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METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Agenda

Meeting: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
Date: February 11, 1988
Day: Thursday
Time: 7:30 a.m.
Place: Metro, Council Chamber

- *1. MEETING REPORT OF JANUARY 29, 1988 - APPROVAL REQUESTED.
- *2. AMENDING THE FY 88 UNIFIED WORK PROGRAM - APPROVAL REQUESTED - Andy Cotugno.
- *3. FY 89 UNIFIED WORK PROGRAM ELEMENTS - DISCUSSION - Andy Cotugno.
- *4. BEGINNING IMPLEMENTATION OF ALLOCATION OF FAU AND INTERSTATE TRANSFER FUNDS - APPROVAL REQUESTED - Andy Cotugno.
- *5. ESTABLISHING THE REGION'S PRIORITY HIGHWAY PROJECT IMPROVEMENTS FOR INCLUSION IN THE 1988-94 ODOT SIX-YEAR HIGHWAY PROGRAM - APPROVAL REQUESTED - Andy Cotugno.
- *6. INITIATION OF PROCESS TO FUND THE CAPITAL COMPONENT OF THE FIVE-YEAR TRANSIT DEVELOPMENT PLAN - DISCUSSION - Andy Cotugno.
- *7. REGIONAL TRANSPORTATION FUNDING PROPOSALS - DISCUSSION - Andy Cotugno.

*Material enclosed.

NEXT JPACT MEETING: MARCH 10, 1988, 7:30 A.M.

NOTE: Overflow parking is available at the City Center parking locations on the attached map, and may be validated at the meeting. Parking on Metro premises in any space other than those marked "Visitors" will result in towing of vehicle.

MEETING REPORT

DATE OF MEETING: January 14, 1988

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

PERSONS ATTENDING: Members: Richard Waker, Linore Allison,
Pauline Anderson, Earl Blumenauer, Bob
Bothman, Tom Brian, Roy Rogers (alt.), George
Van Bergen, Marjorie Schmunk, Dennis West
(alt.), and Ed Lindquist

Guests: Bonnie Hays, Washington County
Commission Chairman and JPACT member; Joan
Jones and Gary Spanovich, Clackamas County;
Rick Kuehn and Ted Spence, ODOT; Bruce
Warner, Washington County; Peter Fry,
Citizen; Richard Hermanson, Northwest
District Association; Lee Hames, Tri-Met;
Steve Dotterer and Grace Crunican, City of
Portland; Robert Rogers, Chamber of Commerce;
Jim Howell, Riverfront for People; Ray
Polani, Citizens for Better Transit; Robert
Goldfield, Daily Journal of Commerce; Carol
Nielsen, Central Eastside Industrial Council;
and Richard Ross, City of Gresham

Staff: Andrew Cotugno, Transportation
Director; and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

Chairman Waker opened the meeting with the announcement that Robert Woodell and Dennis West would be representing the Port of Portland on JPACT in their capacity as Executive Director and Deputy Executive Director, respectively. In addition, Wade Byers, Jr., Mayor of Tigard, will serve as representative of the Cities of Clackamas County, replacing Ron Thom.

MEETING REPORT

The December 10, 1987 JPACT meeting report was approved as written.

TRANSPORTATION 2020 PROGRAM

Andy Cotugno explained that a hearing, cosponsored by ODOT and the Highway Users Federation, has been scheduled at the State Capitol on January 21 in conjunction with a nationwide effort to update the Surface Transportation Act. Due to the phase-out of the Interstate Program, there are concerns over future use of the funds, which represent one-fourth the program. AASHTO initiated this process to develop a new surface transportation proposal with participation from all special interest groups.

Bob Bothman reported that a Transportation Alternatives Group has been formed on the national level by AASHTO to consolidate the results of this nationwide effort as a means of influencing the new Surface Transportation Act.

Andy Cotugno then reviewed the major issues of the Position Paper evolving through the TPAC process.

In discussion of the paper, Commissioner Blumenauer questioned whether the term "metropolitan" could more appropriately be used to substitute for "urban/suburban" defined in clause #4. In response, Andy indicated that the intent is to cover the whole metropolitan area and that thrust could be elaborated upon. In addition, it was felt that the clause should also reflect increased flexibility within existing resources to obtain the best cost benefits -- without legislative bias toward freeways, arterials or transit.

Regarding clause #5 pertaining to transit, it was suggested that emphasis should be given to the impacts that will result in the operation of the highway system and the environmental impacts that will occur if investment is not made by the Federal Government for bus and LRT transit needs. The interrelated benefits should be reflected in clause #5.

Commissioner Rogers suggested a language change to clause #7 dealing with the Federal Tax Code. He felt the statement should be presented in a more positive way, that we would not want to be tied to that issue, and that reference to "comparisons" should be deleted when seeking benefits from Congress.

Bob Bothman felt that the process should be concluded this fall. A national policy will then be pooled after all 50 meetings have been held. He stressed the importance of gaining a consensus on policy in order to get it through Congress. Discussions are already being held at the Congressional level on the next Surface Transportation Act. Mr. Bothman indicated that he would provide

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JPACT with a draft on progress made at the national level.

Jim Howell, representing Riverfront for People, spoke in reference to clause #3 relating to the focus on the transportation system and the fact that the existing rail system in Oregon is being overlooked at a time when many of the rail lines are being abandoned.

Ray Polani, representing Citizens for Better Transit, cited the need for our country to return to intra-city and inter-city rail.

Dennis West, Deputy Executive Director of the Port of Portland, cited similar concerns over rail, emphasizing that the economy of the metropolitan area is based on a regional transportation system serviced by national linkages. He stressed the importance of a strong regional transportation system with a commercial focus and its relationship to the economic well-being of the region. He noted that this is the regional economic center that must be served by air, truck, rail and barge and that, regardless of mode, there is need to sustain the transportation pre-eminence of the metropolitan area. Bob Bothman indicated that the state will hold further discussions on the issue of freight movement, which he acknowledged should be addressed further. He noted the implications to the state and region if federal subsidies were not received for dredging of the Columbia River.

The Committee concurred on the need to improve primary highways for interstate and intrastate commerce and that this objective should be integrated with state and federal policies and funding programs dealing with modes of railroads, barges and airports. It was further suggested that such interest groups be included in the Transportation 2020 Program.

Commissioner Blumenauer felt some comment should be included on how the national equivalent of the Roads Funding Study in Oregon was discharged. The question of whether to reference some suggestions for the methodology of a broader analysis was discussed.

Rick Kuehn indicated there is a pre-signup for presentations at the January 21 hearing. The City has offered to coordinate testimony for the hearing to ensure there are no gaps. In addition, if any testimony is submitted to Andy Cotugno, copies will be made available to JPACT.

PROPOSED EAST BANK FREEWAY RELOCATION

Andy Cotugno explained that the proposals for relocation of the East Bank Freeway evolved out of the Central City Plan effort.

The City of Portland is now adopting land use decisions to approve the East Marquam project as currently designed. However, a citizen's group has expressed concern about investing more dollars in a project that is right on the riverbank.

By April of 1989, construction must commence on this project or a replacement project that is determined to be feasible in order to ensure that the funds in question do not lapse. In the interim, a study is being conducted by the City of Portland with input from ODOT and other interest groups to explore other feasible options within the allocated funds.

Andy Cotugno then reviewed the letter submitted to the City relating to the East Bank Freeway alternatives and the significance of the project to the region.

Commissioner Rogers also indicated that Washington County had submitted a similar letter, noting the County's concerns over this vital project for the region.

Commissioner Blumenauer voiced City Council's efforts in moving forward with the project and ensuring that the funds do not lapse. He also acknowledged that they are aware of this project's impact on the rest of the region.

Rick Kuehn stated that the ad hoc committee has agreed on the study parameters and approved the RFP for a consultant. All of the objectives of the original East Marquam project must be met and the project must be compatible with the larger part of the project.

PUBLIC-PRIVATE TASK FORCE ON TRANSIT FINANCE

Andy Cotugno reported UMTA grant approval on the Public-Private Task Force on Transit Finance. He indicated that the process of contracting with consultants has been accelerated and that Don Barney of Barney & Worth has been selected as the Task Force Coordinator. Five proposals have been received from firms of national reputation for the Financial Consultant whose task will be to evaluate what the finance options are. That selection will be made within the next few weeks. Two other RFP's are pending for planning consultants for Central City and Suburban Transit.

