration at the 2 July meeting, I did report to the members the substance of CRAG's request and indicate that after staff review a recommendation would be made at the next Board meeting on 6 August 1973.

Related to the matter of the possible funding of special studies by Tri-Met is the fact that the Board of Directors is currently exploring acceptable means of expanding the financial support needed for continually increasing cost of on-going public transportation service.

In view of this fact, it is my best judgment that approval cannot now be expected for contribution of resources to studies not immediately related to such service.

Sincerely,


T. S. King
General Manager

TSK:cg
cc: Board of Directors

RECEIVED
JUL -6 1973

COLUMBIA REGION ASS'N.
OF GOVERNMENTS

403.09 OREG. 6/27/73

Panel approves funds to study bridge traffic

SEATTLE — The first money was approved here Tuesday for solving the traffic jam on the Vancouver-Portland Interstate Bridge corridor.

Acting on the request of Rep. Gene Laughlin, D-Washougal, the Washington House Subcommittee on Public Transportation approved \$10,000 to begin the study that was authorized April 16 by the Legislature and approved by a special CRAG committee June 15.

McLaughlin said the study will cost \$135,000 and that governmental agencies in Washington have pledged half the funds and agencies in Oregon have pledged the other half.

"The \$10,000 approved Tuesday is just seed money to get the project going," McLaughlin said. The recommendation has yet to be approved by the whole House Transportation Committee.

Proposed is a three-phase action and study plan.

Phase I will examine and the problem on hand, McLaughlin explained. Phase II will consider alternate

routes, such as the monorail between the two bridges, hydrofoil boats and trains using the existing railroad bridge. Phase III will tell what must be done to solve the problem.

McLaughlin said members of the executive board of the Columbia Region Association of Governments that approved the study included Dick Granger, Clark County commissioner; Lloyd Strongen, Vancouver mayor; Alan Harvey, Vancouver city manager; and two representatives from the Oregon Highway Division, a member of the Portland City Council and one member of the Tri-Met board.

To fund the study, McLaughlin said the following Washington agencies tentatively had pledged the following dollar amounts: City of Vancouver, \$10,000; Clark County, \$10,000, and the Washington Highway Department, \$45,000.

On the Oregon side of the river, Portland has pledged \$5,000; Multnomah County, \$5,000; Tri-Met, \$25,000; and the Oregon Highway Division, \$30,000.

5/31/73

Proposed To CARG EXEC Board > CAB(6/11)
OK with editing.

Tri-Part funding needs more assurance & data.

POSSIBLE COORDINATION:

CARL BUTLER

STEVE SCHALL

ATTY who drafted CAB Legislation

PLANNER from STATDOT (ASST.)

MEMORANDUM

This is a summary of the meeting of May 25, 1973, of the Ad Hoc Committee developing a study proposal for the Interstate Bridge Corridor.

Consensus of the committee members was to develop capability for conduct of the study as early as possible because of minimum delays estimated at 6 months and possibly longer it might be experienced in requesting financial assistance in the program through the Federal Urban Mass Transportation Administration. It was decided that the first approach should be to obtain funding from state and local sources if this procedure does not appear to be feasible, then a second approach would be to analyze the availability of funds at the federal level.

The problem and decision did not stem from an apparent lack of Federal funding sources but to the delays and restrictions that might be encountered in utilizing this source for the program.

A first cut was on funding would be to divide the total project cost equally between the two states. In the State of Washington, a cost was further divided to request \$10,000 from the City of Vancouver, \$10,000 from Clark County and \$45,000 from the State of Washington, either from the State Highway Department or a combination of the highway department or other state agencies. There is a potential of some funds coming from the Washington Legislature, however, the details of the source were not known at the time of the meeting.

The Oregon portion of the costs was divided \$5,000 from the City of Portland, \$5,000 from Multnomah County, \$25,000 from TRI-MET and \$30,000 from the Oregon State Highway Division.

The Committee requested the representatives from the different governmental agencies to determine whether this type of funding proposal was at all feasible and report back to staff prior to the meeting scheduled for Thursday, May 31.

Another major item for discussion was the procedures to be used in expediting and completing the proposed study. It was the consensus of the Committee the study should be under the general policy provision of the Executive Board and the major decisions would go back to them as necessary during the conduct of the study. The actual administration of the study would be exercised through a project management board appointed by the Executive Board and answerable to them consisting of representatives of interested agencies and the composition might very well be the same as the group- ad hoc committee developing the study proposal. This could include representation from the Executive Board the transportation Committee, citizen groups and others within the region. Under the Management Board there would be a project coordinator, a single individual who would have responsibility to see that all phases of this study were properly coordinated and progressing on schedule. The study itself could be completed through a combination of methods. One suggestion would be for each participating agency to provide in-kind service or conduct parts of the study that they felt they had particular capability for doing. Additional parts could then be completed by staff

either retained specifically for the project or CRAG staff diverted from other activities to participate in this project. The third element then could be the retention of consulting services to assist in putting together different parts of the plan.

It would be the recommendation of staff that phase I be the sole responsibility of CRAG staff and that as soon as funding and project approval has been received that we move ahead in developing this phase of the work. Staff could coordinate with existing operating agencies such as Tri-Met, the City of Vancouver, the Burlington Northern, in determining what is the available with respect to/trips currently being made and what improvements could be made in providing a higher level of service across the river.

Phase II would appear to be a logical area where participating agencies could contribute to a large part of the study. For example, _____ study of the reconstruction activities, the disruptions anticipated for travel traffic should be most easily accomplished by the Washington Department of Highways and the Oregon Highway Division. They could be requested to develop detailed information on how they propose to do this and provide the traffic analysis as to what problems their activities will create, both with respect to the magnitude and the time that these would occur.

