MEMORANDUM

Date: August 5, 1981
To: JPACT
From: Andrew Cotugno
Regarding: Polling of JPACT Considerations in lieu of JPACT Meeting

Inasmuch as there is a small agenda for processing by JPACT, it was decided at the TPAC meeting that all members be polled by phone regarding the enclosed project considerations.

Please direct your response to Lois Kaplan at Metro by Tuesday, August 11, by 5:00 p.m., or you will be contacted on the morning of August 12.

Thank you.

AC:1mk

Enclosures
As noted on the letter of transmittal, there will be no August JPACT meeting, and a polling of the attached considerations will take place.

1. ALLOCATION OF INTERSTATE TRANSFER FUNDS FROM THE WESTSIDE CORRIDOR HIGHWAY RESERVE AND AMENDMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM - APPROVAL REQUESTED.

2. ALLOCATION OF INTERSTATE TRANSFER FUNDS FROM THE SOUTHERN CORRIDOR RESERVE AND AMENDMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM - APPROVAL REQUESTED.

*Material Enclosed.

Also enclosed for your information is Senator Hatfield's response to JPACT's Resolution of appreciation.
MEETING REPORT

DATE OF MEETING: July 9, 1981

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


Guests: Winston Kurth, Ted Spence, Paul Bay, John Price, Martin Nizlek, Bebe Rucker, Gil Mallery, Steve Dotterrer, Rick Walker, and Bonny Hayes

Staff: Rick Gustafson, Andrew Cotugno, Karen Thackston, Bill Pettis, Keith Lawton, Peg Henwood, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

1. AUTHORIZING FEDERAL FUNDS FOR A 16(b)(2) SPECIAL TRANSPORTATION PROJECT

Andy Cotugno reviewed the Agenda Management Summary for the North Portland Rotary 16(b)(2) application for one van. Final funding approval is made at the State level. These funds are allocated to private, non-profit corporations that provide handicap services. Andy further explained that Tri-Met's Handicap Service Plan, which has been endorsed by Metro, includes a mechanism to coordinate private agencies to provide the service. If an organization requires federal assistance, they must then coordinate their effort through Tri-Met.

Action Taken: It was moved and seconded to recommend approval for authorization of federal funds for a 16(b)(2) Special Transportation project to the North Portland Rotary. Motion CARRIED.

2. FINDING THE CLACKAMAS TOWN CENTER AREA TRANSPORTATION PLAN CONSISTENT WITH THE TRANSPORTATION SYSTEMS PLANNING PROCESS AND AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM

In reviewing the Agenda Management Summary, Andy Cotugno pointed out that this is an integral part of the Regional Transportation Plan in terms of transportation improvements within the area around Clackamas Town Center. Staff Report #76 identifies and evaluates the improvements and their compatibility with the rest of the system.
Andy reported that Clackamas County has adopted a Design Plan for the Clackamas Town Center and surrounding area. Because of the density planned for this area, transportation improvement is of key importance with transit access to the facility a main consideration.

Andy related that one improvement included in the Clackamas Town Center plan that has not been dealt with is the improvement to Sunnyside Road east of I-205. In addition, unresolved issues at this time are where a new I-205 interchange should be located (whether at Otty or at Lester) and what kind of arterial access improvements need to be provided to serve the interchange. Funding for all these improvements will be handled through the Tax District which has been formed.

Action Taken: It was moved and seconded to recommend approval of the Resolution for the purpose of finding the Clackamas Town Center area Transportation Plan consistent with the transportation systems planning process and amending the Transportation Improvement Program. Motion CARRIED.

3. AMENDING THE FY 1981 TRANSPORTATION IMPROVEMENT PROGRAM TO AUTHORIZE USE BY TRI-MET OF FEDERAL AID URBAN (FAU) FUNDS FOR THE CLACKAMAS TOWN CENTER PROJECT IN EXCHANGE FOR INTERSTATE TRANSFER FUNDS AND AUTHORIZING THE TRANSFER OF FAU FUNDS FROM FHWA TO UMTA

Andy explained that some of the improvements in the Clackamas Town Center area have already been endorsed and one of those projects, the transit station, had funds approved last year which, because of the unavailability of Interstate Transfer funds, Tri-Met was unable to use.