Andy cited three components of the Task Force: 1) orientation; 2) subcommittee detail work; and 3) convening of the full Task Force to make out the recommendations. The Financial Consultant will provide the menu of financial options. He also reviewed the work scope of the subcommittees and responsibilities of the Task Force.

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Commissioner Blumenauer emphasized the need for staff to submit names from the three counties of persons who would be useful and helpful on the Task Force. The first meeting will be held in February. He noted that the Governor is interested that this tie in with some of his concerns and has likewise made some recommendations. Three-fourths of the membership is in place. The need for useful representation that will embrace the Governor's objectives was emphasized.

Commissioner Blumenauer commended Andy Cotugno, Grace Crunican, Ted Spence and the OTC Chair for their efforts in the consultant selection process for the Public-Private Task Force on Transit Finance.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan
COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members

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BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING)	RESOLUTION NO. 88-860
THE REGION'S PRIORITY HIGHWAY)	
PROJECT IMPROVEMENTS FOR INCLUSION)	Introduced by the Joint
IN THE 1988-1994 OREGON DEPARTMENT)	Policy Advisory Committee
OF TRANSPORTATION SIX-YEAR HIGHWAY)	on Transportation
PROGRAM)	

WHEREAS, The Joint Policy Advisory Committee on Transportation has established a preliminary 10-year transportation program of priorities and strategies; and

WHEREAS, The program sets the agenda for transportation improvements throughout the next decade; and

WHEREAS, Many of the identified improvements are required on facilities owned by the State of Oregon; and

WHEREAS, The improvements programmed on the State Highway System must be included in the Oregon Department of Transportation Six-Year Highway Improvement Program; and

WHEREAS, The Six-Year Program is currently being updated to encompass projects to be scheduled in the period 1988-1994; and

WHEREAS, The Transportation Improvement Program Subcommittee and the Transportation Policy Alternatives Committee have developed a consensus as to the region's priorities for projects to be included in the current Oregon Department of Transportation Six-Year Program Update; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District adopts the highway improvements contained in Exhibit A as the region's priorities for inclusion in the 1988-1994 Oregon Department of Transportation Six-Year Program.

2. That staff be directed to forward these priorities in testimony during the appropriate hearings on the Six-Year Program Update by the Oregon Transportation Commission.

3. That this action is consistent with the Regional Transportation Plan.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1988.

Mike Ragsdale, Presiding Officer

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EXHIBIT A

HIGHWAY PROJECT PRIORITIES FOR INCLUSION IN
1988-1994 ODOT SIX-YEAR PROGRAM

	<u>Project Limits</u>	<u>Recommendation</u>	<u>Cost</u>
A. <u>Interstate Projects</u>			
I-5	Greeley - N. Banfield Ph. 1	Construction	\$6.0 m.
I-5	Western Bypass/I-205 Int.	PE/ROW	12.0
I-205	Highway 224 Interchange	PE/ROW	6.0
I-5	Highway 217 Interchange	Construction	12.5
I-5	Greeley - N. Banfield Ph. 2	Construction	27.9
I-5	Greeley - N. Banfield Ph. 3	PE/ROW	3.0
I-5	Greeley - N. Banfield Ph. 4	PE/ROW	5.5
I-205	Sunnybrook Interchange	Construction	6.6
I-5	Barbur/49th/Taylor's Ferry Int.	PE/EIS	1.0
I-405	W. Marquam - Fremont Bridge	PE	4.0
I-5	Stafford Road Interchange	Construction	10.0 (5.2 prog.)
I-84	181st - Troutdale	Construction	70.0 (55.0 prog.)
B. <u>Access Oregon Projects</u>			
W. Bypass	Phase 1 (I-5 to Highway 99W)	PE/ROW	8.0
U.S. 26	Zoo - Sylvan Road Phase 1	Construction	11.5 (5.4 prog.)
	(including Zoo ramp Ph. 2)		
U.S. 26	Canyon - Cornell	Construction	19.2
U.S. 26	Sylvan - Canyon Phase 2	Construction	11.3
I-84/ U.S. 26	Connection	PE/ROW	12.0
Hwy. 224	McLoughlin - 37th/Edison	Construction	5.0
Hwy. 224	37th/Edison - Webster Phase 1	Construction	0.5
Hwy. 224 Ext.	Lawnfield - 135th	PE/ROW	11.0
W. Bypass	(Boones Ferry Rd.) Bypass - I-5 Phase 1	Construction	1.9
U.S. 26	158th/Cornell Interchange	Construction	13.6 (12.4 prog.)
Hwy. 99W	at Six Corners	Construction	4.0
Hwy. 212	Chitwood - Royer (Damascus)	PE/ROW	3.5
Hwy. 224	37th/Edison - Webster Phase 2	PE	0.4
Hwy. 224	Webster - Johnson	PE	0.4
W. Bypass	Phase 2 (Highway 99W - Sunset)	PE	3.0
U.S. 26	185th Avenue Interchange	Construction	11.0

EXHIBIT A
(continued)

	<u>Project Limits</u>	<u>Recommendation</u>	<u>Cost</u>
C. <u>Other State Fund Projects</u>			
U.S. 26	Zoo - Sylvan Phase I (including Zoo ramp Ph. 2)	Construction	11.5 (5.4 prog.)
U.S. 26	Canyon - Cornell	Construction	19.2
Barbur Blvd.	S.W. Third - S.W. 49th (TSM)	Construction	1.3
Powell Blvd.	I-205 - 181st Phase 1 (TSM)	Construction	7-10.0
U.S. 26	Sylvan - Canyon Phase 2	Construction	11.3
Farmington Road	Murray - 185th	Construction	5.0 (3.45 local)
Hwy. 43	Willamette Falls Dr. - Laurel	Construction	1.0
OR 213	C.C.C. - Leland	Construction	3.2
Hwy. 217	Sunset - Scholls Ferry Rd. (RM)	Construction	0.7
Hwy. 217	Sunset - Hall Phase 1	PE/ROW	1.2
Hwy. 217	Hall Boulevard - Hall O'xing	PE/ROW	1.1
U.S. 26	158th/Cornell Interchange	Construction	13.6 (12.4 prog.)
Hwy. 99W	Highway 217 to Main	PE/ROW	1.5
Hwy. 99W	Highway 217 Interchange	PE/ROW	4.7
Hwy. 217	Greenburg O'xing	PE/ROW	0.5
B.H. Hwy.	Scholls Ferry - Hwy. 217 (TSM)	Construction	1.7
B.H. Hwy.	Scholls/Oleson Interchange	Construction	1.0 (0.33 prog.)
Barbur Blvd.	Hamilton - Terwilliger	PE/ROW	1.3
T.V. Hwy.	Highway 217 - Murray	PE	2.0
T.V. Hwy.	Murray - 21st Phase 1 (TSM)	PE	2.5
T.V. Hwy.	21st - Oak	Construction	0.7 (4.4 other \$)
Scholls Ferry	Hwy. 217 - Murray	Construction	7.4 (1.77 local)
Macadam Avenue	at Taylors Ferry	PE/ROW	0.4
Macadam Avenue	Taylors Ferry - Bancroft (TSM)	PE	1.0
Farmington Road	185th - 209th	PE/ROW	1.0
Union/ Grand	Viaduct Replacement	Construction	11.0 (HBR)
U.S. 30	N. Columbia - Lombard via 60th	Construction	2.2
U.S. 26	185th Avenue Interchange	Construction	11.0
Graham Rd.	Structure Widening	Construction	1.7

EXHIBIT A
(continued)

D. State Operations Fund

That the state establish, on a regional basis, an operations fund to be used for intersections and other small scale operations improvements.

E. Freeway Management Techniques

That ODOT initiate and implement over time the freeway management techniques, including ramp metering, identified in the November 1987 Freeway Congestion Management Report prepared by ODOT Region I.

