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Meeting Notes 1985-11-14

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Agenda

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: November 14, 1985

Day: Thursday

Time: 7:30 AM

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Place: Metro A1-2

1. ODOT SIX-YEAR HIGHWAY PROGRAM - PRELIMINARY PRIORITIES-
APPROVAL REQUESTED - Andy Cotugno
2. STATUS OF INTERSTATE TRANSFER REGIONAL RESERVE -
INFORMATION ONLY - Andy Cotugno

NEXT MEETING: DECEMBER 5, 1985, 7:30 am (One week early due
to the office move)

MEETING REPORT

DATE OF MEETING: October 10, 1985

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Richard Waker, George Van Bergen, John Frewing, Wes Mylllenbeck, Earl Blumenauer, Fred Miller, Ron Thom and Jim Gardner

Guests: Brent Curtis, Washington County; Winston Kurth, Clackamas County; Jane Cease, Oregon State Senator (Oregon Senate Transportation Committee); Susie Lahsene, Multnomah County; Bob Post, Tri-Met; Steve Dotterer and Grace Crunican, City of Portland; Geraldine Ball, DJB, Inc.; Bob Bothman, Ed Hardt and Ted Spence, ODOT; Bebe Rucker, Port of Portland; and Peter Fry, Central Eastside Industrial Council

Staff: Rick Gustafson, Executive Officer; Andrew Cotugno, Steve Siegel, Vickie Rocker, Peg Henwood, Richard Brandman, Dan Seeman, T. Keith Lawton, Karen Thackston, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

Chairman Waker noted the lack of a quorum and the need to draft a memo to JPACT members concerning poor attendance. Those absent need to be polled following the meeting to gain approval for formal processing of the Resolutions to Metro Council. (This was accomplished on October 14 and 15 with the remainder of the Committee concurring with the actions taken at the October 10, 1985 meeting.)

LETTER OF COMMENDATION

A draft letter of commendation addressed to Mr. Larry Rulien, State Highway Engineer, was introduced for endorsement by JPACT in view of the extraordinary efforts put forth by the State to ensure that the \$41 million of Interstate Transfer funds for the region would not lapse. Andy reassured the Committee that the entire \$41 million has been obligated.

Action Taken: It was the consensus that the letter of commendation be sent to the State by JPACT in recognition of their worthy efforts on behalf of the region.

AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM TO ADD A HAWTHORNE BRIDGE APPROACH RAMPS REPLACEMENT PROJECT

Andy Cotugno informed the Committee that the State and Multnomah County are still holding discussions over the issue of accelerating this

project; by doing so, a savings of \$400,000 would be realized by the County. Other issues to be resolved include: providing sufficient structural capacity on the bridge to allow for future LRT; the restrictions on use of HBR funds; the possible use of funds from the McLoughlin Reserve; consideration of additional parking under the Hawthorne Bridge; and coordination with the Willamette River Greenway.

Action Taken: There was unanimous agreement to recommend approval of Resolution No. 85-599, pending approval of the full committee, amending the TIP to add a Hawthorne Bridge approach ramps replacement project.

AMENDING THE FUNCTIONAL CLASSIFICATION SYSTEM AND THE FEDERAL-AID URBAN SYSTEM (FAUS) IN THE CITY OF MILWAUKIE

Approval of this Resolution would classify SE 42nd Avenue between SE Harrison Street and SE Railroad Avenue as a "Collector" street as proposed in Milwaukie's Street Classification Plan.

Action Taken: There was unanimous agreement to recommend approval of Resolution No. 85-600, pending approval of the full committee, amending the Functional Classification System and the Federal-Aid Urban System to classify SE 42nd Avenue (between SE Harrison and SE Railroad Avenue) in the City of Milwaukie as a "Collector."

OVERVIEW OF OREGON ROADS FINANCE STUDY

Following introductions of Tom Walsh, Chairman of the Oregon Roads Finance Policy Committee, and Bob Bothman, Chairman of the Steering Committee, a summation was provided by each on their respective committee's activities relating to the Oregon Roads Finance Study.

Tom Walsh reviewed the history and background of the State's funding, citing the progress that has been made, the ever increasing needs, and the support from the State Legislature. With endorsement by ODOT/AOC/LOC, he reported that a Steering Committee was formed to define the scope and objective for a study that would address the highway and road needs of Oregon's cities, counties and Highway Department. The study is to be conducted by an independent consultant, or consultants. Mr. Walsh reviewed the representation on the Policy Committee and emphasized the overall need for a unified effort and a unified presentation as the key to accomplishing the goals set forth by the Steering Committee.

Bob Bothman related that the initiation of the study evolved through efforts of the Association of Oregon Counties, League of Oregon Cities and the Oregon Transportation Commission. He stressed the need for a comprehensive study to develop a financial package for the 1987 Legislature that would include: 1) a needs inventory of state highways, county roads, and city streets; 2) a financial study of existing sources of revenue; and 3) a long-term future funding proposal. He

spoke of the difficulty in measuring the needs of each jurisdiction due to each jurisdiction having a different set of criteria. The consultant team must, therefore, establish common levels-of-service which would apply to projects falling into the categories of: 1) modernization; 2) preservation; and 3) operations and maintenance.