This action would allow Tri-Met to proceed with the station through the use of FAU funds currently committed to the Boones Ferry Road project. Transferring FAU funds for Interstate Transfer funds is advantageous to both parties since it allows Tri-Met to proceed with the Town Center station, using FAU funds, and to Boones Ferry Road because the project is not ready to go to construction and the Interstate Transfer funds that would be transferred to them are escalating. The Resolution requires concurrence on the transfer by both sponsors, Lake Oswego and Tri-Met, and is conditioned upon their approval. Robin Lindquist reported that Lake Oswego is supportive of this proposal.

Action Taken: It was moved and seconded to recommend approval to amend the FY 1981 Transportation Improvement Program to authorize use by Tri-Met of FAU funds for the Clackamas Town Center project in exchange for Interstate Transfer funds and authorizing the transfer of FAU funds from FHWA to UMTA. Motion CARRIED.
4. REPORT ON THE STATUS OF INTERSTATE COORDINATION WITH CLARK COUNTY

In June, JPACT requested a progress report on what has occurred in terms of setting up the mechanisms for an interstate coordinating committee to examine regional priorities. One of the items included in the Bi-State Resolution, and approved by JPACT and Council, was the recognition that a continuing form of interstate cooperation was necessary.

Two different proposals are being considered -- one for a standing Bi-State Coordinating Committee (as a forum for both parties to meet and iron out issues) and the second is to establish a Task Force that would deal with specific issues such as seeking funding for improvements proposed in the conclusions of the Bi-State report.

Andy Cotugno related that Mike Burton and Commissioner Veysey are in the process of trying to reach an agreement on what that form should be. When agreement is reached, it will be finalized by Resolution, and it is anticipated that it is several months in the offing.

5. JPACT RESOLUTION OF APPRECIATION TO SENATOR MARK HATFIELD AND CONGRESSMAN LES AUCOIN FOR EFFORTS ON BEHALF OF REGION IN INTERSTATE TRANSFER FUNDING

This item was included for information only and was drafted at the last JPACT meeting. Andy explained that it was provided to let everyone know that it had been transmitted to Senator Hatfield and Congressman AuCoin.

6. AMENDING THE INTERIM TRANSPORTATION PLAN (ITP), THE FUNCTIONAL CLASSIFICATION SYSTEM, AND THE FEDERAL AID URBAN SYSTEM (FAUS)

Following review of the Agenda Management Summary and Resolution, it was moved and seconded to recommend approval to amend the Interim Transportation Plan (ITP), the Functional Classification system, and the Federal Aid Urban System (FAUS). Motion CARRIED.

This action will establish federal funding eligibility by changing the functional classification and federal aid designation of certain streets in the city of Milwaukie as requested by the City and the Oregon Department of Transportation (ODOT).

This action adds the following local streets as collectors:

a) Washington Street - from Highway 99E to Oak Street.
b) Oak Street - from Washington Street to Monroe Street.

c) 37th Street - from Railroad Avenue to Monroe Street.

It also removes from the functional classification and federal aid urban systems the segment of Railroad Avenue between 37th Street and Monroe Street.

7. MEMO DESCRIBING ACTION BY HOUSE REPRESENTATIVES SUBCOMMITTEE ON TRANSPORTATION OF COMMITTEE ON APPROPRIATIONS

Since the last meeting, Andy reported that Congress has taken the next step towards the 1982 appropriations. A memo describing the language and the dollar amounts was presented which has been adopted by the House Transportation Subcommittee on Appropriations. The amounts specified included $18.1 million in Section 3 transit monies for the Banfield Transitway; $31.4 million in Interstate Transfer transit funds for the Banfield; and $49.0 million Interstate Transfer highway funds (to be shared by Portland/Salem), for a total of $98.5 million.

Andy explained that the language is, in effect, a directive to the Department of Transportation re-emphasizing the importance of obligation authority (although rescinded), recognizing that there are other highway projects to deal with other than the Banfield, and directing the Administration to do a number of things to help facilitate implementation of the Banfield. It further directs them to fulfill the full funding contract in the Letter of Intent and to complete the Banfield project on schedule.

It was reported that a few other regions have been actively engaged in a lobbying effort and are also included in the Appropriations bill, such as Washington, D.C., Boston, and Chicago.