8888C/531

TABLE 1

INTERSTATE PROJECT PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>	
<u>High</u>						
I-5	Greeley - N. Banfield Phase I	Ramp mods; new local street	19	Construction	---	\$ 6.0 m.
I-5	Western Bypass/I-205 Interchange	Construction	19	PE/ROW	Insufficient time available to construct in six-year period.	12.0
I-205	Highway 224 Interchange	Reconstruction	19	PE/ROW	Insufficient time available to construct in six-year period.	6.0
I-5	Highway 217 Interchange	Reconstruction	18	Construction	---	12.5
I-5	Greeley - N. Banfield Phase II	Widen to 6 lanes	18	Construction	---	27.9
I-5	Greeley - N. Banfield Phase III	Braided ramps	18	PE/ROW	Construction of Phases 1 and 2 will allow lengthening of schedule.	3.0
I-5	Greeley - No. Banfield Phase IV	SB frontage road	18	PE/ROW	Construction of Phases 1 and 2 will allow lengthening of schedule.	5.5
I-205	Sunnybrook Interchange	Construction of split diamond	17	Construction	---	6.6
I-5	Barbur/49th/Taylor's Ferry Int.	To be determined	17	PE/EIS	Project has yet to be defined.	1.0
I-405	W. Marquam - Fremont Bridge	To be determined	16	PE	Project has yet to be defined.	4.0
I-5	Stafford Road Interchange	Widening	15	Construction	Required for Phase I of W. Bypass.	10.0 (5.2 funded)
I-84	181st - Troutdale	Widen to 6 lanes; new ints. at 207th and 238th	10	Construction	Accelerate priority due to U.S. 26 Connector priority.	70.0 (55.0 funded)
<u>Medium</u>						
I-5	Multnomah - Terwilliger	NB weave and merge	16	---		
I-205	Airport Way - Sunnyside	Ramp metering	16	---		
I-5	Hood Avenue - Terwilliger	SB Climbing Lane	15	---		
<u>Low</u>						
I-205	Gladstone Interchange	Widening	13	---		
I-5	Lower Boones Ferry Interchange	Widening	12	---		
I-205	Highway 43 Interchange	Widening	11	---		
I-5	Wilsonville Interchange	Reconstruction	10	---		
I-5	Charbonneau Interchange	Widening	9	---		

TABLE 2

ACCESS OREGON PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>	
<u>High</u>						
W. Bypass	Phase I (I-5 to Highway 99W)	Construct 4-lane facility	21	PE/ROW	Insufficient time to go to construction in six-year period.	\$8.0 m.
U.S. 26	Zoo - Sylvan Road Phase I (including Zoo ramp II)	Complete WB Climbing Lane	20	Construction	---	11.5 (5.4 prog.)
U.S. 26	Canyon - Cornell	Widen to 6 lanes	20	Construction	---	19.2
U.S. 26	Sylvan - Canyon Phase 2	Widen; construct CD roads	19	Construction	---	11.3
I-84/ U.S.26	Connection	Construct 4-lane facility	19	PE/ROW	Insufficient time to go to construction in six-year period.	12.0
Hwy. 224	McLoughlin - 37th/Edison	Widen to 6 lanes	18	Construction	---	5.0
Hwy. 224	37th/Edison - Webster Phase I	Reconfigure, signal intertie	12	Construction	Required for previous project.	0.5
Hwy. 224	Extension (Lawnfield - 135th)	Construct 4-lane facility	18	PE/ROW	Insufficient time to go to construct in six-year period.	
W. Bypass	(Boones Ferry Rd.) Bypass - I-5/Stafford Phase I	Widen to 3 lanes	17	Construction	Connected to I-5/Stafford and Bypass Phase I.	1.9
U.S. 26	158th/Cornell Interchange	Reconstruct interchange	17	Construction	---	13.6 (12.4 prog.)
Hwy. 99W	at Six Corners	Reconfigure interchange	17	Construction	Connected to Tualatin/Sherwood/Edy Road project.	4.0
Hwy. 212	Chitwood - Boyer (Damascus)	Widen or couplet	14	PE/ROW	Insufficient time to go to construct in six-year period.	3.5
Hwy. 224	37th/Edison - Webster Phase 2	Widen to 6 lanes	12	PE	Moved up to allow all Hwy. 224 PE to proceed at same time.	0.4
Hwy. 224	Webster - Johnson	Widen to 6 lanes	11	PE	(See previous project)	0.4
W. Bypass	Bypass Phase 2 (Highway 99W - Sunset)	Construct 4-lane facility		PE	Added due to need to define in conjunction with Phase 1 and 216th/219th segment; construction is subject to meeting land use requirements.	3.0
Hwy. 26	185th	Reconstruct	15	Construction	Connected to 185th widening.	11.0

Medium

- NONE -

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
		<u>Low</u>			
Hwy. 212	Rock Creek Junction - Chitwood		Widen to 4 lanes		11
Hwy. 212	Lani Lane - U.S. 26 Phase I		Widen to 2 lanes		11
Hwy. 212	Lani Lane - U.S. 26 Phase II		Widen to 4 lanes		11
Hwy. 212	School Rd. - Lani Ln. (Boring)		Widen or couplet		9
Hwy. 212	Royer - 242nd		Widen to 4 lanes		8
Hwy. 212	242nd - School Road		Widen to 4 lanes		8
U.S. 26	Helvetia Int. Phase 2		All capacity at interchange		8
U.S. 26	Jackson Interchange		Construct interchange		7
Hwy. 212	at U.S. 26		Improve interchange		7

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TABLE 3

OTHER STATE FUNDING SOURCE PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
<u>High</u>					
U.S. 26	Zoo - Sylvan Phase I (including Zoo ramp II)	20	Construction		\$11.5 m. (5.4 prog.)
U.S. 26	Canyon - Cornell	20	Construction		19.2
Barbur Blvd.	S.W. Third - S.W. 49th	20	Construction		1.3
Powell Blvd.	I-205 - 181st Phase 1	20	Construction		7-10
U.S. 26	Sylvan - Canyon Phase 2	19	Construction		11.3
Farmington Road	Murray - 185th	19	Construction	Local \$ committed (\$3.45 m.).	5.0
Hwy. 43	Willamette Falls Dr. - Laurel	19	Construction		1.0
OR 213	C.C.C. - Leland	19	Construction		3.2
Hwy. 217	Sunset - Scholls Ferry Road	18	Construction		0.7
Hwy. 217	Sunset - Hall Phase I	18	PE/ROW		1.2
Hwy. 217	Hall Boulevard - Hall O'xing	18	PE/ROW		1.1
U.S. 26	158th/Cornell Interchange	17	Construction		13.6 (12.4 prog.)
Hwy. 99W	Highway 217 to Main	19	PE/ROW		1.5
Hwy. 99W	Hwy. 217 Interchange	17	PE/ROW		4.7
Hwy. 217	Greenburg O'xing	17	PE/ROW		0.5
B.H. Hwy.	Scholls Ferry - Highway 217	17	Construction		1.7
B.H. Hwy.	Scholls/Oleson Interchange	17	Construction		1.0 (0.33 prog.)
Barbur Blvd.	Hamilton - Terwilliger	17	PE/ROW		1.3
T.V. Hwy.	Highway 217 - Murray	17	PE		2.0
T.V. Hwy.	Murray - 21st Phase I	17	PE		2.5
T.V. Hwy.	21st - Oak	17	Construction	(e) (4) and local \$ committed (\$4.4 m.)	0.7
Scholls Ferry	Hwy. 217 - Murray (incl. WB lane; FC Br. & 135th Ph. I)	16	Construction	Local \$ committed (\$1.77 m.).	7.4 (1.77 prog.)
Macadam Ave.	at Taylors Ferry	17	PE/ROW	Project needs to be defined.	0.4
Macadam Ave.	Taylors Ferry - Bancroft	17	PE	Project needs to be defined.	1.0
Farmington Road	185th - 209th	15	PE/ROW	Connected to Murray - 181st project	1.0