Mr. Bothman then reviewed the revenues that would be investigated and the timeframe anticipated. In addition, he reported that a parallel transit study was underway with similar goals and objectives. Mr. Frewing questioned whether the issues might be better addressed in an integrated transit/highway study. He felt that Tri-Met should work closely with the highway funding study in pursuing transit funding measures. Mr. Frewing was invited by Tom Walsh to attend the next Policy Committee meeting scheduled for December 17.

Commissioner Blumenauer supported the need for a unified effort and asked that JPACT be kept informed of the status of the study.

APPROVING USE OF REGIONAL FEDERAL-AID URBAN SYSTEM FUNDS IN PARTIAL SUPPORT OF THE OREGON ROADS FINANCE STUDY

This Resolution authorizes release of \$18,861 of regional Federal-Aid Urban funds as the Metro region's share to support the Oregon Roads Finance Study. Grace Crunican verified that the City of Portland does intend to make its financial commitment to the study.

Action Taken: There was unanimous agreement to recommend approval of Resolution No. 85-601, pending approval of the full committee, approving use of regional Federal-Aid Urban System funds in partial support of the Oregon Roads Finance Study.

STATUS REPORT ON RECOMMENDATIONS OF BLUE RIBBON COMMITTEE

Don Barney highlighted the representation on the Citizens Advisory Committee on Mass Transit Policy (Blue Ribbon Committee), its task, its recommendations and its efforts relating to Tri-Met's future role and financing. He cited the new mission of Tri-Met as prioritizing the following: to facilitate rapid mass movement of large numbers of people having similar needs for transportation to destinations throughout the region. In addition, the mission calls for an assurance for citizens who depend on transit as their primary means of mobility. He further reviewed goals of lesser priority that will become evident as financial resources permit.

The recommendations of the Blue Ribbon Committee, as summarized in a report prepared by Don Barney and Associates, will be reviewed by a subcommittee prior to submittal to the full committee. Mr. Barney emphasized the goal of moving large numbers of people in a comfortable, efficient and safe manner as being of prime importance. It is the intent that Tri-Met will serve as a coordinator for providing that effort while including the private sector to embellish upon that need.

JPACT

October 10, 1985

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Also stressed was the need to gain public support of the transit system by effectively communicating with the public. An outreach program that would provide a more positive image for Tri-Met is being encouraged.

The need for Tri-Met to adopt the framework of a financing plan for immediate, intermediate and long-term needs was also discussed. Mr. Barney reviewed the tax and funding strategies under consideration.

An update of the Transit Development Plan is to be completed in 1986 focusing on: 1) gains made from Tri-Met's new labor contract and recently approved revenue increases as well as savings realized from administrative and operations improvements recommended in the Price Waterhouse audit report; and 2) the remainder of the five-year period envisioning revenue increases identified in the intermediate step of the Blue Ribbon Committee's financing plan. In addition, Tri-Met should include in the TDP those expectations for compliance with the Regional Transportation Plan by the year 2005 if they achieve fiscal stability.

During discussion, the question was raised by Fred Miller as to whether or not there would be jurisdictional support for use of funds from the Highway Trust Fund for mass transit -- should that prove to be more cost-effective. In response, Mr. Frewing indicated that many people have encouraged such action in their testimony at tax hearings. At issue is whether a local option should be provided on a regional approach. Jane Cease, Oregon State Senator and Chairman of the Senate Transportation Committee, spoke of the difficulty in gaining support from the constituency for highway finances and felt it would be irresponsible for JPACT to try and tax the Highway Trust Fund for the use of transit. She spoke of bills being introduced at the Legislature prohibiting transit districts from using any of those sources.

Rick Gustafson encouraged JPACT members to participate in testimony before the Blue Ribbon Committee and further suggested that it conduct its own review and develop a position upon completion of the report. He cited the importance of both TPAC and JPACT providing input from the metropolitan area.

Mr. Frewing suggested that JPACT vote on some of the key recommendations of the Blue Ribbon Committee, review their relationship to the RTP, and hold further discussion on the local option of a regional tax.

Action Taken: There was mutual agreement that TPAC and JPACT should review the recommendations of the Blue Ribbon Committee upon completion of the report and that testimony be encouraged by the Committee at the November 6 public hearing.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan
COPIES TO: Rick Gustafson, Don Carlson, and JPACT Members

CONSIDERATION OF ACCEPTANCE OF PRELIMINARY
PRIORITIES FOR INCLUSION OF PROJECTS IN THE ODOT
SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM

Date: October 25, 1985

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

1. Review and accept Attachment "A" as Preliminary "High" and "Medium" priorities for state highway projects for consideration by ODOT for funding in the Six-Year Highway Program.
2. Review and accept Attachment "B" as Preliminary "High" and "Medium" priorities for economic development projects (off the state highway system) for funding in the Six-Year Highway Program.