In total, the Subcommittee appropriated $1 billion for Interstate Transfer while $800 million was anticipated. The $200 million extra is for highways. The full $1 billion was earmarked by the Subcommittee for specific cities, so no discretionary funds are available.

Paul Bay related that this stays within the total DOT budget set by the Reagan administration, so it is hopeful to anticipate passage of this bill. It was further brought out that Congressman AuCoin has worked very closely with Senator Hatfield so that an understanding will be reached by the time the bill goes to the Senate.
8. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson
Denton Kent
JPACT Members
<table>
<thead>
<tr>
<th>NAME</th>
<th>AFFILIATION</th>
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<tr>
<td>Winston Kurth</td>
<td>Clack. Co.</td>
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<td>Ted Spence</td>
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<td>Paul Bay</td>
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<td>Bob Balthazar</td>
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<td>J Freeman</td>
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<td>Rick Gustafson</td>
<td>Gresham</td>
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<td>Reg Henwood</td>
<td>Metro</td>
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<td>Benny Hayes</td>
<td>Wash Co.</td>
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TO: JPACT
FROM: Executive Officer
SUBJECT: Allocating Interstate Transfer Funds from the Southern Corridor Reserve

I. RECOMMENDATIONS:

A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution distributing Southern Corridor Reserve funds to projects in Clackamas County and amending the Transportation Improvement Program (TIP).

B. POLICY IMPACT: This action will authorize a transfer of funds from the Reserve to two new projects in Clackamas County—one on 82nd Drive and the other on Thiessen/Jennings; set up a reserve for the Thiessen/Jennings project; and require future Council action for right-of-way and construction of the Thiessen/Jennings project.

C. BUDGET IMPACT: None.

II. ANALYSIS:

A. BACKGROUND: In February, 1980, the Metro Council established the Southern Corridor Reserve to cover future funding of projects which would support McLoughlin Blvd. Corridor improvements. Candidate projects at the time, and eligible to use the Reserve, included:

- Railroad Avenue/Harmony Road
- 82nd Drive and Railroad Overcrossing
- Thiessen Road

The Railroad/Harmony project was authorized by Council in January, 1981 to use some $2.9 million of the Reserve. The current balance in the Reserve is available for use on the 82nd Drive and the Thiessen project. The 82nd Drive project is currently defined and is described in Exhibit A.

The Thiessen Road project has been refined to include Jennings Avenue (because of its proximity) as a probable adjunct to the development of balanced east-west traffic flows on these arterials and to provide future transit capabilities.

Clackamas County, working with Metro staff, has recommended that Preliminary Engineering (PE) for Thiessen/Jennings be approved at this time, with funding of right-of-way and construction being subject to future
Council action. Upon completion of PE, alternatives will be proposed to the Council which may include recommendations for improvements on one or the other, or both, arterial (Exhibit B).

B. ALTERNATIVES CONSIDERED: These projects have undergone evaluation with alternatives documented in Oregon Department of Transportation's Southern Corridor study, Southeast Sub-Area Transportation Analysis.

C. CONCLUSION: Metro staff recommends approval of the attached Resolution.

BR/srb
3768B/256
07/21/81
FOR THE PURPOSE OF ALLOCATING INTERSTATE TRANSFER FUNDS FROM THE SOUTHERN CORRIDOR RESERVE

WHEREAS, CRAG Resolution No. BD 781213 established a Metro regional reserve to fund regional transit and highway improvements outside the City of Portland; and

WHEREAS, Resolution No. 80-132 authorized the use of this regional reserve for selected projects in the Southern Corridor and assigned funding to a Southern Corridor Reserve; and

WHEREAS, This reserve, minus previous project allocations, currently has some $3.3 million (in December 1980 federal dollars); and

WHEREAS, Local jurisdictions working with Metro staff have recommended two projects for the use of the reserve; and

WHEREAS, These projects have previously undergone Metro staff evaluation with funding recommendations (Staff Report No. 64, February, 1980); now, therefore,

BE IT RESOLVED,

1. That the Metro Council authorizes the use of Southern Corridor Reserve funds for preliminary engineering, right-of-way and construction of 82nd Drive-Highway 212 to Gladstone/I-205 interchange.