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
<u>High - continued</u>					
McLoughlin Blvd.	Union/Grand Viaduct	Replacement	11	Construction	Necessary for adjacent McLoughlin improvements. \$11.0 m. (HBR)
U.S. 30	N. Columbia - Lombard at 60th	Reconfigure	11	Construction	Last piece of corridor truck-route program. 2.2
U.S. 26	185th Interchange	Reconstruct	15	Construction	Connected to 185th widening. 11.0
Graham Rd.	Col. S. Highway - I-84	Widen structure	11	Construction	Connected to I-84 widening and 257th project. 1.7
<u>Medium</u>					
Hwy. 99W Scholls	Main - Tualatin Road	TSM	15		
Ferry	Highway 217 - Hall	Widen	15		
Hall Blvd.	Scholls Ferry - Durham Phase I	TSM	15		
McLoughlin Blvd.	Hanson - River Road	Widen to 5 lanes	15		
Barbur Blvd.	at Hamilton Interchange	Reconfigure	14		
Sandy Blvd.	at 12th/Burnside Interchange	Reconfigure	14		
B.H. Hwy.	at Capital/Bertha	Reconfigure	14		
Oregon City Bypass	at Beavercreek Road	Construct interchange	14		
Durham Road	Hall - 72nd	Widen to 3 lanes	13		
<u>Low</u>					
Hwy. 43 Boones	at Terwilliger Extension	Intersection TSM	12		
Ferry Rd.	Tualatin River Bridge Bypass	Widen to 3-4 lanes	12		
McLoughlin	at Arlington	Intersection	11		

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
<u>Low - continued</u>					
Scholls Ferry	at Old Scholls/135th Phase II		Reconfigure	14	Need lessened by Phase I.
Hwy. 217	Hall - Hall O'xing		Widen to 6 lanes	16	Need lessened by Phase I.
Hwy. 99W	I-5 to Highway 217		Widen to 7 lanes	21	Deferred until after Ph. I Bypass opens.
T.V. Hwy.	Murray to 21st Phase II		Widen to 6-7 lanes	17	Deferred until Ph. I completed, Farmington and Baseline improved.
Boones Ferry Rd.	I-5 to Tualatin River		Widen to 3 lanes	11	
Boones Ferry Rd.	at Tualatin River		Widen to 3 lanes	11	
Boones Ferry Rd.	W. Bypass - I-5/Stafford Ph. II		Widen to 5 lanes	13	Need lessened by Phase I.
Scholls Ferry Rd.	Murray - Beef Bend		Widen to 4-5 lanes	11	
Scholls Ferry Rd.	Beef Bend - Western Bypass		Widen to 4-5 lanes	12	Don't need until W. Bypass Phase II.
Farmington Road	209th - Western Bypass		Widen to 3 lanes	10	
Hall Blvd.	Scholls Ferry - Durham Phase II		Widen to 3 lanes	14	Need lessened by Phase I.
Barbur Blvd.	Front - Hamilton		Add SB lane	17	Deferred in favor of transit expansion.
Sandy Blvd.	99 - 121 (105 - 109)		TSM; interchange imp.	11	
Sandy Blvd.	121st - 181st		Widen to 5 lanes	9	
Sandy Blvd.	181st - 244th Phase I		TSM	10	
Sandy Blvd.	181st - 244th Phase II		Widen to 3 lanes	8	
McLoughlin Blvd.	Ross Island Br. - Harold Ph. 3B		Widen to 3 lanes	18	Deferred in favor of transit expansion.
McLoughlin Blvd.	Harold - Tacoma Phase IV		Widen to 3 lanes	19	Deferred in favor of transit expansion.
82nd Avenue	Division - Schiller		Widen	11	

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
<u>Low</u> - continued					
82nd Avenue	Killingsworth - Division		Widen	10	
82nd Avenue	Crystal Springs - Schiller		Widen	11	
Powell Blvd.	I-205 - 181st Phase II		Widen to 4-5 lanes	17	Need lessened by Phase I.
U.S. 26	Helvetia Phase II Interchange		Widen interchange	8	
U.S. 26	Jackson Road		Construct interchange	7	

8889C/523
02/01/88



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: February 3, 1988
To: Joint Policy Advisory Committee on Transportation
From: *AC* Andrew Cotugno, Director of Transportation
Regarding: TRANSIT FUNDING

As a follow-up to the Joint Policy Advisory Committee on Transportation (JPACT) Transportation Priorities and Strategies, staff has developed a process for considering allocation of funds towards the Five-Year Transit Development Plan (TDP). JPACT recommended adoption of Resolution 87-833 which endorsed the TDP and recognized that further regional action would be required to fully fund the TDP.

The process outlined below focuses on a review of the TDP capital program to determine the extent of funding shortfall, a re-examination of how the Section 3 Letter of Intent is allocated and consideration of use of a portion of the Interstate Transfer Regional Reserve. With the concurrence of JPACT, the specific steps to be undertaken by the TIP Subcommittee are as follows:

1. The capital program in the Draft Transit Development Plan should be evaluated by the TIP Subcommittee to confirm whether all projects should be funded and therefore whether or not \$14.5 million accurately reflects the unfunded component.
2. The unfunded component of the TDP (defined above) should be fully funded through a combination of available Section 3 and Interstate Transfer resources to be determined by the Subcommittee. Towards this, miscellaneous resources should be committed to the TDP (subject to fully funding Banfield costs) to reduce its unfunded component as follows:

• Balance of Banfield Full Funding Agreement	\$4.3m.
• Interstate Transfer TSAPP Excess	.53
• Supplemental Interstate Transfer	.73
TOTAL	<u>\$5.56m.</u>

3. The Section 3 Trade projects that do not have a firm local match commitment should be re-evaluated by the TIP Subcommittee to maximize the transfer of funds to the TDP shortfall. Section 3 Trade projects that are deleted should be compared in priority to TDP projects that result in being funded.

4. The funding level for an Interstate Transfer TDP reserve should be determined to fully fund the TDP depending upon the TDP evaluation and Section 3 Trade reallocation -- up to a maximum of \$2.1 million. The Interstate Transfer Regional Reserve funds will only be used after other sources have been considered.
5. The TIP Subcommittee should consider accelerating the spending of the Section 3 Trade funds by transferring future year Section 9 funds for available Section 3 Trade funds (the Section 9 projects would proceed immediately with Section 3 funds; the Section 3 Trade projects would proceed later with Section 9 funds).
6. The TIP Subcommittee should review Banfield/I-505 costs to determine how much to continue to hold in a contingency reserve. The balance should be placed in the Interstate Transfer Regional Reserve for allocation.
7. Metro should consider inclusion of funding for regional transportation planning in the Metro tax base; the TIP Subcommittee should recommend the funding level to continue for Interstate Transfer funding in the interim for the Metro Transportation Planning Program; the overall funding recommendation should be developed in conjunction with Section 9 and ODOT funding.
8. The TIP Subcommittee should evaluate the level of rideshare funding to allocate.



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: February 2, 1988

To: JPACT

From: *AC* Andrew C. Cotugno, Transportation Director

Regarding: Regional Transportation Funding Proposals

Attached is an initial framework for development of new funding programs to implement the JPACT 10-year transportation priorities. This framework is intended to address the four major emphasis areas defined by JPACT:

- . Regional Highway Corridors
- . Regional Transit Corridors (LRT)
- . Urban Arterials
- . Expanded Transit Service

Further review will be undertaken by the JPACT Finance Committee to develop a "Draft" recommendation for an Urban Arterial Program and a transit funding proposal.

ACC:lmk

Attachment

CONSIDERATION OF RESOLUTION NO. 88-860 FOR THE
PURPOSE OF ESTABLISHING THE REGION'S PRIORITY
HIGHWAY PROJECT IMPROVEMENTS FOR INCLUSION IN THE
1988-1994 ODOT SIX-YEAR HIGHWAY PROGRAM

Date: January 26, 1988

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would establish the region's priorities for needed highway improvements on the State Highway System to be included for funding in the 1988-1994 Oregon Department of Transportation (ODOT) Six-Year Highway Program.

The Transportation Policy Alternatives Committee (TPAC) has reviewed the proposed improvements and recommends approval of Resolution No. 88-860.

FACTUAL BACKGROUND AND ANALYSIS

To begin implementing the regional 10-year transportation program, priorities must be established to guide specific funding decisions, now and during the course of the 10-year period. A major source of funds for the improvements necessary on the State Highway System within the region is the ODOT Six-Year Program, which is currently being updated to provide funding for projects to be implemented during 1988-1994. The attached resolution identifies the region's highway project priorities for inclusion in the current update of the ODOT program.