The origin/destination study to determine trip purposes and distributions on the bridges is a separate package which could be conducted by a single agency as long as timing were coordinated with the rest of the project. The study of legal and legislative problems also could be handled specifically by a single agency and would not necessarily have to be handled by a centrally coordinated agency for the study. The

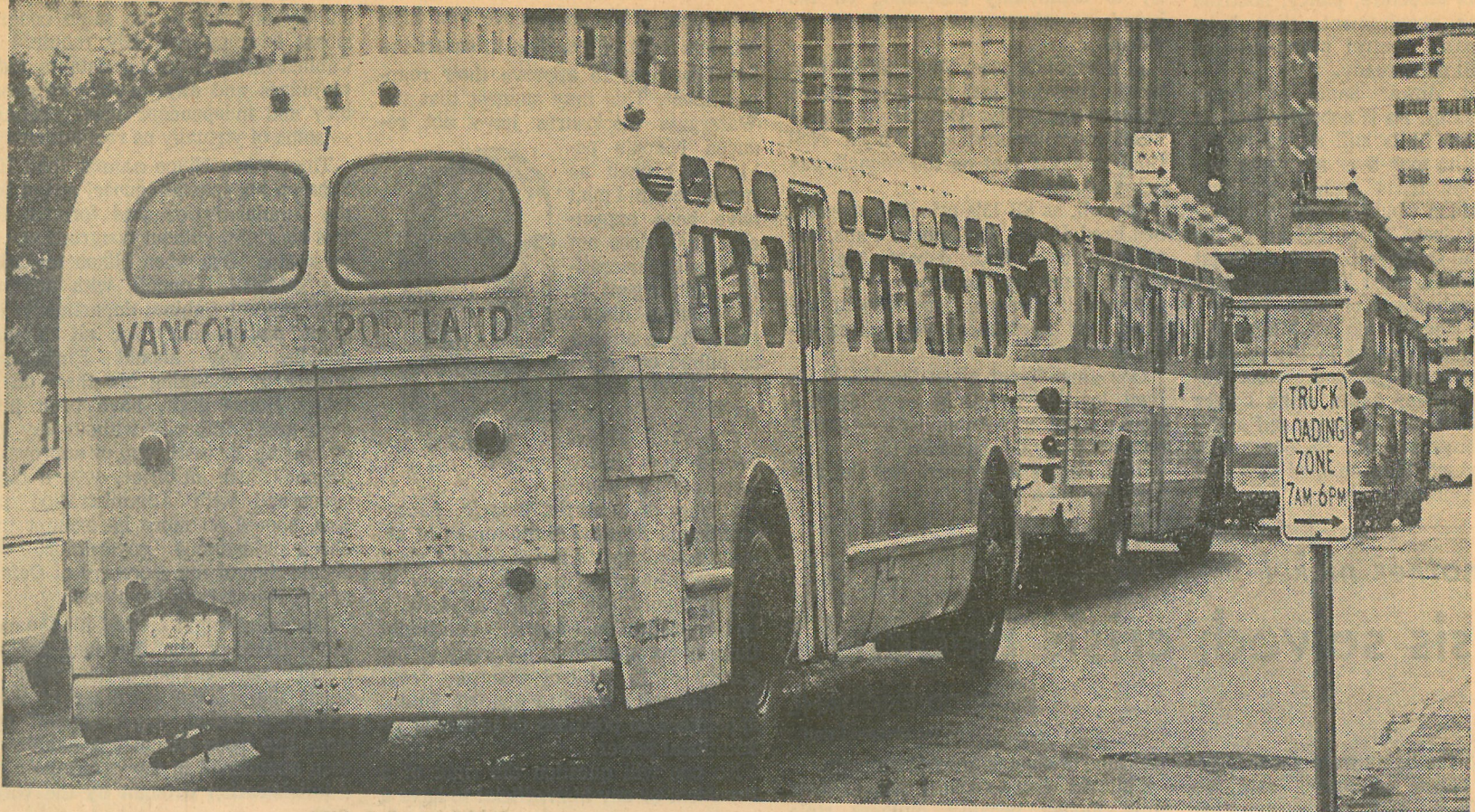
fourth work element suggested for inclusion the structural analysis of the river crossings of both the railroad and interstate bridges again would logically best be handled by either one of the two state highway divisions as they do have the information on the highway bridges currently in their files and they do have personnel who have the expertise necessary to do this work. They probably also have, or could obtain, as easily as anyone else, structural information on the railroad structure.

Phase III is a little more difficult to assign to different parties, although it might be conceivable that different parts of the study, the analysis of the different modes, could be given to different consultants with special expertise in these areas. As was suggested at the meeting it might be well to handle this one by retaining consultants in an advisory capacity rather than for actual conduct of specific parts of the study. Additionally this phase and the detail of the information required needs additional analysis and probably will never be complete, because as we study one alternative new ideas will present themselves for additional alternatives. It does appear however that participants such as Tri-Met should be able to contribute significantly to this effort as we progress. It is important however that this phase of the study be very closely coordinated and that the coordinator have at his disposal staff necessary to follow through on ideas and suggestions and to analyze different reference sources that may be available to evaluate the effectiveness of different alternatives.

Summary Phase III should probably be handled by a coordinated staff under the direction of the project coordinator with participating agencies and consultants used in an advisory capacity wherever such would be appropriate.

Tri-Met expansion appears distant

Oregonian 5/27/73



PORTLAND VISITOR — Vancouver-Portland Bus Co. may continue to serve Portland since Tri-Met's expansion seems distant.

By WEB RUBLE
of The Oregonian staff

Extension of Tri-Met bus service to Newberg and Vancouver, Wash., apparently is far in the future, even though legislation has been passed in Salem permitting it.

Tom King, Tri-Met general manager, says the tri-county public transit agency "has no plans" to serve the two cities just beyond the tri-county area.

Tri-Met is restricted by law to operating within the boundaries of Clackamas, Multnomah, and Washington counties where the public transit arm gets its tax support.

This service limitation will be eliminated if Gov. Tom McCall signs into law House Bill 2170, which is an amalgam of four bills passed in the House, joined together as one in the Senate, and sent back to the House where representatives concurred.

Basically, the legislation would permit Tri-Met to extend service beyond the three-county limit if it were reimbursed.

The bill which originally carried the designation HB 2170 would allow Tri-Met to contract with local governments or agencies outside the three-county area.

The other three lumped with it were: HB 2168, which would authorize Tri-Met to spend money for company picnics, bowling teams, and other employe morale-building programs; HB 2169 which would authorize Tri-Met to construct malls, skyways and park-and-ride stations; and HB 2171, which would allow Tri-Met to adopt temporary routes and schedules without passing ordinances.