Background and Analysis

In September, Metro established a process by which projects would be evaluated and prioritized for inclusion in the ODOT Six-Year Highway Program involving the following steps:

1. May 1, 1985 Deadline for submission of candidate projects by local jurisdictions.
2. September 1, 1985 Accept "Preliminary" priorities based upon local jurisdiction expression of priorities.
3. November 1985 Accept "Preliminary" priorities based upon application of criteria adopted by OTC.
4. March 1986 Adopt "Final" priorities for presentation to OTC public hearings.

This action is in accordance with the third step in the process described above representing a delineation of "High" and "Medium" priorities from the previously approved list of projects. The basis for the priority ranking was established taking into consideration the following criteria adopted by the OTC.

- Projects must be of significance to the state highway system.
- Priority will be given where there is strong local support.
- Priority will be given where there is local government or private sector financial participation, or both, in the improvement in addition to improvements adjacent to the project.
- Priority will be given to projects which encourage economic development where:
 1. There is a commitment by private industry to construct a facility.
 - a. Jobs are assured through new or expanded facilities.
 - b. Investments have been made in local services.
 - c. New development is consistent with local plans.
 2. The economic integrity of the region is preserved by retaining existing jobs.
 3. There is support from other state agencies.
- Projects will not be selected on the Interstate system.
- Projects may be on county or city arterial roads connecting to or supporting a state highway.

TPAC has reviewed the projects and their priority ranking and recommends approval.

EXECUTIVE OFFICER'S RECOMMENDATION

AC/srs
4569C/435-3
11/05/85

ECONOMIC DEVELOPMENT PROJECTS -.MEDIUM PRIORITY

<u>Significance to Highway System</u>	<u>Economic Significance</u>	<u>Cost</u>	<u>Overall Ranking</u>
Provides alternate route to Highway 212.	Good economic potential.	\$1.7 m	M
Provides minor relief to I-205.	Revitalize small commercial district.	\$.3 m	M
Minor arterial connection to I-5, relieves Stafford and Wilsonville interchanges.	Good economic potential.	\$.45 m	M
Provides property access function.	Major new employment center divided amongst four different collector roads.	\$2.26 m	M
Provides property access function.	Good development potential.	\$.95 m	M
Provides property access function.	Significant economic potential.	\$1.4 m	M
Provides property access function.	Minor economic potential.	\$.23 m	M
Provides property access function.	Modest economic potential.	\$.75 m	M
	MEDIUM PRIORITY SUBTOTAL	<u>\$8.04 m</u>	

ECONOMIC DEVELOPMENT PROJECTS - HIGH PRIORITY

(continued)

<u>Significance to Highway System</u>	<u>Economic Significance</u>	<u>Cost</u>	<u>Overall Ranking</u>
Property access improvement off state highway that would otherwise be overburdened.	Good development potential, expansion of successful urban renewal project.	\$3.06 m	H
Extension of E-W arterial system.	Good economic potential; committed plant.	\$1.25 m	H
Improves minor arterial connection to Principal Arterial.	Good economic potential; committed plant.	\$.68 m	H
	HIGH PRIORITY SUBTOTAL	<u>\$29.18 m</u>	

ECONOMIC DEVELOPMENT PROJECTS - HIGH PRIORITY

<u>Significance to Highway System</u>	<u>Economic Significance</u>	<u>Cost</u>	<u>Overall Ranking</u>
Improves safety on one portion of U.S. 26 to 99E movement.	Important to retain existing firms.	\$.15 m	H
Provides major arterial function - distributes traffic better between I-205 and I-84.	Major new employment center -- requires improved access.	\$.62 m \$ 3.88 m	H H
Arterial connection to I-84, spreads traffic destined to I-84 @ 238th.	Good economic potential; committed plant.	\$ 1.5 m	H
Important arterial link to I-205, relieves Sunnyside interchange.	Good economic potential; plant expansion underway.	\$ 1.8 m	H
Beavercreek: Major access function for Oregon City to Bypass. Warner-Milne: Major collector function.	Important to implementation of urban renewal district; firms in negotiation.	\$ 2.6 m	H
Serves as a combination of arterial access to Sunset Highway and property access.	Major economic growth area; committed plants	\$ 1.45 m	H
Serves as a combination of arterial access to Sunset Highway and property access.	Major economic growth area; committed plants.	\$ 1.49 m	H
Creates new major arterial route from 99W to I-5; relieves 99W and Highway 217.	Opens major employment area.	\$ 4.5 m	H
Creates new E-W route to relieve T.V. Highway and Sunset Highway.	Provides improved circulation throughout a major employment area.	\$ 3.9 m	H
Provides access function to significant statewide port facilities.	Major facilities committed; important to statewide economy; committed plants and terminals.	\$2.3 m	H