The highway and transit improvements required to provide an adequate level of service on the region's transportation system have been identified as part of the RTP update process. Many of the improvements are projects needed on the State Highway System. Criteria were developed by the Joint Policy Advisory Committee on Transportation (JPACT) to evaluate these necessary improvements so that a set of regional priorities could be determined and forwarded in testimony before the OTC to be included in the current ODOT Six-Year Program update.

These criteria consisted of technical measures of current and 1998 congestion levels, vehicle hours of delay (current and 1998), accident rates, economic development factors, and overall cost/benefit in terms of expected year 2005 vehicle usage (see Attachment A). Point values were assigned for each criteria, and the projects were ranked in each category of Six-Year Program funding:

Interstate projects; Access Oregon (see below) projects; and other state-funded projects. Recommendations for inclusion in the Six-Year Program update were then made using a combination of the technical ratings and subjective factors such as timing and relationship to other projects (see Tables 1 through 3). Any of those projects recommended for PE/ROW in the "high priority" categories could be accelerated to construction if the process proceeds faster than anticipated at this time.

Access Oregon is a new category of project funding in the ODOT Six-Year Plan process. Beginning in 1990, the OTC plans to focus approximately \$150 million in new revenues on projects to modernize routes which significantly contribute to the economic health of the state while providing access to tourist destinations. As currently proposed by ODOT, the Access Oregon and Interstate routes cover all of the major radial corridors in this region (from I-84 to U.S. 26 east; McLoughlin Boulevard and the Sunrise Corridor; the Western Bypass and Highway 99W; I-5, I-84; and U.S. 30) except the Sunset Highway (U.S. 26 west). The Sunset Highway is the only major radial corridor that would not qualify for either Interstate funds or Access Oregon funds. It is strongly recommended that the Sunset Highway, obviously important from an economic standpoint as the access route to the growing employment base in Washington County and recreationally important as the major metropolitan area route to Tillamook (via Highway 6) and Seaside be included as either an Access Oregon route or a very high priority for funding from "other" state highway funds. To that end, Sunset Highway improvements have been included in both the Access Oregon priorities (Table 2) and the Other State Funded priorities (Table 3).

In addition to the specific project recommendations, two more generalized priorities were formulated in the process:

1. That the state should pursue the establishment of an "operations fund" for each region to be used for intersections and related operations-type improvements, especially in light of the reduction in HES funding levels; and
2. That the funding for management technique projects on the freeway system (ramp metering, incident management, etc.) should be pursued. These techniques are often inexpensive and can be a major factor in the more effective use of existing freeway capacity.

There was unanimous concurrence of the Transportation Improvement Program Subcommittee to forward the attached resolution to the Transportation Policy Alternatives Committee (TPAC) for approval.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 88-860.

ATTACHMENT A

I. JPACT CRITERIA

To implement the 10-year program, priorities must be established to guide specific funding decisions, now and during the course of the 10-year period. Criteria for setting these priorities will be as follows:

A. Criteria for Ranking Projects:

1. Improvements that correct severe existing traffic problems will have first priority.
 2. Improvements that correct traffic congestion problems anticipated in the next 10 years and improvements that correct access capacity deficiencies that constrain 10-year development areas will have next priority.
- B. In order to minimize costs, regional corridor improvements to be implemented will give priority consideration to actions to reduce costs through increased people-moving capacity obtained by transit, regional and corridor ride-share programs and low-cost management techniques such as ramp metering, signal improvements, access control and high-occupancy vehicle lanes.
- C. Large projects should be broken into manageable parts so that the most critical part is prioritized for construction.
- D. Consideration should be given to the region "reserving" a portion of available funds in order to be able to quickly respond to economic development opportunities.

II. TECHNICAL CRITERIA

A. 1985 v/c: Volume to capacity ratio (p.m. pk. hr./pk. direction)

- > .9 = High = 3 pts.
- .8 - .9 = Med. = 2 pts.
- < .8 = Low = 1 pt.

B. 1985 Accident Rate per vehicle mile (from 1985 ODOT Accident Rate Book)

- > 124% statewide median = High = 3 pts.
- 100% - 124% statewide median = Med. = 2 pts.
- < 100% statewide median = Low = 1 pt.

C. 1985 VHD = annual vehicle hours of delay

(time at assigned peak-hour volume) - (time at LOS "c"
volume) x 3,300 x peak-hour volume

1. Intersections/Interchanges

- > 9 hours = High = 3 pts.
- 5 - 9 hours = Med. = 2 pts.
- < 5 hours = Low = 1 pt.

2. Interstate Projects

- > 74 hours = High = 3 pts.
- 25 - 74 hours = Med. = 2 pts.
- < 25 hours = Low = 1 pt.

3. Link Improvements

- > 15 hours = High = 3 pts.
- 7.5 - 15 hours = Med. = 2 pts.
- < 7.5 hours = Low = 1 pt.

D. 1998 v/c: Volume to capacity ratio (p.m. pk. hr./pk.
direction)

- > .94 = High = 3 pts.
- .85 - .94 = Med. = 2 pts.
- < .85 = Low = 1 pt.

E. 1998 VHD = annual vehicle hours of delay

(time at assigned peak-hour volume) - (time at LOS "c"
volume) x 3,300 x peak-hour volume

1. Intersections/Interchanges

- > 19 hours = High = 3 pts.
- 10 - 19 hours = Med. = 2 pts.
- < 10 hours = Low = 1 pt.

2. Interstate Projects

- > 149 hours = High = 3 pts.
- 50 - 149 hours = Med. = 2 pts.
- < 50 hours = Low = 1 pt.

3. Link Improvements

- > 29 hours = High = 3 pts.
- 15 - 29 hours = Med. = 2 pts.
- < 15 hours = Low = 1 pt.

F. 1998 v/c > .9 Into Development Area

Does the project improve 1998 access into an area with vacant developable acreage with a projected v/c greater than .9? (Yes/No)

G. Recent Development Occurred?

Using 1980-1987 Total Employment and recent commitments, is the area accessed by the project actively developing? (Yes/No)

Combined Rating for F. and G.

- Yes/Yes = High = 3 pts.
- Yes/No or No/Yes = Med. = 2 pts.
- No/No = Low = 1 pt.

H. Cost per 2005 VMT (or VT: Interchanges and intersections)

Estimated project cost ÷ 2005 Vehicles or Vehicle Miles of Travel

1. Intersections/Interchanges

- < \$.51/vehicle = High = 3 pts.
- \$.51 - \$.99/vehicle = Med. = 2 pts.
- \$1.00/vehicle or over = Low = 1 pt.

2. Interstate Projects

- 0 - \$.50/vehicle-mile = High = 3 pts.
- \$.51 - \$.99/vehicle-mile = Med. = 2 pts.
- \$1.00/vehicle-mile or more = Low = 1 pt.

3. Link Improvements

- 0 - \$.33/vehicle-mile = High = 3 pts.
- \$.34 - \$.67/vehicle-mile = Med. = 2 pts.
- > \$.67/vehicle-mile = Low = 1 pt.

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 88-861 FOR THE
PURPOSE OF AMENDING THE FY 1988 UNIFIED WORK
PROGRAM

Date: January 20, 1988

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Adopt the attached resolution which:

1. Decreases the FY 1988 PL/ODOT funding from \$294,212 to \$259,538;
2. Decreases the Southeast Corridor study budget from \$153,426 to \$132,676;
3. Increases the Data Resources and Model Refinement from \$241,697 and \$128,072 to \$287,771 and \$162,508 respectively;
4. Increases the Oregon Department of Transportation (ODOT) Technical Assistance budget; and
5. Transfers ODOT funds to the RTP.

The Transportation Policy Alternatives Committee (TPAC) has reviewed this Unified Work Program amendment and recommends approval of Resolution No. 88-861.

Background

1. The PL/ODOT budget is being decreased due to the Gramm-Rudman Act which took effect after the Unified Work Program (UWP) was adopted.
2. The Southeast Corridor had a late start in FY 1987 causing a higher than expected carry-over. The carry-over amount is sufficient funding for FY 1988.
3. Increases to the Data Resource budget will cover costs of the 2009 and 2010 forecasts. Model Refinement increases will cover the increased effort in model development from the 85 O-D survey.

4. The ODOT Technical Assistance fund is being increased by \$8,500 (FHWA (e)(4)) to cover additional activities required by ODOT.
5. The transfer to the RTP of ODOT and FHWA (e)(4) funds covers the loss of PL funds.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 88-861.