Call them housekeeping bills, said Tri-Met attorney Raymond Kell. "We (Tri-Met attorneys, administrators and board members) drafted several bills to plug some weaknesses, or statu-

tory shortcomings, in the law" which limits Tri-Met service.

Two other Tri-Met requested bills remain locked in House and Senate committees.

Christopher Thomas, attorney and Tri-Met lobbyist, said Tri-Met is looking to the future. "When the day comes when Tri-Met wants to extend service, the way will be clear to do it."

If service is to be extended to Newberg, Dayton and McMinnville, people there would have to approach Tri-Met said Dale Schumacher, manager of the McMinnville Chamber of Commerce, who said he has been watching the legislation closely.

Nancy Robertson, secretary of the Newberg chamber, said her city, which is just beyond the Washington County line needs bus service to Portland, "because we have so many persons who commute to work."

Greyhound runs four buses a day to Portland, through McMinnville and Newberg. Dayton has no bus service. Hammond State Lines of Salem has expressed interest in serving the three communities, but has made no commitment.

"We are interested in Tri-Met service but are very cautious," Schumacher said. "We don't want anything to do with the payroll tax that employers in Multnomah, Clackamas, and Washington counties are saddled with."

He said the cities of Dayton and Newberg could contract with Tri-Met for the service, or the county could form a service district to contract for Tri-Met service.

Schumacher said if the latter is selected, "We (the chamber) are going to watch closely where those service district boundaries are going to be drawn."

When it took over the Blue lines in September, 1970, Tri-Met temporarily served

McMinnville and Newberg. Blue lines, a private entity, had a franchise to carry passengers and freight in Yamhill County.

Three months after Tri-Met absorbed Blue Lines, state Atty. Gen. Lee Johnson ruled that Tri-Met could not provide either passenger or freight service outside the three-county area.

He ruled that Tri-Met was limited to operating in the three counties where it gets its tax support.

Service into Yamhill County thus ended Jan. 1, 1971. The McMinnville Chamber of Commerce sponsored a shuttle bus to meet the Tri-Met bus at the county line. However, the shuttle service lasted but two days, and car pools were seen as the best solution to Newberg's public transportation problems.

Since then Newberg citizens have been expressing an increasing need for bus service.

Though Tri-Met officers say they have no plans to go into Yamhill County, Jess Howard, chairman of the Yamhill County board of commissioners, said he looks for Tri-Met service "possibly within the next year or so."

Serving Vancouver, Wash., apparently is a tougher proposition.

To do it, legislation not only must be right in Salem, but in Olympia as well.

Rep. Eugene Laughlin, D-Washougal, said House Concurrent Resolution 30 was passed by the Washington Legislature, but it was in the form of an amendment to the state's highway study budget.

Washington intends to study the transportation needs of Clark County in relation to the rest of the Portland metropolitan area. However, Rep. Laughlin said the details of how the study will be implemented have not been settled.

The plan is to secure a federal grant from the Urban Mass Transportation Administration (UMTA) to cover two-thirds of the study, and then implement the study findings by building the called-for transit system with monies from a second UMTA grant.

Laughlin said rapid transit possibilities include a monorail, a fixed track or rail-and-rubber vehicle to use existing rail lines and bridge, and Boeing Co. hydrofoils. "Traffic on the Interstate Bridge is impossible," he said. "And eventually so will be traffic on the

Interstate 205 bridge," which is proposed to link Parkrose and east Vancouver.

Rapid transit to Vancouver and environs is more important to us (Clark County residents) than it is to Portland," Laughlin said. "When the Interstate Bridge is jammed with traffic Vancouver is crippled. Everything stops. Nobody can go anywhere, because the traffic stacks up."

There is another problem in Tri-Met serving Vancouver, even were it to be just bus service. Vancouver-Portland Bus Co. has the franchise to provide the service, and Tri-Met is prohibited from competing with private enterprise.

However, Jerry Peck, owner and operator of the Vancouver-Portland Bus Co., June 1 will become an employe of the city of Vancouver, and will manage Vancouver's bus system. He is doing it now on a contract basis, while operating his own business.

"No," said Peck. "This (becoming a fulltime city employe) does not mean I am giving up the Vancouver-Portland Bus Co. I know there are rumors to that effect, but they aren't true. I will hire a manager (his wife, Diane) to run it for me, and I will remain president of the corporation."

Peck said the Vancouver-Portland Metropolitan Transit Study recommended that Tri-Met provide the service. "And Tri-Met someday, perhaps, will want to do it. When that time comes, we'll sit down and talk about Tri-Met buying me out. Until that time I will provide the service. I have the franchise and paid dearly for it. Nobody has the right to come in and compete."

Peck said he plans to improve the Vancouver-Portland service. He said he wants to buy some 102-inch-wide transit coaches, but

that he first must secure special permission from the State of Washington to use them. "I operate less than a half mile within Washington," he said, "yet I must have state permission to use coaches wider than the 96-inch legal limit."

Peck said he also is expanding his charter bus service. "I have charter rights to serve anywhere in the United States," he said. "For this (charter service) I have six parlor coaches." Peck said he has 13 buses for both operations.

Vancouver city government provides bus service within city limits. City residents pay for it through a 50-cents-a-month utility tax. Vancouver has seven buses, and six of them are new, 31-passenger, diesel, air-conditioned "twin coaches" delivered in June, 1972, by Highway Products Inc., of Kent, Ohio.

The city had engine and transmission trouble with them throughout the first year. "All now have been rebuilt and are operating well," said Garth Anderson, Vancouver public works director.

Vancouver has six bus-service lines: East Vancouver, Rosemere, McLoughlin Heights north, McLoughlin Heights south, Fruit Valley, and Capitol Hill.

Anderson said it is possible for Vancouver residents to ride transit buses all the way to their jobs in Portland. But the recent Vancouver-Portland Metropolitan Transit Study pointed out it is costly and awkward to go through three bus lines to do it.

It costs 35 cents to ride Vancouver buses, 50 cents to ride the Vancouver-Portland stages, and another 35 cents to ride a Tri-Met bus to some Portland destination other than the Portland core area, Anderson said.