STATE HIGHWAY PROJECTS: MEDIUM PRIORITY

<u>Significance to Highway System</u>	<u>Economic Significance</u>	<u>Cost</u>	<u>Overall Ranking</u>
Eliminates dangerous safety problem.	None	\$2.0 m	M
Traffic operations adequate but safety severe problem.	N/A	\$.7 m	M
Heavy weave movement now 2005	N/A	\$1.1 m	M
Minor traffic operations improvement to key N-S principal arterial.	N/A	\$.4 m	M
Traffic operations improvement to residential arterial.	N/A	\$1.0 m	M
Traffic volumes static, traffic operations adequate.	N/A	\$.4 m	M
Improve traffic access into Metzger area.	Access to Washington Square area.	\$.2 m	M
Minor traffic operations improvement to major arterial.	N/A	\$.1 m	M
		\$2.3 m	M
	MEDIUM PRIORITY SUBTOTAL	<u>\$8.2 m</u>	

STATE HIGHWAY PROJECTS: HIGH PRIORITY

(continued)

<u>Significance to Highway System</u>	<u>Economic Significance</u>	<u>Cost</u>	<u>Overall Ranking</u>
Key interchange between E-W and N-S principal arterials.	N/A	\$ 4.6 m	H
Improve traffic operations on key freeway.	N/A	\$.4 m	H
Key major arterial, traffic growth heaviest east of Old Scholls/New Scholls intersection.	N/A	\$ 3.8 m	H
Key E-W principal arterial for area with undefined improvement.	Economic impact due to overall circulation system.	\$.3 m	H
Traffic volumes to increase slightly, improvement will draw traffic off T.V. Highway.	N/A	\$ 4.6 m	H
Minor state highway but traffic is excessive for two-lane facility.	Minor development along Sandy Boulevard, minor access function into Columbia South Shore.	Ph. I: \$5.1 m Ph. II: \$2.3 m	H
Critical gap in 257th arterial - two-lane reconstruction important.	None	\$ 1.7 m	H
	HIGH PRIORITY SUBTOTAL	<u>\$60.6-63 m</u>	

STATE HIGHWAY PROJECTS: HIGH PRIORITY

Significance to Highway System	Economic Significance	Cost	Overall Ranking
Important link in E-W state highway connecting I-5 and I-205; if state highway is redesignated from Lombard to Columbia -- then 60th is a state highway gap; otherwise, it is an access route to the state highway.	Minor impact to immediately surrounding area. Important to overall circulation in Columbia Corridor.	\$ 1.9 m \$ 2.2 m	82nd to I-205 - H @ 60th - H if state highway designation moved
Important bottleneck in major arterial access to Port facilities.	Key to development of Port and and Rivergate area.	\$ 7.0 m	H
Completes four-way interchange, restores westbound movement; relieves traffic problems at Sylvan interchange and on westbound Sylvan on-ramp weave on Sunset Highway.	Principal statewide tourist attraction 30,000 daily visitors.	\$ 3.0 m	H
Important improvement to major arterial.	Minor.	\$.3-.7 m	H
Important principal arterial, problems are clear, solution is undetermined.	Important for surrounding property -- Clackamas Industrial areas.	\$.5 - Recon. \$ 5.0 - Ph. I	H
Connects to minor N-S arterial.	Significant growth area.	\$ 9.6 m (may be reduced to \$7.6 m)	H
Connects to major N-S arterial; area served overlaps with Cornelius Pass and Cornell interchanges.	Significant growth area.	\$ 5.0 m	H
Connects to major E-W arterial and minor N-S arterial.	Significant growth area.	\$ 5.3 m	H

ATTACHMENT A

STATE HIGHWAY PROJECTS: HIGH PRIORITY

Project	Significance to Highway System	Economic Significance	Cost	Overall Ranking
N.E. Portland Highway 82nd - I-205 @ 60th	Important link in E-W state highway connecting I-5 and I-205; if state highway is redesignated from Lombard to Columbia — then 60th is a state highway gap; otherwise, it is an access route to the state highway.	Minor impact to immediately surrounding area. Important to overall circulation in Columbia Corridor.	\$ 1.9 m \$ 2.2 m	82nd to I-205 - H @ 60th - H if state highway designation moved
Marine Drive @ BNRR	Important bottleneck in major arterial access to Port facilities.	Key to development of Port and and Rivergate area.	\$ 7.0 m	H
Sunset Highway @ Zoo	Completes four-way interchange, restores westbound movement; relieves traffic problems at Sylvan interchange and on westbound Sylvan on-ramp weave on Sunset Highway.	Principal statewide tourist attraction 30,000 daily visitors.	\$ 3.0 m	H
State Street	Important improvement to major arterial.	Minor.	\$.3-.7 m	H
Highway 224/212 Recon & Ph. I	Important principal arterial, problems are clear, solution is undetermined.	Important for surrounding property — Clackamas Industrial areas.	\$.5 - Recon. \$ 5.0 - Ph. I	H
U.S. 26 - Cornelius Pass	Connects to minor N-S arterial.	Significant growth area.	\$ 9.6 m (may be reduced to \$7.6 m)	H
U.S. 26 - 185th	Connects to major N-S arterial; area served overlaps with Cornelius Pass and Cornell interchanges.	Significant growth area.	\$ 5.0 m	H
U.S. 26 - Cornell	Connects to major E-W arterial and minor N-S arterial.	Significant growth area.	\$ 5.3 m	H