AC/sm
8836C/491
02/01/88

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 88-861
FY 1988 UNIFIED WORK PROGRAM)
) Introduced by the Joint
) Policy Advisory Committee
) On Transportation

WHEREAS, The FY 1988 Unified Work Program was adopted in
April 1987 by Resolution No. 87-754; and

WHEREAS, Changes to the Unified Work Program must be
approved by the Council of the Metropolitan Service District and the
federal funding agencies; and

WHEREAS, The FY 1988 Unified Work Program must be revised
to accurately reflect revised task priorities and actual funding
availability; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District
hereby approves the amendments to the FY 1988 Unified Work Program
as shown in Attachment "A."

2. That staff is directed to submit this Resolution with
its exhibits and necessary grant amendments to the federal agencies
for approval.

3. That the Council of the Metropolitan Service District
finds the project in accordance with the Regional Transportation
Plan and gives Affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1988.

Mike Ragsdale, Presiding Officer

FY 1988 UNIFIED WORK PROGRAM

PROPOSED FUNDING CHANGES

	<u>PL/ODOT</u>	<u>FHWA (e) (4)</u>	<u>ODOT</u>	<u>Other</u>	<u>Total</u>
RTP	\$43,678	\$ 0	\$30,000	\$ 67,072	\$140,750
	- 7,262	+ 4,215	+ 10,000	0	+ 6,953
	<u>\$36,416</u>	<u>\$ 4,215</u>	<u>\$40,000</u>	<u>\$ 67,072</u>	<u>\$147,703</u>
Southeast Corridor	\$26,432	\$35,000	\$35,000	\$132,676	\$229,108
	- 26,432	- 35,000	- 35,000	0	- 96,432
	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$132,676</u>	<u>\$132,676</u>
Data, Growth Monitoring	\$34,867	\$ 0	\$ 2,500	\$229,004	\$266,371
	0	+ 21,400	0	0	+ 21,400
	<u>\$34,867</u>	<u>\$21,400</u>	<u>\$ 2,500</u>	<u>\$229,004</u>	<u>\$287,771</u>
Model Refinement	\$51,645	\$ 0	\$ 0	\$ 82,431	\$134,076
	- 980	+ 4,410	+ 25,000	0	+ 28,430
	<u>\$50,665</u>	<u>\$ 4,410</u>	<u>\$25,000</u>	<u>\$ 82,431</u>	<u>\$162,506</u>
Technical Assistance	\$73,590	\$ 0	\$10,000	\$105,612	\$189,202
	0	+ 8,500	0	0	+ 8,500
	<u>\$73,590</u>	<u>\$ 8,500</u>	<u>\$10,000</u>	<u>\$105,612</u>	<u>\$197,702</u>
TIP	\$22,000	\$ 0	\$ 5,000	\$ 90,431	\$117,431
	0	0	0	0	0
	<u>\$22,000</u>	<u>0</u>	<u>\$ 5,000</u>	<u>\$ 90,431</u>	<u>\$117,431</u>
Coordination/ Management	\$42,000	\$ 0	\$ 5,000	\$ 54,750	\$101,750
	0	0	0	0	0
	<u>\$42,000</u>	<u>0</u>	<u>\$ 5,000</u>	<u>\$ 54,750</u>	<u>\$101,750</u>

8836C/491

FY 88 UNIFIED WORK PROGRAM FUNDING SUMMARY
Revised January 1988

ump88
1/14/88

	federal funding																LOCAL MATCH	TOTAL		
	88 PL/ODOT	88 SEC 8	UTA 88E(4)	FHWA 88E(4)	88 ODOT	88 SEC 9	29-9012 87 E(4)	29-9011 86 E(4)	29-9010 85 E(4)	08-0046 87 SEC 8	08-0045 86 SEC 8	90-2017 87 SEC 9	T A EXPAN	90-2007 86 SEC 9	90-2011	23-9002			88 MPR	
<u>CARRYOVER</u>																				
<u>METRO</u>																				
RTP UPDATE/REFINEMENT	36416	50999		4215	40000						0	4244						11829	147703	
RTP PRIVITIZATION/METRO		14000							21007									8752	43759	
TRI MET						42760					8800			16480				17010	85050	
SOUTHEAST CORRIDOR	0		0		0		107576	5199										19981	132676	
PHS I ALT ANALYSIS/METRO			61475					15377	29060									13562	119474	
TRI MET												4000						1000	5000	
DATA, GROWTH MONITORING	34867	55540		21400	2500	2000			1600	4606								165258	287771	
TRAVEL MODEL REFINEMENT	50665	29542		4410	25000	31600				4370								16921	162508	
TECHNICAL ASSISTANCE	73590			8500	10000	8000				522			83455					13635	197782	
BANFIELD AFTER/METRO						38400				5921	34800							19780	98901	
TRI MET						32000												8000	40000	
TRANS IMPROVE PROGRAM	22000	25741			5000	20000	32517											12173	117431	
COORDINATION/MANAGE	42000	47800			5000				0									6950	101750	
																		0	0	
																		0	0	
<u>Metro SUBTOTAL</u>	<u>259538</u>	<u>223622</u>	<u>61475</u>	<u>38525</u>	<u>87500</u>	<u>174760</u>	<u>140093</u>	<u>20576</u>	<u>29060</u>	<u>22607</u>	<u>15419</u>	<u>51844</u>	<u>83455</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>314771</u>	<u>1539725</u>	
ODOT PLANNING ASSIST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179500	0	179500
<u>TRI MET</u>																				
EFFICIENCY PLANNING						194160						132800		8000				83740	418700	
INFORMATION SYSTEMS PLAN						243800						85000						82200	411000	
PROJECT PLANNING						780191						60000		11200	917020	365704		506609	2640724	
SERVICE PLAN ANALY/EVAL						187200						64000						62800	314000	
SPECIAL AREA PLANNING						124000						4000		12000				35000	175000	
LONG RANGE PLANNING						100000						16000						29000	145000	
PROGRAM ADMINISTRATION						2400						2400			0			1200	6000	
<u>Tri-Met SUBTOTAL</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1631751</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>364200</u>	<u>0</u>	<u>31200</u>	<u>917020</u>	<u>365704</u>	<u>0</u>	<u>800549</u>	<u>4110424</u>	
<u>GRAND TOTAL</u>	<u>259538</u>	<u>223622</u>	<u>61475</u>	<u>38525</u>	<u>87500</u>	<u>1806511</u>	<u>140093</u>	<u>20576</u>	<u>29060</u>	<u>22607</u>	<u>15419</u>	<u>416044</u>	<u>83455</u>	<u>31200</u>	<u>917020</u>	<u>365704</u>	<u>179500</u>	<u>1115320</u>	<u>5829649</u>	

Note: PL/ODOT is \$249,856 comprised
of \$222,522 (89.06%) federal share
and \$27,334 (10.94%) ODOT match
and \$44,356 FY86 carryover



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: February 3, 1988

To: JPACT

From: *AC* Andrew C. Cotugno, Transportation Director

Regarding: FY 89 Unified Work Program

Attached for discussion by the Committee are possible work program items for FY 89. Suggestions and/or alternatives to these are welcomed.