"That's \$1.20 and that's too much," Anderson said. "Seventy five cents is a better range."

"If we had mutual acceptance of transfers, much of the problem could be whipped," he added. "That would make for an 85 cent limit."

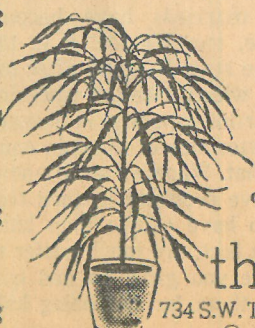
The De Leuw Cather Report for which Tri-Met contracted soon after its inception in 1969, calls for Tri-Met to extend bus service to Vancouver.

Vancouver city officials have said they would favor a transportation link to Portland as long as Vancouver would continue to operate its own bus system.

Conference set by Boys' Clubs

Roy J. Ciappini, executive director, and Donald Eckton, day care director of the Boys' Clubs of Portland, will be delegates to the 67th annual National Conference of the Boys' Clubs of America, May 27-31.

They will join some 1,500 professional youth workers at the conference, designed to prepare them to face problems that will confront youth in the coming decade.



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M E M O R A N D U M

CLACKAMAS COUNTY

- Canby
- Gladstone
- Happy Valley
- Lake Oswego
- Milwaukie
- Oregon City
- West Linn

CLARK COUNTY

- Camas
- Vancouver
- Washougal

COLUMBIA COUNTY

- Clatskanie
- Columbia City
- Prescott
- Rainier
- Scappoose
- St. Helens
- Vernonia

MULTNOMAH COUNTY

- Fairview
- Gresham
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY

- Beaverton
- Cornelius
- Durham
- Forest Grove
- Hillsboro
- North Plains
- Sherwood
- Tigard
- Toaslatin

TO: Richard Granger
Lloyd Stromgren
Dick Barnum
Alan Harvey
Dave Peach
Bill Dirker
Bob Bothman
Bob Royer

DATE: May 21, 1973

FROM: R. C. Blensly, Transportation Director *RCD*

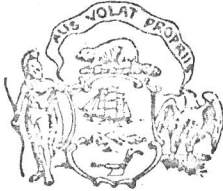
SUBJECT: Interstate Bridge Corridor Study

Please be advised that our Executive Board at the meeting on Friday, May 18, 1973, approved the concept of conducting the Interstate Bridge Corridor Study and directed the Clark County and Vancouver representatives of the Executive Board to work with staff in obtaining funding for this project and to develop a plan of action to complete the study. A special meeting has been called for Friday, May 25, 1973, at 9 a.m. in the conference room at CRAG to discuss both financing and procedures for the study.

I would appreciate your participation in this group and would hope that you could attend the meeting with at least partial solutions for some of our problems.

This will be confirmation of verbal notification on Monday, May 21.

MAY 22 1973
Comm



Bill - FYI
Janet

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
DAN MOSEE
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

BOARD OF COUNTY COMMISSIONERS
ROOM 605, COUNTY COURT HOUSE ■ PORTLAND, OREGON ■ 97204

May 17, 1973

MEMORANDUM

TO: Easton Cross
FROM: Dave Hupp
RE: A Revised Interstate Bridge Corridor Study Program

Attached is a suggested revision of the program outlined in Bob Blenship's May 2nd memorandum to the General Advisory Board. The revision is prompted by three considerations:

- 1) Reconstruction of the bridge is not going to solve congestion in the long run because capacity is not the problem. Increasing road capacity has never solved congestion problems except temporarily. At the very least, then, reconstruction should be given a low priority, and other long-run ways of reducing congestion should be explored.
- 2) Among these is pricing. High priority should be given to exploring the feasibility and impact of a toll program, aimed at the peak hour. The purposes would not be to cover costs -- the usual, misdirected objective of tolls -- but to regulate traffic flow. Revenues could be used in other modes to subsidize attractive alternatives to the automobile.
- 3) In the long run, land-use patterns influence congestion of this sort. Long run objectives should aim at reducing the need to make trips by auto across the Interstate Bridge. This is a matter of making Vancouver an attractive urban center, among other urban centers, within the CRAG region.

cc: Loren Kramer

DH:nwg
attachment

REVISED INTERSTATE BRIDGE CORRIDOR STUDY PROGRAM

Phase I

- *An analysis of 1970 census residence/work location information by census tract to determine origins and destination of work trips.
- *Study of the feasibility of charging a bridge toll, with particular emphasis on the peak traffic hours, for purpose of regulating traffic flow. Implement in Phase II, if desirable.
- *Anticipating passage of HB 2170 (Tri-Met expansion bill), proceed to evaluate the feasibility and priority of establishing a park-and-ride station for the Vancouver area, including exclusive lanes on the Interstate Bridge, and proceed with an aggressive Tri-Met marketing program.
- *Undertake intensive search for a person or group interested in programming and promoting a car pool contact system. Include the possibility of getting Federal funds for their efforts, and include the possibility of providing exclusive lanes for car pools on the Interstate Bridge.
- *Coordinate Vancouver and Portland land-use planning as much as possible. Long range goal should be to reduce commuter trips.
- *Preliminary structural analysis of the river crossings, railroad and Interstate bridges, to determine the feasibility of converting to other modes. (Perhaps this must come in Phase II.)

Phase II

- *Continue study of river crossing feasibility. Include study of existing rail bridge use for either bus, convertible bus, or passenger rail transportation. Give considerable emphasis to monorail across Interstate Bridge.
- *Conduct a license plate O&D and trip purpose study on the Interstate Bridge (this could be either a separate study or part of a wider OSHD study).
- *A study of legal and legislative problems that could influence the feasibility of traffic improvement measures.

Phase III

- *Complete study of convertibility to other modes. Study PRT feasibility.
- *Study feasibility of water-oriented modes, such as ferry or hovercraft.
- *Study of peaking characteristics and feasibility of staggered working hours.
- *Study loss in transit patronage.
- *Study the reconstruction, its phasing, the disruption involved, and coordination problems.