STATE HIGHWAY PROJECTS: HIGH PRIORITY

(continued)

Project	Significance to Highway System	Economic Significance	Cost	Overall Ranking
217 @ 99W	Key interchange between E-W and N-S principal arterials.	N/A	\$ 4.6 m	H
Hwy. 217 Ramp Metering	Improve traffic operations on key freeway.	N/A	\$.4 m	H
Scholls Ferry Road	Key major arterial, traffic growth heaviest east of Old Scholls/New Scholls intersection.	N/A	\$ 3.8 m	H
T.V. Highway Recon.	Key E-W principal arterial for area with undefined improvement.	Economic impact due to overall circulation system.	\$.3 m	H
Parmington	Traffic volumes to increase slightly, improvement will draw traffic off T.V. Highway.	N/A	\$ 4.6 m	H
Sandy Boulevard 122nd to 238th	Minor state highway but traffic is excessive for two-lane facility.	Minor development along Sandy Boulevard, minor access function into Columbia South Shore.	Ph. I: \$5.1 m Ph. II: \$2.3 m	H
257th Extension (Graham Road)	Critical gap in 257th arterial - two-lane reconstruction important.	None	\$ 1.7 m	H
HIGH PRIORITY SUBTOTAL			<u>\$60.6-63 m</u>	

4535C/436-1/2
11/05/85

STATE HIGHWAY PROJECTS: MEDIUM PRIORITY

Project	Significance to Highway System	Economic Significance	Cost	Overall Ranking
U.S. 26 - Jackson Overpass	Eliminates dangerous safety problem.	None	\$2.0 m	M
Beaverton-Hillsdale/Scholls/Oleson	Traffic operations adequate but safety severe problem.	N/A	\$.7 m	M
217 - Beaverton-Hillsdale to Allen Auxiliary Lanes	Heavy weave movement now 2005	N/A	\$1.1 m	M
99W @ Greenburg	Minor traffic operations improvement to key N-S principal arterial.	N/A	\$.4 m	M
Beaverton-Tualatin Highway Nyberg to Avery	Traffic operations improvement to residential arterial.	N/A	\$1.0 m	M
T.V./Cedar Hills	Traffic volumes static, traffic operations adequate.	N/A	\$.4 m	M
217 @ Greenburg	Improve traffic access into Metzger area.	Access to Washington Square area.	\$.2 m	M
Beaverton-Hillsdale Signals - Laurelwood to Lombard	Minor traffic operations improvement to major arterial.	N/A	\$.1 m	M
Highway 213 - Spangler Hill			\$2.3 m	M
		MEDIUM PRIORITY SUBTOTAL	<u>\$8.2 m</u>	

4535C/436-3
10/23/85

ATTACHMENT B

ECONOMIC DEVELOPMENT PROJECTS - HIGH PRIORITY

Project	Significance to Highway System	Economic Significance	Cost	Overall Ranking
S.E. 9th/Division/SPRR	Improves safety on one portion of U.S. 26 to 99E movement.	Important to retain existing firms.	\$.15 m	H
N.E. 181st/Airport Way Unit I Unit II	Provides major arterial function - distributes traffic better between I-205 and I-84.	Major new employment center -- requires improved access.	\$.62 m \$ 3.88 m	H H
223rd	Arterial connection to I-84, spreads traffic destined to I-84 @ 238th.	Good economic potential; committed plant.	\$ 1.5 m	H
Johnson Creek Boulevard Ext.	Important arterial link to I-205, relieves Sunnyside interchange.	Good economic potential; plant expansion underway.	\$ 1.8 m	H
Beavercreek Road	Beavercreek: Major access function for Oregon City to Bypass. Warner-Milne: Major collector function.	Important to implementation of urban renewal district; firms in negotiation.	\$ 2.6 m	H
Cornelius Pass Road	Serves as a combination of arterial access to Sunset Highway and property access.	Major economic growth area; committed plants	\$ 1.45 m	H
Shute Road	Serves as a combination of arterial access to Sunset Highway and property access.	Major economic growth area; committed plants.	\$ 1.49 m	H
Tualatin-Sherwood Road	Creates new major arterial route from 99W to I-5; relieves 99W and Highway 217.	Opens major employment area.	\$ 4.5 m	H
Baseline Road	Creates new E-W route to relieve T.V. Highway and Sunset Highway.	Provides improved circulation throughout a major employment area.	\$ 3.9 m	H
Marine Drive - Portland Road to Slough	Provides access function to significant statewide port facilities.	Major facilities committed; important to statewide economy; committed plants and terminals.	\$2.3 m	H

ECONOMIC DEVELOPMENT PROJECTS - HIGH PRIORITY
(continued)