ACC:lmk

Attachment

FY 89 Transportation Planning Work Program Options

<u>Proposed Work Tasks</u>	<u>Possible Options</u>
<ul style="list-style-type: none">. Provide support for Sunset LRT PE. Provide support for Sunset Highway PE. Define needed Sunset parallel improvements. Suburban Transit Study. Complete Regional LRT Plan. Provide support for I-205 LRT PE. Complete Southeast Corridor Study. Complete Banfield LRT After Evaluation. Provide support for TDP update. Identify Bi-State issues and alternatives. Develop regional consensus for transportation funding proposals (provide support for Public-Private Task Force). Update RTP to 2010. Coordinate RTP with Public Facility Plans. Coordinate Western Bypass with UGB requirements. Improve inventory of RTP projects, costs, revenues	<ul style="list-style-type: none">Initiate Milwaukie LRT DEISInitiate Bi-State Study
<ul style="list-style-type: none">. Update TIP	
<ul style="list-style-type: none">. Standardize and publish regional traffic counts. Incorporate LRT bias into travel forecasts. Update travel forecasts to 2010. Develop a.m. traffic forecasts. Investigate methods to forecast transit ridership by route. Maintain expanded technical assistance program. Publish 85 and 88 O-D survey data	<ul style="list-style-type: none">Survey commercial and external traffic
<ul style="list-style-type: none">. Complete 2010 population/employment forecasts. Update vacant commercial/industrial land. Update base data to 1987. Update regional base maps. Initiate geographic information system. Publish Development Trends Report(s)	<ul style="list-style-type: none">Develop transit route forecast modelConduct regional speed/delay surveyPublish annual travel dataDevelop 2015, 2020 or other forecastsUpdate all land use dataImplement parcel-based geographic information system

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF BEGINNING) RESOLUTION NO. 88-859
IMPLEMENTATION OF ALLOCATION OF)
FEDERAL-AID URBAN AND INTERSTATE) Introduced by the Joint
TRANSFER FUNDS) Policy Advisory Committee on
) Transportation

WHEREAS, The Joint Policy Advisory Committee on Transportation has established a preliminary 10-year transportation program of priorities and strategies; and

WHEREAS, The program sets the agenda for transportation improvements throughout the next decade, specifies what the funding programs should be, and identifies the strategies to get there; and

WHEREAS, To begin to carry out the program, initial needs exist for recommending allocations of funds available under the Interstate Transfer, Federal-Aid Urban, and Section 3 Trade Program; and

WHEREAS, The Transportation Improvement Program Subcommittee has developed a series of recommendations to respond to the initial needs; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District authorizes the transfer of funds from the Interstate Transfer Regional Reserve to the following projects:

Stark Street - 221st to 242nd	\$1,150,000
185th Avenue - T.V. to Sunset	1,680,000
82nd Drive/Evelyn RR Overpass	1,680,000
Marine Drive - I-5 to Rivergate	3,200,000
TOTAL	<u>\$7,710,000</u>

2. That the FAU Regional Reserve in the amount of \$3,480,142 be allocated as follows:

To Projects in:

Washington County	\$1,153,667
Clackamas County	819,574
Multnomah County	636,866

To County Technical Assistance
Program

\$ 75,000

To Initiate Preliminary Engineering
For:

Westside Bypass - P.E.	\$ 100,000
Sunrise Corridor - P.E.	100,000
I-84/U.S. 26 Connector - P.E.	100,000

To Be Allocated To Priority Projects
in the Non-Portland Region

495,035

TOTAL

\$3,480,142

3. That \$100,000 of City of Portland FAU funds are approved for initiation of Preliminary Engineering on Convention Center area transit improvements.

4. That the Transportation Improvement Program be amended to incorporate these allocations.

5. That these actions are consistent with the Regional Transportation Plan update and affirmative intergovernmental project review is hereby given.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1988.

Mike Ragsdale, Presiding Officer

AC/sm
8909C/531
02/01/88

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 88-859 FOR THE
PURPOSE OF BEGINNING IMPLEMENTATION OF ALLOCATION
OF FEDERAL-AID URBAN AND INTERSTATE TRANSFER FUNDS

Date: February 1, 1988

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would 1) utilize funds in the Interstate Transfer Regional Reserve to allocate \$7.71 million to various highway projects; 2) initiate allocation of non-Portland FAU Reserve funds to projects in the three counties and continue another year's funding for the county technical assistance program; and 3) allocate a portion of FAU funds.

Transportation Policy Alternatives Committee (TPAC) has reviewed this Transportation Improvement Program (TIP) amendment and recommends approval of Resolution No. 88-859.

FACTUAL BACKGROUND AND ANALYSIS

To implement the 10-year program, priorities must be established to guide specific funding decisions, now and during the course of the 10-year period.

A first step toward implementation of Joint Policy Advisory Committee on Transportation's (JPACT) "Transportation Priorities and Strategies" calls for a staff recommendation for JPACT consideration for allocation of Interstate Transfer and Federal-Aid Urban funds. The attached resolution carries out this as follows:

1. To proceed with the allocation of Interstate Transfer funds to the following highway projects:

Stark Street	\$1.15m.
185th Avenue	1.68
82nd Drive	1.68
Marine Drive	<u>3.2</u>
TOTAL	\$7.71m.

2. To initiate prioritization of non-Portland FAU projects and develop a recommended project allocation of FY 1986, 87 and 88 FAU funds so that each county receives at least a 75 percent "minimum allocation" based upon population (75 percent of the funds allocated based upon population, 25 percent by region priority):

	<u>Population</u>	<u>Percent</u>	<u>75% Minimum "Guideline"</u>
Washington County	251,991	44.2	\$1,153,667
Clackamas County	179,260	31.4	819,574
Multnomah County	139,210	24.4	636,866
Balance			870,035
TOTAL	<u>570,461</u>	<u>100.0</u>	<u>\$3,480,142</u>

3. To allocate non-Portland FAU funds to initiate Preliminary Engineering for the following (taken from above balance):

Westside Bypass - Phase I - P.E.	\$100,000
Sunrise Corridor - McLoughlin Blvd. to U.S. 26 - P.E.	100,000
I-84/U.S. 26 Connector - P.E.	100,000
Total	<u>\$300,000</u>

4. To allocate non-Portland FAU funds to continue another year's funding (\$75,000) for the county technical assistance expansion program (taken from above balance).
5. To approve City of Portland FAU funds to initiate Preliminary Engineering on Convention Center area transit improvements.

During discussion on the proposed resolution, there was considerable disagreement by the Transportation Improvement Program Subcommittee regarding several items:

1. The Subcommittee considered alternative approaches to allocating the FAU funds. Possible alternatives include:
- 100 percent per capita allocation to counties rather than 75 percent as proposed.
 - 75 percent allocation to the counties and Portland with 25 percent distributed on a priority basis throughout the region rather than just with the non-Portland share of the FAU funds.
 - 100 percent per capita allocation to 24 cities and three counties.
 - 100 percent allocation on the basis of regional priorities with no per capita allocation.

The TIP Subcommittee considered an amendment to allocate 100 percent of the non-Portland FAU funds to counties on a per capita basis but the amendment failed.

2. This resolution proposes to initiate Preliminary Engineering on the Westside Bypass, Sunrise Corridor and I-84/U.S. 26 connector using "county" FAU funds rather than

"regional" Interstate Transfer funds. This approach was recommended based upon JPACT's conclusion that the projects should be part of the region's priorities for ODOT funding rather than being implemented with local or regional funds. The request to initiate Preliminary Engineering was made by the counties in order to settle outstanding right-of-way issues as soon as possible. Since it was a "county" request, "county" FAU funds were proposed as the source. The TIP Subcommittee considered an amendment to initiate Preliminary Engineering with Interstate Transfer funds rather than "county" FAU funds since the projects are of regional significance. The amendment, however, failed and is not reflected in this resolution. Another amendment was also approved to initiate Preliminary Engineering for transit improvements required in the Convention Center area with City of Portland Federal-Aid Urban funds.

The resolution as amended is recommended for adoption by TPAC.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 88-859.

AC/sm
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02/01/88

REGIONAL TRANSPORTATION FUNDING PROPOSALS

Presented here is a proposal for beginning to implement the 10-year JPACT "Transportation Priorities and Strategies." It is comprehensive in scope in that it is designed to meet the 10-year objectives endorsed by JPACT. This proposal provides a framework for review of possible funding sources with JPACT in order to narrow the options down to a preferred package for implementation at the 1989 Legislature and/or through the appropriate local or regional jurisdiction. In addition, the region should reassess priorities for funding in several years, after actual implementation, to determine where to focus future priorities.

The overriding principles upon which this proposal is based are as follows:

- A. Funding should be pursued to meet priorities in all four regional priority areas:
 - Regional highway corridors
 - LRT expansion
 - Urban arterial improvements
 - Bus service expansion
- B. Federal funding to the region should be maximized.
- C. Standards for funding improvements should be applied consistently.
- D. Emphasis should be given to securing Tri-Met local match and operating funds (including fully funding the TDP Capital Program).
- E. Sufficient funding for highway operations and maintenance is a priority concern but recognized as being primarily the responsibility of the affected jurisdiction. As such, this funding program does not address maintenance funding. Future funding conditions may necessitate making this a regional priority at a later date.