403.09

9709



COLUMBIA REGION ASSOCIATION of GOVERNMENTS

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Approved

MEMORANDUM

CLACKAMAS COUNTY

- Canby
- Gladstone
- Happy Valley
- Lake Oswego
- Milwaukie
- Oregon City
- West Linn

CLARK COUNTY

- Camas
- Vancouver
- Washougal

COLUMBIA COUNTY

- Clatskanie
- Columbia City
- Prescott
- Rainier
- Scappoose
- St. Helens
- Vernonia

MULTNOMAH COUNTY

- Fairview
- Gresham
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY

- Beaverton
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- Durham
- Forest Grove
- Hillsboro
- North Plains
- Sherwood
- Tigard
- Tualatin

TO: Executive Board

FROM: Ad Hoc Committee

SUBJECT: Interstate Bridge Corridor Study

At your meeting of May 18, 1973, you approved the inclusion in the CRAG work program of a transportation study of the Interstate Bridge Corridor (see attached study proposal). Your approval was contingent on obtaining supplemental funding, and you requested that a firm proposal for funding be developed for your consideration. The Ad Hoc Committee has considered the funding options available and recommends the following:

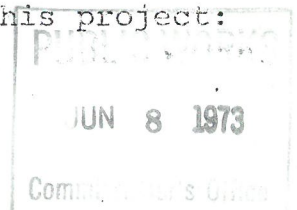
City of Vancouver	\$10,000	
Clark County	10,000	
Washington State	45,000	
(highway and other state agencies)		

TOTAL FROM WASHINGTON		\$ 65,000
City of Portland	5,000	
Multnomah County	5,000	
Tri-Met	25,000	
Oregon Highway Div.	30,000	

TOTAL FROM OREGON		65,000
TOTAL PROJECT		\$130,000

Each of the agencies suggested for participation in the funding has indicated a good probability that they would be willing to contribute. It is stressed, however, that no firm commitments have been made.

Tri-Met has advised that they will need answers to the following questions before they will commit funds for this project:



1. The amount of federal funds available for funding this proposal;
2. The time frame necessary to apply for a federal grant and to utilize any approved funding;
3. The availability of federal funds for construction and implementation of projects if only local funds are used for planning;
4. The special parameters required of local agencies if local money is used to plan and federal funds are sought to build and/or operate the recommended project.

The use of federal funding sources was considered but rejected because of a short lead time. The widening of I-5 through Vancouver is expected to be under way during the 1975 construction season. This provides only two years to 1) find solutions to the congestion in the corridor, and 2) take remedial actions. The lead time of one year for each of those two steps was considered minimal by the Ad Hoc Committee. It was estimated that no less than three months and maybe as long as six months would be required to obtain funding support from UMTA, the most logical federal source. In addition to initial delays, other delays could be expected during the study to comply with the federal regulations.

Your approval of this study included the additional request for a proposed procedure to complete the corridor study. The Ad Hoc Committee is in general agreement that this study may be slightly ahead of the CRAG program to develop a comprehensive plan for the region. For this reason it is essential that there be close coordination between both activities. The consensus of the committee was that the study should be under the general policy supervision of the Executive Board with major policy decisions made by them as necessary during the conduct of the study. The actual administration of the study would be through a project management board appointed by the Executive Board and answerable to them. The management board would include all interested and affected agencies such as cities, counties, Tri-Met, the railroad, state highway divisions, citizens and others. The Ad Hoc Committee or similarly representative group could serve this function as they included most of the interested agencies, plus occupying positions on the Executive Board, General Advisory Board and the Transportation Committee of CRAG.

Under the management board there would be a project coordinator, on the staff of CRAG as a full time employee or under a personal service contract for the duration of the study. This individual would have the responsibility to see that all phases of this study were properly coordinated and progressing on schedule.

The study itself could be completed by a judicious combination of CRAG staff efforts, in-kind service of participating agencies and the retention of consulting services.

It is recommended that Phase I be assigned to the CRAG staff. Staff would coordinate with existing operating agencies such as Tri-Met, the City of Vancouver, Burlington Northern, and others to determine what information is available with respect to the person trips currently crossing the Columbia River and what non-capital intensive improvements could be made to immediately provide a higher level of service across the river.

Phase II contains elements that could most logically be completed by use of in-kind services of participating agencies. As an example, the study of reconstruction of I-5 in Vancouver and its attendant changes and disruptions of traffic volumes should be most easily accomplished by the Washington Department of Highways. They could develop detailed information on phasing and provide the traffic analysis to determine the problems their activities will create, both with respect to the magnitude and the time that they would occur.

The origin/destination study of bridge crossings to determine trip purposes and distributions is a separate package which could be conducted by a single agency as long as timing were coordinated with the rest of the project. The structural analysis of both the railroad and highway bridges could be handled by either one of the two state highway divisions. They have the structural data for the highway bridges in their files and they have personnel who have the expertise necessary to analyze any structural problems. They probably also could obtain as easily as consultants, structural information on the railroad structure.

Phase III should be completed by a coordinated staff under the direction of the project coordinator with participating agencies and consultants used in an advisory capacity wherever such would be appropriate. It is important, however, that this phase of the study be very closely coordinated and that the coordinator have at his disposal staff necessary to follow through on ideas and suggestions and to analyze different reference sources that may be available to evaluate the effectiveness of different alternatives.

The following have participated in the development of the Interstate Bridge Corridor study proposal as the Ad Hoc Committee

Commissioner Granger
Mayor Stromgren
Dave Peach
Dick Barnum

Clark County
Vancouver
Washington Highway Dept.
Clark Co. Regional Planning

Al Harvey
Bob Bothman
Mark Bovee
Bill Dirker
Ed Wagner
Bob Blensly
Tom Vanderzanden
Bill Pettis

Vancouver
Oregon Highway Division
Oregon Highway Division
Portland
Tri-Met
Staff
Staff
Staff

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

INTERSTATE BRIDGE CORRIDOR
TRANSPORTATION STUDY PROPOSAL

5/2/73

STATEMENT OF CONDITIONS

The Interstate Bridge crossing the Columbia River is the only rubber tire oriented facility connecting the Oregon and Washington portions of the Portland-Vancouver metropolitan area. Currently, traffic on the bridge is exceeding its designed capacity during peak hours and is approaching or exceeding capacity during heavy weekend and summer months travel periods. The degree and duration of automobile, truck, and bus traffic congestion is currently causing serious traffic disruption.