Project	Significance to Highway System	Economic Significance	Cost	Overall Ranking
Harbor Drive	Property access improvement off state highway that would otherwise be overburdened.	Good development potential, expansion of successful urban renewal project.	\$3.06 m	H
Glisan	Extension of E-W arterial system.	Good economic potential; committed plant.	\$1.25 m	H
37th Avenue	Improves minor arterial connection to Principal Arterial.	Good economic potential; committed plant.	\$.68 m	H
HIGH PRIORITY SUBTOTAL			<u>\$29.18 m</u>	

4535C/436-4/5
11/05/85

ECONOMIC DEVELOPMENT PROJECTS - MEDIUM PRIORITY

<u>Project</u>	<u>Significance to Highway System</u>	<u>Economic Significance</u>	<u>Cost</u>	<u>Overall Ranking</u>
Mather/122nd	Provides alternate route to Highway 212.	Good economic potential.	\$1.7 m	M
Gladstone Bridge	Provides minor relief to I-205.	Revitalize small commercial district.	\$.3 m	M
Boeckman Road	Minor arterial connection to I-5, relieves Stafford and Wilsonville interchanges.	Good economic potential.	\$.45 m	M
South Shore Arterials	Provides property access function.	Major new employment center divided amongst four different collector roads.	\$2.26 m	M
Station "L" Access	Provides property access function.	Good development potential.	\$.95 m	M
13th - Gertz	Provides property access function.	Significant economic potential.	\$1.4 m	M
S.W. Sherman	Provides property access function.	Minor economic potential.	\$.23 m	M
Palmquist	Provides property access function.	Modest economic potential.	\$.75 m	M
		MEDIUM PRIORITY SUBTOTAL	<u>\$8.04 m</u>	

4535C/436-6
11/05/85



Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: November 5, 1985
To: JPACT
From: *K* Andrew Cotugno, Transportation Director
Regarding: Allocation of Interstate Transfer Regional Reserve
and FAU Regional Reserve

FUNDS AVAILABLE

Interstate Transfer "Regional Reserve" -- \$17,370,573

Available for allocation to any transit or highway capital improvement in the region -- first priority given to funding any shortfalls that may develop on the Banfield and I-505 Alternative projects. Funding can be used at any time during the life of the Interstate Transfer Program (expected to extend to about 1990); after September 30, 1986, funding can only be spent on projects already underway (i.e., on projects for which P.E. has already been initiated).

Federal-Aid Urban "Regional Reserve" -- \$649,299

Available for allocation to any highway capital improvement or Rideshare within the urban area outside the City of Portland. Funds must be obligated prior to September 30, 1989. The only active projects in this part of the FAU program are Boones Ferry Road and the Tri-Met Rideshare Program. Funding could be allocated to these, most of the Interstate Transfer projects or a new project on the "Urban" highway system.

BACKGROUND

Included in the FY 1986 work program was an effort to begin allocation of the \$17 million Interstate Transfer "Regional Reserve." The target date established for this process was to complete the allocation process by March 1986 to allow sufficient time to program preliminary engineering prior to the September 30, 1986, deadline. It was decided to merge the FAU allocation with this process because of the high degree of overlap between projects that would be eligible for the two categories of projects.

Upon review of the Interstate Transfer Program, the TIP subcommittee found:

1. That final costs on the Banfield and I-505 are difficult to determine at this time; therefore, it is premature to release the funds to be spent on other projects.
2. Projects currently authorized within the Interstate Transfer Program exceed current funding allocations by some \$50 million (see Attachment A), thereby easily consuming the available \$17 million. As such, there is no urgency to initiate new projects by the September 30, 1986, deadline.

RECOMMENDATION

1. Defer consideration of these reserves until February or March 1986 to allow further progress on the Banfield and I-505 projects and therefore obtain greater confidence in final costs. Issues will become more clear as a result of the following:
 - 4 of the 5 projects in the I-505 alternative will be under contract (\$1.275 million of an overall \$26 million allocation will remain).
 - track construction will be nearly complete for the full length of the LRT project.
 - the Steel Bridge will be open to traffic.
 - all LRT vehicles will be delivered.
 - a final LRT system electrification schedule will be established.
 - a number of contractor claims will be settled.
2. A new effort to allocate funds to initiate preliminary engineering on projects should not be undertaken -- funding allocations should be restricted to projects within the program. The jurisdictions should be permitted to initiate P.E. on projects at their option with funds currently allocated to the jurisdiction. If this is done, it should be with no priority commitment of funds to the new project or the project from which funds were transferred. The jurisdiction would assume the risk of paying back to FHWA any P.E. funds in the event construction is not undertaken.

Memorandum
November 5, 1985
Page 3

3. An examination of alternative funding sources for Metro Transportation Planning should proceed including consideration of funding from the Interstate Transfer Program (UMTA Section 9 funds have also been identified in the staff report for the TIP as a potential source).

NOTE: An overall summary of the Interstate Transfer Program is attached for your information.