PRINCIPLES FOR DEVELOPMENT OF TRANSPORTATION FUNDING

A. Highway

1. Regional Highway Corridors

Fund major state highways in the Metro region through ODOT; pursue the necessary level of statewide funding increase through the Legislature for state highways.

2. Urban Arterials

- a. New arterial funds are needed for capital improvements to city, county and state-owned arterials to supplement FAU funds and replace Interstate Transfer funds.
- b. Urban arterial funding should be provided from both state and regional funding sources:
 - i) to ensure that sufficient funds are available to meet the needs on state, county and city-owned arterials; and
 - ii) to ensure that spending of funds on state and local facilities is consistent with collection of funds from state and regional sources.
- c. The arterial fund should be established on a regional, county or city basis with distribution based upon a balance between regional needs and equitable distribution to geographic area of collection.

Possible funding options: state gas tax distributed to urban arterial program, regional gas tax, regional registration fee, county registration fee, county gas tax.

B. Transit

1. Regional Transit Corridors

- a. Sunset LRT is the regional LRT priority and will be the next project to pursue UMTA Section 3 Discretionary funds. Local match responsibility for Sunset LRT construction should be shared by the state and the region on a 50/50 basis.

Note: See Section 2 c. for "regional" funding source.

- b. I-205 LRT should proceed to preliminary engineering with available bus lane transfer funds; I-205 LRT can be advanced to construction if corridor funding is obtained to make up the difference between federal, state and regional contributions (estimated at 45 - 50 percent of construction cost). The state and regional contribution toward I-205 construction should be up to 25 percent on a 50/50 basis (12.5 percent each).

Note: See Section 2 c. for "regional" funding source.

- c. UMTA Section 3 Discretionary funding should be pursued for Milwaukie LRT as a regional priority after a construction decision at the conclusion of Sunset LRT preliminary engineering. Local match responsibility for construction should be shared by the state and the region on a 50/50 basis.

Note: See Section 2 c. for "regional" funding source.

- d. Private sector funding for LRT will be needed to be competitive with UMTA and close the gap between federal, state and regional sources.
- e. An LRT corridor should support 50 percent of its own operating cost, either through the farebox or corridor funding mechanisms. In order for I-205 to advance in priority for construction ahead of the Sunset LRT, it should cover more of its operating cost.
- f. LRT will not be constructed unless increased operating funds are available for LRT operations, feeder bus service and service expansion for the balance of the system.

2. Expanded Transit Service

- a. The state should provide one-half the local match on Section 9 and Section 18 funds to treat transit in a manner consistent with roads (the state provides one-half the local match on FAU, FAS and HBR funds distributed to cities and counties).
- b. The state should assume full responsibility for funding the social service aspects of Tri-Met's elderly and handicapped transit service.

Recommended funding source: 1/2 state cigarette tax increase.

- c. A regional transit funding source should be imposed to:
- i) correct current service deficiencies and allow for a modest improvement in service;
 - ii) provide funds to accrue for LRT local match; and
 - iii) provide for operating costs of bus and LRT service expansion after LRT is built.

Recommended funding option: wage/payroll tax split at about .35 percent.

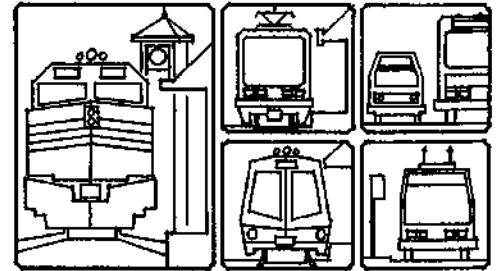
Other options under consideration: income tax, payroll tax on local governments and private, nonprofit organizations, property tax and other.

AC/sm
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RECEIVED JAN 25 1988

Oregon Association of Railway Passengers

OreARP • P.O. Box 2772 • Portland, Oregon 97208



January 21, 1988

Joint Policy Advisory Committee on
Transportation, METRO
2000 S.W. 1st Avenue
Portland, OR 97201-5398

Dear Committee member:

At the January 9, 1988 meeting of Oregon Association of Railway Passengers Board of Directors, a resolution was passed expressing endorsement of the proposed Westside Light Rail alignment between Portland and Beaverton, but opposing the current proposed alignment west of Beaverton and urging instead the development of two separate alignments:

1. From Cedar Hills west along the Sunset Corridor, AND
2. From Beaverton west along the Tualatin Valley Highway corridor.

A summary of OreARP's rationale for these suggestions is attached.

Sincerely,

Aloha L. Schade
Executive Director

Attachment

- | | | |
|-------------------|-------------------------|---------------------------|
| cc: Tri-Met Board | Robert Bothman, ODOT | Portland City Council |
| Tri-Met Staff | Denny Moore, ODOT | Beaverton City Council |
| Metro JPACT | Ted Spence, ODOT Metro | Hillsboro City Council |
| Metro TPAC | Multnomah County Comm. | Aubrey Davis, UMTA Reg. X |
| Metro: Rena Cusma | Washington County Comm. | Alfred Dellabovio, UMTA |
| Metro Council | | |

OREARP REASONS FOR PROPOSING

TWO PARALLEL LRT ALIGNMENTS WEST OF HWY 217

1. Current and future development patterns in Washington County require two separate light rail alignments west of Highway 217, as well as a circumferential route along Highway 217 corridor itself, in order for mass transit to offer any meaningful alternative to automobile travel, to the extent that major new road construction can be forestalled.
2. Much of existing development is along the Tualatin Valley Highway corridor, which already has a high quality, but underutilized rail right-of-way, which is being sold by Southern Pacific. On the other hand, the Sunset Highway corridor is where the majority of future growth in the county is going to occur.
3. Constructing a "compromise" light rail alignment halfway between these two corridors will serve neither corridor well and will make it unlikely that alignments will be put in these two corridors in the near future, since the area will probably not be able to support three light rail corridors for some time to come.
4. There is also a need for development of a circumferential light rail alignment from Cedar Hills to at least Tualatin. In the future, there will also be a need to develop a high capacity transit corridor along Beaverton-Hillsdale Highway through southwest Portland, which would lead to a West-central transit spine in the future.
5. A good initial Westside alignment would follow the Sunset corridor from the CBD to Cedar Hills, hence south along the future circumferential alignment along Highway 217 to Beaverton and then out the Tualatin Valley Highway corridor to some appropriate point west of Beaverton.
6. The Sunset alignment west of Cedar Hills could then be constructed as a later expansion, as would the route along Highway 217 to Tualatin.
7. The Tualatin Valley Highway alignment would also interface well with a currently proposed circumferential RailBus service between Gresham and Hillsboro along underutilized, existing rail rights of way.

REMINDER

JPACT FINANCE COMMITTEE MEETING

MARCH 14, 1988 - 3:00 P.M.

METRO, COUNCIL CHAMBER

COMMITTEE MEETING TITLE JPACT

DATE 2-11-88

NAME

AFFILIATION

NAME	AFFILIATION
M- Carl Blumenauer	Portland
M- Pauline Anderson	Mult. Co
M- Bob Bohman	ODOT
M- Tom Brian	Wash. Co. Cities (city of Tual)
M- George Van Bergen	metro
M- Marjorie N. Schomack	Cities of Mult Co
M- RICHARD WAKER	METRO
M- Bonnie L. Hays	Washington County
M- [unclear]	Clackamas County
M- Wade Byers	Cities of Clackamas Co
G- [unclear]	Wash. Co.
G- POOR WANNER	WASH. Co.
G- Ted [unclear]	ODOT
G- Lee da Fontaine	Public Transit Division
G- Gary Sparrow	Clackamas County
G- STEVE DOTERRER	CITY OF PORTLAND
G- Lee [unclear]	JLI-MET
G- Robt Goldfield	City of Commerce
[unclear]	Metro
Karen Shackston	metro
G- Peter Fry	self
G- Robert R. Rogers	Chamber of Commerce
G- Susie Labadie	Multnomah Co.

COMMITTEE MEETING TITLE JPACT

DATE 2-11-88

NAME

AFFILIATION

G-RICHARD ROSS

CITIES OF MOLT. CO.

G-Bebe Rucker

Port of Portland