The regional transportation plan (PVMATS) for 1990 plans for the construction of two additional bridges across the Columbia within the metropolitan area. One of them, the Rivergate crossing, is not committed and will be subject to review in CRAG's continuing planning process. The I-205 Bridge is committed, but the completion date of 1978 is still five years away and may be delayed by court action.

Traffic on Interstate Bridge has increased from about 36,000 ADT in 1962 to 74,000 ADT in 1971. By 1978 (I-205 target date) ADT's are expected to exceed 95,000. Recent daily vehicle counts have exceeded 110,000.

In addition to the congested conditions now existing, and forecast to be increasingly congested, there exists an interim problem of handling traffic during reconstruction of I-5 north and south of the Interstate Bridge. The reconstruction on the Oregon side will also take two years and extend from the bridge to Columbia Boulevard.

Also, a potential problem exists if bridge traffic is blocked for emergency transportation. The bridge has no shoulders nor are there any alternative crossings for emergency vehicles in the metropolitan area.

It should be noted that the bridge is the only facility that over 9,000 Clark County and 4,000 Multnomah, Clackamas, and Washington County workers can reasonably use to get to their jobs. Restriction or temporary stoppage of the bridge traffic could have serious economic impacts.

STUDY PROPOSAL

In reponse to the conditions previously described, a three phased study is proposed. Phase I would begin immediately to augment transit service between the two areas. Phase II would define and delineate the scope and magnitude of short and intermediate range problems in maintaining or improving people movement between the two areas. And Phase III would make a full investigation of alternative solutions and make appropriate recommendations relative to the problems defined in Phase II.

5/2/73

PHASE I

The primary objective of Phase I would be to develop maximum utility of the interstate corridor, without physical alterations, via coordination efforts to improve interstate transit operations.

Work elements should include:

- . An analysis of 1970 census residence/work location information by census tract to determine origins and destination of work trips.
- . Search for other information relating to shopper and social trips.
- . Recommend improvements needed in the transit service that would attract additional transit ridership. This could include park and ride site locations (existing lots), routing, scheduling, fare system, and jurisdictional recommendations.
- . Coordinate transit operations in such a way as to bring about the recommended changes in as little time as necessary.

PHASE II

The primary objective of Phase II would be to conduct a thorough investigation of the reconstruction efforts and current and forecast travel characteristics to determine the number and magnitude of the transportation problems in the corridor.

Work elements should include:

- . A study of reconstruction, its phasing, the disruption involved, and coordination problems.
- . Conduct a license plate O & D and trip purpose survey on Interstate Bridge.
- . A study of legal and legislative problems that could influence the feasibility of traffic improvement measures.
- . A structural analysis of the river crossings, railroad and interstate bridges, to determine problems of converting to other modes.

All of the above is based upon the assumption that necessary data is or will be available. No allowance has been made in study costs for development of data bases.

Phase III

The primary objective of Phase III is to recommend solutions to the problems identified in Phase II.

Work element should include, but not be limited to:

- . Study of existing rail bridge use for either bus, convertible bus, or passenger rail transportation;
- . Study of reverse lane for buses and/or car pools on the Interstate Bridge;
- . Study of monorail or PRT feasibility in the corridor;
- . Study of feasibility of water oriented public transportation such as ferry or hovercraft service;
- . Study of computerized car pooling system.
- . Study of peaking characteristics and the feasibility of staggering working hours;
- . Study of loss in transit patronage as a result of uncoordinated transit systems.

The above studies would utilize O & D and trip purpose information. The final product will be recommendations as to the best alternative to correcting the problems identified in Phase II. Recommendations will cover not only the type of system(s) needed but also the size and location of the system and its support network.

The final report will include an implement program and a fiscal feasibility analysis.

COST SUMMARY

PHASE I

Labor @ \$10/Hr.

CRAG 500 hours	\$5,000
Other 200 hours	<u>2,000</u>
	\$7,000

PHASE II

Labor @ \$10/Hr.

CRAG 2,900 hours	\$ 29,000
Other 1,600 hours	16,000
O & D Survey & Analysis	30,000
Contingencies	<u>7,000</u>
	TOTAL \$ 82,000

PHASE III

Labor @ \$10/Hr.

CRAG 2,100 Hrs.	\$ 21,000
Other 1,600 Hrs.	16,000
Contingencies	<u>4,000</u>
	TOTAL \$ 41,000

GRAND TOTAL \$130,000

May 17, 1973

MEMO

TO: Commissioner Anderson
FROM: William S. Dirker, Transportation Coordinator *WSD*
SUBJECT: CRAG Interstate Bridge Corridor Project

- I. Objective:
- a. To increase capacity of corridor to achieve Level D traffic service except week day peak hours when Level E should not be exceeded.
 - b. To reduce measurably the susceptibility of the corridor to interruption.
 - c. Implementation to begin within one year and complete in three years.

II. Operating Program to Achieve 3 Phase Study

- A. CRAG Executive Board approve project and include in budget for FY 73-74 and direct staff to organize project.
- B. CRAG staff organize project.
 - 1. Arrange financing.
 - 2. Arrange Project Management.
- C. Financing:
 - 1. CRAG adjust work program to provide organizing effort - \$2,000
 - 2. Recommended funding, at least 50% in cash deposited with CRAG.

Washington Hiway Dept. - 35%	\$ 45,000
Oregon Hiway Dept. - 35%	45,000
TriMet - 20%	25,000
Portland/Mult. Co. - 5%	6,500
Vancouver/Clark Co. - 5%	6,500
	<hr/>
	\$128,000

May 17, 1973

Page 2

D. Management

1. CRAG Contract with Private Party to Provide Project Coordination.
2. Pattern after Transit Mall Arrangement with Roger Shiels.
3. Suggest one year contract @ \$1,900/month including salary, payroll taxes, local expenses. If CRAG provides office and other expenses, reduce by \$200/month.
4. Coordinator will arrange for work items to be accomplished by his own effort, by contracting with private consultants, by contracting or "in kind services" from Highway Departments, Tri-Met; etc.