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4427C/330-3

Attachments

ATTACHMENT A

UNDERFUNDED PROJECTS IN THE PORTLAND AREA
INTERSTATE TRANSFER PROGRAM

	Funding	Shortfall 85%
<u>Multnomah County</u>		
242nd	\$786,446	\$2.4m
Stark St. - E. of 242nd	120,000	1.6
		\$4.0m
<u>Washington County</u>		
185th	\$9,014,908	\$2.90m
Murray Boulevard	5,501,530	.14
T.V. - 21st to Oak	1,800,000	.75
Hall Boulevard	1,200,000	.60
Barnes Road - Unit II	0	.94
T.V. at 185th	1,973,530	.16
Allen Boulevard	3,283,389	.27
		\$5.76m
<u>Clackamas County</u>		
Beavercreek Extension	\$1,002,096	\$.6-.9m
82nd Drive	2,476,145	.05-1.77
Thiessen/Jennings	145,520	3.25
Jennifer Extension	75,000	.435
98th Extension	75,000	.265
84th Extension	75,000	.520
S.E. 122nd	75,000	.350
King/Harrison/42nd	50,000	.163
Boones Ferry Rd. (e) (4)	1,055,756	.68
FAU	1,432,180	
State Street*	1,728,103	.67
		\$6.983-8.703m
<u>Banfield</u>		
Landscaping	-	.236m
LRT Vehicles	-	7.0
	173m	7.236m
<u>ODOT</u>		
Oregon City Bypass	21,478,496	.3m
		\$.3m
<u>Portland</u>		
Marine Drive*	\$ 8,733,750	\$12.2 m
Airport Way*	13,007,143	3.88
13th/Gertz*	1,100,611	1.4
City-Wide Signals	2,636,591	1.28
S.W. Vermont	203,930	1.41
82nd Avenue	2,996,000	6.12
		\$26.29m
		\$50.6-52.3m

*Funding also being sought through the ODOT Six-Year Program Update.

Note: Other cost overruns identified in the Interstate Transfer Program to be funded with underruns and reserves previously allocated.

Interstate Transfer - Funding Level
Available to the Portland Region

- A. Original Interstate Funding - Every two years, Congress adopts an "Interstate Cost Estimate" providing a commitment of a certain funding level for construction of a specific segment of the Interstate system. The Interstate funding commitment prior to withdrawal of the two freeways was as follows:

Mt. Hood Freeway 1975 Interstate Cost Estimate	\$145,476,652
--	---------------

I-505 Freeway 1979 Interstate Cost Estimate	98,594,246
	<u>\$244,070,898</u>

- B. Starting Interstate Transfer Funding - Upon approval of an Interstate withdrawal by the U.S. Department of Transportation, the level of funding commitment for Interstate Transfer funds is established. This level is available to the region effective the date of approval and the funding level is escalated from the most recent Interstate Cost Estimate according to the National Construction Cost Index. The starting funding level for Interstate Transfer funding resulting from the two freeways was as follows:

Mt. Hood Freeway Withdrawal 6/77 Value	\$203,533,019
---	---------------

I-505 Freeway Withdrawal 12/79 Value	160,420,726
	<u>\$363,953,745</u>

- C. Current Interstate Transfer Funding - Up until June 1982, the level of the Interstate Transfer funding commitment escalated (or de-escalated) each quarter according to the National Construction Cost Index. In June 1982, Congress eliminated this provision and froze the level of the funding commitment to the amount committed June 1980. Therefore, the current funding commitment resulting from the two freeways is now as follows:

Mt. Hood Freeway Withdrawal	\$336,928,338
I-505 Freeway Withdrawal	163,724,866
	<u>\$500,653,204</u>

- D. Current Status - The Portland region has been building projects with Interstate Transfer funds since 1976 and will continue to do so until approximately 1990. The current status (June 30, 1985) of this funding schedule is as follows:

Funds Obligated to Projects to Date	\$357,321,316
Funds Appropriated by Congress and Available to Obligate	49,983,759
Funds Remaining for Future Appropriation	<u>93,348,129</u> \$500,653,204

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Portland Metropolitan Area - Interstate Transfer Program

(Total Program = \$500.65m)

Regional Projects - \$274.78 million

Banfield LRT and Freeway	\$171.3m
I-505 Alternative	26.0
McLoughlin Corridor	26.1
Powell Boulevard	17.0
Sunset Highway Ramp Metering	.8
*Sunset Overlays	1.4
*Rideshare Program	1.9
Misc. Projects, Studies and Reserves	30.2

Multnomah County - \$26.1 million

State Highways

190th/Powell	\$2.5m
--------------	--------

Local Roads

221st/223rd	\$6.6m
*Burnside Street	4.2
257th	3.3
Sunset/Sylvan Interchange	1.8
238th/242nd	1.6
182nd	1.2
Stark Street	1.2
*Sellwood Bridge at Macadam	.9
S.E. 72nd	.6
Cherry Park Road	.6
Sandy Boulevard	.6
Miscellaneous	1.0