Federal: $1,020,000

2. That the Metro Council authorizes the use of the Southern Corridor Reserve for preliminary engineering (PE) for the improvement of Thiessen Road and Jennings Avenue in order to balance east-west traffic flows and provide transit capabilities.

Federal: $297,500
3. That the Metro Council authorizes the establishment of a reserve fund for right-of-way and construction of the Thiessen/Jennings projects with funding allocation of these phases subject to further Council action.

Federal: $2,022,073

4. That the Transportation Improvement Program be amended to reflect the projects and funds set forth in Exhibits A and B.

5. That the Metro Council finds the projects in accordance with the region's continuing, cooperative, comprehensive planning process and, hereby, gives affirmative A-95 Review Approval.

BP/srb
3769B/256
07/21/81
PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND
METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Clackamas County
LIMITS Hwy. 212 to Gladstone/I-205 Intrchg.
DESCRIPTION Improve 82nd Drive as a primary access to the developing industrial areas. Improvements will include three lanes, curbs, left and right-turn refuges, etc.
PE will include location studies for a railroad overpass which will be funded in the future through the formation of a service district.

PROJECT NAME 82nd Drive
ID No. FAU 9653
APPLICANT Clackamas County

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FUNDING PLAN BY FISCAL YEAR ($000)

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<th>Fiscal Year</th>
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APPLICANT'S ESTIMATE OF TOTAL PROJECT COST
PRELIM ENGINEERING $ 150,000
CONSTRUCTION 1,050,000
RIGHT OF WAY
TRAFFIC CONTROL
ILLUMIN, SIGNS, LANDSCAPING, ETC
STRUCTURES
RAILROAD CROSSINGS
*Excludes overpass

TOTAL $ 1,200,000

SOURCE OF FUNDS (%)
FEDERAL
FAUS (PORTLAND)
FAUS (OREGON REGION)
FAUS (WASH REGION)
UMTA CAPITAL UMTA OPRIG
INTERSTATE
FED AID PRIMARY
INTERSTATE
SUBSTITUTION 85

NON FEDERAL
STATE LOCAL 15

LOCATION MAP
PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND METROPOLITAN AREA

PROJECT DESCRIPTION
RESPONSIBILITY (AGENCY) Clackamas County
LIMITS To be determined LENGTH N/A
DESCRIPTION Conduct preliminary engineering for Thiessen Road and Jennings Avenue roadway improvements in order to balance east/west traffic flows (including transit). Alternatives to be considered include widening, signalization, pedestrian amenities, access, roadway base, etc. and will be formulated in the PE phase.

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
LONG RANGE ELEMENT TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR ($000)

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<td>296</td>
<td>54</td>
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<td>FY 82</td>
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<tr>
<td>FY 83</td>
<td>2,379</td>
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<td>FY 84</td>
<td>2,729</td>
<td>2,024</td>
<td>355</td>
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<td>2,729</td>
<td>2,320</td>
<td>409</td>
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SCHEDULE
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APPLICANT'S ESTIMATE OF TOTAL PROJECT COST
PRELIM ENGINEERING $350,000
CONSTRUCTION
RIGHT OF WAY
TRAFFIC CONTROL
ILLUMIN, SIGNS, LANDSCAPING, ETC
STRUCTURES
RAILROAD CROSSINGS
RESERVE 2,378,900
TOTAL $2,728,900

SOURCE OF FUNDS (%)
FEDERAL
FAUS (PORTLAND)
FAUS (OREGON REGION)
FAUS (WASH REGION)
UMTA CAPITAL UMTA OPRTG
INTERSTATE
FED AID PRIMARY
INTERSTATE SUBSTITUTION 85
NON FEDERAL
STATE LOCAL 15

LOCATION MAP

EXHIBIT "B"
TO: JPACT
FROM: Executive Officer
SUBJECT: Allocating Interstate Transfer Funds From the Westside Corridor Highway Reserve

I. RECOMMENDATIONS:

A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution distributing Westside Corridor Highway Reserve funds to seven projects in Washington County and amending the Transportation Improvement Program (TIP).