WSD:bg

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COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S. W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

CRAG

April 23, 1973

MEMORANDUM

To: Messrs: Dick Granger
Dick Barnum
Dave Peach
Bill Dirker
Bob Bothman
Robert Royer
Alan Harvey

From: R. C. Blensly *RCB*

The meeting which had been scheduled for the 26th has been changed. It is now scheduled for Monday April 30th, at 9:00 a.m.

Attached you will find the report on the Interstate Bridge Corridor which will be the subject of the meeting.

RCB:gh
attachment

CLACKAMAS COUNTY

- Canby
- Gladstone
- Happy Valley
- Lake Oswego
- Milwaukie
- Oregon City
- West Linn

CLARK COUNTY

- Camas
- Vancouver
- Washougal

COLUMBIA COUNTY

- Clatskanie
- Columbia City
- Prescott
- Rainier
- Scappoose
- St. Helens
- Vernonia

MULTNOMAH COUNTY

- Fairview
- Gresham
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY

- Beaverton
- Cornelius
- Durham
- Forest Grove
- Hillsboro
- North Plains
- Sherwood
- Tigard
- Tualatin

PUBLIC WORKS
APR 24 1973
Commissioner's Office

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

INTERSTATE BRIDGE CORRIDOR
TRANSPORTATION STUDY PROPOSAL

April 23, 1973

STATEMENT OF CONDITIONS

The Interstate Bridge crossing the Columbia River is the only rubber tire oriented facility connecting the Oregon and Washington portions of the Portland-Vancouver metropolitan area. Currently, traffic on the bridge is exceeding its designed capacity during peak hours and is approaching or exceeding capacity during heavy weekend and summer months travel periods. The degree and duration of automobile, truck, and bus traffic congestion is currently causing serious traffic disruption.

The regional transportation plan (PVMATS) for 1990 plans for the construction of two additional bridges across the Columbia within the metropolitan area. One of them, the Rivergate crossing, is not committed and will be subject to review in CRAG's continuing planning process. The I-205 Bridge is committed, but the completion date of 1978 is still five years away and may be delayed by court action.

Traffic on Interstate Bridge has increased from about 36,000 ADT in 1962 to 74,000 ADT in 1971. By 1978 (I-205 target date) ADT's are expected to exceed 95,000. Recent daily vehicle counts have exceeded 110,000.

In addition to the congested conditions now existing, and forecast to be increasingly con e t e d, there exists a interim problem of handling traffic during reconstruction of I-5 north and south of the Interstate Bridge. The reconstruction on the Oregon side will also take two years and extend from the bridge to Columbia Blvd.

Also, a potential problem exists if bridge traffic is blocked for emergency transportation. The bridge has no shoulders nor are there any alternative crossings for emergency vehicles in the metropolitan area.

It should be noted that the bridge is the only facility that over 9,000 Clark County and 4,000 Multnomah, Clackamas, and Washington County workers can reasonably use to get to their jobs. Restriction or temporary stoppage of the bridge traffic could have serious economic impacts.

STUDY PROPOSAL

In response to the conditions previously described a two phased study is proposed. Phase I of the study proposal would be designed primarily to define and deliniate the scope and magnitude of the problem(s). Phase II would make a full investigation of alternative solutions and make appropriate recommendations relative to the problems defined in Phase I.

PHASE I OBJECTIVES

The primary objective of Phase I would be to conduct a thorough investigation of the reconstruction efforts and current and forecast travel characteristics to determine the number and magnitude of the transportation problems in the corridor.

Work Elements should include:

- . A study of reconstruction, its phasing, the disruption involved, and coordination problems.
- . A study of the current and forecast traffic including sensitivity analysis, O&D matrix, analysis, and trip purpose analysis.
- . A study of legal and legislative problems that could influence the feasibility of traffic improvement measures.
- . A structural analysis of the river crossings, railroad and interstate bridges, to determine problems of converting to other modes.

All of the above is based upon the assumption that necessary data is or will be available. No allowance has been made in study costs for development of data bases.

PHASE II OBJECTIVES

The primary objective of Phase II is to recommend solution(s) to the problems identified in Phase I.

Work Element should include, but not be limited to:

- . Study of existing rail bridge use for either bus, convertible bus, or passenger rail transportation.
- . Study of reverse lane for buses and/or car pools on the Interstate Bridge.
- . Study of PRT feasibility in the corridor.
- . Study of feasibility of water oriented public transportation such as ferry or hovercraft service.
- . Study of computerized car pooling system.
- . Study of peaking characteristics and the feasibility of staggered working hours.
- . Study of loss in transit patronage as a result of uncoordinated transit systems.

The above studies would utilize O&D and trip purpose information. The final product should be recommendations as to the best alternative to correcting the problems identified in Phase I. Recommendations should cover not only the type of system(s) needed but also the size and location of the system and its support network.

COST SUMMARY

PHASE I

Labor @ \$10/Hr.	
CRAG 2,924 hours	\$ 29,240
Other 1,548 hours	15,480
Computer Time - 2 hours @ \$400	800
Contingencies	<u>4,550</u>
TOTAL	\$ 50,070

PHASE II

Labor @ \$10/Hr.	
CRAG 2,064 Hrs.	\$ 20,640
Other 1,720 Hrs.	17,200
Contingencies	<u>3,780</u>
TOTAL	\$ 41,620

GRAND TOTAL	<u><u>\$ 91,690</u></u>
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4/23/73

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

CRAG

6400 S.W. CANYON COURT,
PORTLAND, OREGON 97221

(503) 297-3726

EXECUTIVE BOARD MEETING AGENDA OF MAY 18, 1973

6400 SW Canyon Court

1:30 p.m.

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

280

I. APPROVAL OF MINUTES OF APRIL 20, 1973

II. PROJECT APPLICATIONS

- A. Columbia Willamette Air Pollution Authority
- B. Tualatin Park - BOR Funds
- C. Tualatin Park - Neighborhood Facility Grant
- D. Monitor Cooperative Telephone Company
- E. Comprehensive Health Annual Work Program

It is the General Advisory Board's recommendation that the above project applications be approved.

F. McNulty Water District--GAB recommends application be deferred.

III. PORTLAND-VANCOUVER CORRIDOR STUDY

The GAB recommends approval of this study.