Clackamas County - \$47.8 million

State Highways

Oregon City Bypass	\$21.5m
Highway 212	8.5
*Highway 43-Oswego Creek	2.1
State Street (Lake Oswego)	1.7
Highway 43 at McKillican	.3

Clackamas County - \$47.8 million
(continued)

Local Roads

Harmony Road	\$3.2m
82nd Drive	2.9
*Sunnyside Road	2.8
Gladstone-Milwaukie Signals	2.1
Boones Ferry Road	1.1
Beavercreek Road	.9
Hubbard Road	.5
Miscellaneous	.5

Washington County - \$57.4 million

State Highways

Highway 217/Sunset	\$10.4m
*Highway 217/Allen	6.1
T.V. Highway (Hillsboro)	1.8
Highway 217/72nd	1.5
99W (Tigard)	1.1
T.V. Highway (Beaverton)	.7

Local Roads

*185th Avenue	\$10.5m
T.V. at 185th	2.0
Murray Boulevard	5.5
Cornell Road	5.0
Allen Boulevard	3.3
*Nyberg Road	2.3
Hall Boulevard	1.8
*Jenkins/158th	1.8
*Barnes Road	1.3
*Greenburg Road	.9
Miscellaneous	1.4

Portland - \$94.57 million

State Highways

Marine Drive	\$8.7m
Union Avenue	7.0
Macadam Avenue	4.0

Portland - \$94.57 million
(continued)

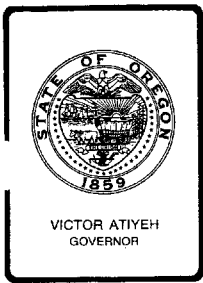
Local Roads

Airport Way	\$13.0m
13th/Gertz	1.1
Vancouver Way	2.6
Rivergate Slough Bridge	.7
*Columbia Boulevard	4.9
Basin/Going	2.9
Hollywood District	2.9
N.W. Front	6.5
S.W. Broadway - 4th/6th	.5
Marquam Ramp Streets	.7
Holgate	4.5
Beaverton-Hillsdale Highway	2.2
S.W. Terwilliger	2.7
82nd Avenue	3.3
39th Avenue	2.4
Various N.W.	4.4
Arterial Street Lights	1.0
*Arterial Reconstruction and Overlays	6.0
*Various Signals	9.5
Miscellaneous	3.07

*Projects noted are partially funded with Interstate Transfer funds to replace Federal-Aid Urban or Federal-Aid Primary funds transferred downstate. Amounts involved are as follows:

Washington County	\$ 6.1m
Multnomah County	3.6
Clackamas County	1.5
Portland	12.5
Regional Projects	10.8
	<u>\$34.5m</u>

AC/srs
4124C/423-3
09/06/85



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 10, 1985

Richard Waker, Chairman
Joint Policy Advisory Committee
on Transportation
Metropolitan Service District
527 S.W. Hall Street
Portland, Oregon 97201-5287

ORG

Thank you for taking the time to express your appreciation for the joint state and local efforts in obligating available Fiscal Year 1986 funds. I will share your comments with those who earned your kind words.

Our employees are certainly accustomed to "going the extra mile" but they are not accustomed to anyone noticing. Thanks, again.


Larry Rulien
State Highway Engineer

cc: Fred Miller
R. N. Bothman
Gary Potter
Ed Hardt

COMMITTEE MEETING TITLE JPACT

DATE 11-14-85 7:30 a.m.

NAME

AFFILIATION

M- FRED HANSEN	DEQ
G- Patsie Lausene	Mult CO.
G- Bebe Rucker	Port of Portland
G- Ted Jensen	ODOT
G- Keith Ahola	WSDOT
M- ED FERGUSON	WSDOT
M- RICHARD WAKER	METRO
M- LARRY COLE	CITIES OF WASHINGTON COUNTY
MA- ELDON EDWARDS	CITIES OF CLATSOP CO.
M- George Van Bergen	metro
M- JOHN FRENCH	JTA. MET
M- Mary Woidylo	City of Mult. Co.
M- Wes Myer	Washington Co.
M- Jim Gardner	Metro
M- Dick Pokorenowski	City of Vancouver
G- Geraldine & Beal	JTA. JOC
G- BRUCE WARNER	WV COUNTY
G- STEVE DOTTERER	CITY OF PORTLAND STAFF
G- GRACE CUNICAN	PDX
G- Bob Post	TRI-MET
G- JANE CEASE	SENATE TRANS. COM. OR. LEGISLATURE
G- ROBIN LINDQUIST	HOUSE TRANS. COMM. OR. LEGISLATURE
G- Hank Wakerly	ODOT

COMMITTEE MEETING TITLE _____

DATE _____

NAME

AFFILIATION

G- Ed Hardt

O DOT

G- Peter F Fry

CEIC

G- Sheldon M. Edner

PSU

G- Gary S Panovich

Clatsop County

G- Max Talbot

Clackamas County

M-A Pauline Anderson

Multnomah County

M- Margaret Strachan

Portland