IV. SET MEETING DATE FOR SRI 911 REPORT

V. EMERGENCY MEDICAL GRANT

VI. 1979 CRIMINAL JUSTICE GOALS

VII. ADOPTION OF "PLANNING IN THE CRAG REGION - A REAPPRAISAL AND NEW DIRECTION REPORT"

VIII. REAPPOINTMENT OF COMMISSIONER CLARK AS CRAG REPRESENTATIVE ON CHPA BOARD.

IX. DISCUSSION OF REGIONAL SEWER RATE POLICY--at the request of Commissioner Anderson. (If you do not receive information on this in your packet, Commissioner Anderson will present it at the meeting.

X. APPOINTMENT BY CRAG CHAIRMAN OF CHAIRMEN OF CRAG ADVISORY COMMITTEES.

MAY 14 1973
Com... Office

next Fri
 TO GAB for recommended action

- XI. ACTION ON PUBLIC TRANSPORTATION PLAN
- XII. DISCUSSION OF MEMORANDUM REGARDING APPOINTMENT OF ECONOMIC DEVELOPMENT COMMITTEE
- XIII. SOCIAL SERVICES AD HOC COMMITTEE REPORT

The General Advisory Board advised that this item be tabled until such time as Mr. Blalock, Chairman of the Ad Hoc Committee attends a meeting to make a presentation of the Committee report.

- XIV. SEWER & WATER PROJECT PRIORITIES WILL BE ON JUNE AGENDA

- XV. GOVERNOR'S TASK FORCE ON TRANSPORTATION

- XVI. NARC HOUSING CONFERENCE

*MULTI-Co.
 RINA KUZINA*

7:30 PM Tues? 5/29

#321

*EXEC Com.
 PERS MGMT DEPT.
 PERS MGR*

*ALAN HANLEY CITY MGR
 DICK RANUM
 DAVE PEACE*

<i>by 4/8</i>	<i>CITY</i>	<i>5</i>	<i>✓</i>	<i>10</i>
	<i>CO</i>	<i>5</i>		<i>CLARK 10</i>
	<i>TRIMM</i>	<i>25</i>		<i>WSTAD 45</i>
	<i>OSHO</i>	<i>30</i>		
		<i>65</i>		<i>65</i>

CONTRACT
ATTY
Jerry King
DATE. ATTY

OPR. PLAN - HANLEY 130 5/31 ✓ Vancouver City Hall

May 17, 1973

MEMO

TO: Commissioner Anderson

FROM: William S. Dirker, Transportation Coordinator *WSD*

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4. Coordinator will arrange for work items to be accomplished by his own effort, by contracting with private consultants, by contracting or "in kind services" from Highway Departments, Tri-Met, etc.

WSD:bg

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

INTERSTATE BRIDGE CORRIDOR
TRANSPORTATION STUDY PROPOSAL

5/2/73

STATEMENT OF CONDITIONS

The Interstate Bridge crossing the Columbia River is the only rubber tire oriented facility connecting the Oregon and Washington portions of the Portland-Vancouver metropolitan area. Currently, traffic on the bridge is exceeding its designed capacity during peak hours and is approaching or exceeding capacity during heavy weekend and summer months travel periods. The degree and duration of automobile, truck, and bus traffic congestion is currently causing serious traffic disruption.

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It should be noted that the bridge is the only facility that over 9,000 Clark County and 4,000 Multnomah, Clackamas, and Washington County workers can reasonably use to get to their jobs. Restriction or temporary stoppage of the bridge traffic could have serious economic impacts.

STUDY PROPOSAL

In reponse to the conditions previously described, a three phased study is proposed. Phase I would begin immediately to augment transit service between the two areas. Phase II would define and delineate the scope and magnitude of short and intermediate range problems in maintaining or improving people movement between the two areas. And Phase III would make a full investigation of alternative solutions and make appropriate recommendations relative to the problems defined in Phase II.

PHASE I

The primary objective of Phase I would be to develop maximum utility of the interstate corridor, without physical alterations, via coordination efforts to improve interstate transit operations.

Work elements should include:

- . An analysis of 1970 census residence/work location information by census tract to determine origins and destination of work trips.
- . Search for other information relating to shopper and social trips.
- . Recommend improvements needed in the transit service that would attract additional transit ridership. This could include park and ride site locations (existing lots), routing, scheduling, fare system, and jurisdictional recommendations.
- . Coordinate transit operations in such a way as to bring about the recommended changes in as little time as necessary.

PHASE II

The primary objective of Phase II would be to conduct a thorough investigation of the reconstruction efforts and current and forecast travel characteristics to determine the number and magnitude of the transportation problems in the corridor.

Work elements should include:

- . A study of reconstruction, its phasing, the disruption involved, and coordination problems.
- . Conduct a license plate O & D and trip purpose survey on Interstate Bridge.
- . A study of legal and legislative problems that could influence the feasibility of traffic improvement measures.
- . A structural analysis of the river crossings, railroad and interstate bridges, to determine problems of converting to other modes.

All of the above is based upon the assumption that necessary data is or will be available. No allowance has been made in study costs for development of data bases.

PHASE III

The primary objective of Phase III is to recommend solution(s) to the problems identified in Phase II.

Work element should include, but not be limited to:

- . Study of existing rail bridge use for either bus, convertible bus, or passenger rail transportation.
- . Study of reverse lane for buses and/or car pools on the Interstate Bridge.
- . Study of PRT feasibility in the corridor.
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- . Study of computerized car pooling system.
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COST SUMMARY

PHASE I

Labor @ \$10/Hr.

CRAG 500 hours	\$5,000
Other 200 hours	<u>2,000</u>
	\$7,000

PHASE II

Labor @ \$10/Hr.

CRAG 2,900 hours	\$ 29,000
Other 1,600 hours	16,000
O & D Survey & Analysis	30,000
Contingencies	<u>7,000</u>
	TOTAL \$ 82,000

PHASE III

Labor @ \$10/Hr.

CRAG 2,100 Hrs.	\$ 21,000
Other 1,600 Hrs.	16,000
Contingencies	<u>4,000</u>

TOTAL \$ 41,000

GRAND TOTAL \$130,000