B. POLICY IMPACT: This action will allocate the entire $7.7 million Westside Corridor Highway Reserve. It supplements funding for five existing projects and authorizes funding for two new projects identified by the Westside Corridor project. These highway improvements support all of the alternatives under consideration by the Westside Corridor project. This action is consistent with Metro's Five Year Operational Plan and Regional Corridor Improvement Strategy.

C. BUDGET IMPACT: None.

II. ANALYSIS:

A. BACKGROUND: The Westside Corridor project has recently completed a highway analysis and identified a program of highway improvements that are needed no matter which Westside transit alternatives are selected. The Westside Corridor Planning Management Group, at the request of the affected jurisdictions, has prioritized seven of these projects.

The recommended improvements include five previously authorized projects which have insufficient funding. These projects and their recommended funding supplements are:

<table>
<thead>
<tr>
<th>Project</th>
<th>Current TIP Authorization*</th>
<th>Additional Federal Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>185th--Sunset to Walker</td>
<td>$1,045,635</td>
<td>$665,000</td>
</tr>
<tr>
<td>158th/Jenkins--Sunset to Murray</td>
<td>2,039,711</td>
<td>950,000</td>
</tr>
<tr>
<td>Cornell Road--E. Main to Elam Young Parkway</td>
<td>1,899,077</td>
<td>236,000</td>
</tr>
<tr>
<td>Allen Boulevard--Murray to Hwy. 217</td>
<td>2,362,178</td>
<td>920,000</td>
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<tr>
<td>Barnes Road--Sunset to Leahy</td>
<td>574,886</td>
<td>1,397,000</td>
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<tr>
<td>TOTAL</td>
<td>$7,921,487</td>
<td>$4,168,000</td>
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</tbody>
</table>

*ALL FUNDING SOURCES
Additionally, two new projects have been identified which have no funding authorization:

<table>
<thead>
<tr>
<th>Project</th>
<th>New Federal Funding</th>
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<tbody>
<tr>
<td>Cornell Road--Elam Young Parkway to Cornelius Pass Road (New)</td>
<td>$1,250,000</td>
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<tr>
<td>Murray Boulevard--Jenkins to Sunset (New)</td>
<td>$2,302,227</td>
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<tr>
<td>TOTAL</td>
<td>$3,552,227</td>
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</tbody>
</table>

Together with locally funded improvements to Cornell east of Cornelius Pass Road and previously funded regional improvements west of Elam Young Parkway, this Cornell Road improvement will provide an improved major arterial connecting the Sunset Highway and Hillsboro. The improvements to Murray Boulevard will provide a major arterial bypass around Beaverton via the Sunset Highway.

The Council established the Westside Corridor Reserve to assure funding for highway projects which are required to meet Westside Corridor objectives. The recommended action complies with that intent.

B. ALTERNATIVES CONSIDERED: These projects are required regardless of which Westside transit alternative is selected.

C. CONCLUSION: Metro staff recommends approval of the attached Resolution.

BP/srb
3776B/256
7/23/81
FOR THE PURPOSE OF ALLOCATING INTERSTATE TRANSFER FUNDS FROM THE WESTSIDE CORRIDOR HIGHWAY RESERVE

WHEREAS, CRAG Resolution No. BD 781213 established a Metro Regional Reserve to fund regional transit and highway improvements outside the City of Portland; and

WHEREAS, Resolution No. 80-132 authorized the use of this Regional Reserve for selected projects in the Westside Corridor and assigned funding to a Westside Corridor Reserve; and

WHEREAS, This Reserve currently has some $7.7 million (in December, 1980 federal dollars); and

WHEREAS, The Westside Corridor project has recently completed a highway analysis that identified a program of needed highway improvements that support all of the Westside transit alternatives; and

WHEREAS, Several of these highway improvements have been funded, in part, and require new or additional funds for full implementation; and

WHEREAS, The Westside Corridor Reserve was established to support regional projects relating to the Westside project; now, therefore,

BE IT RESOLVED,

1. That the Metro Council authorizes the use of the Westside Corridor Reserve for the following seven projects:
<table>
<thead>
<tr>
<th>Project</th>
<th>Federal Funding Authorization</th>
</tr>
</thead>
<tbody>
<tr>
<td>185th—Sunset to Walker</td>
<td>$665,000</td>
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<tr>
<td>158th/Jenkins—Sunset to Murray</td>
<td>950,000</td>
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<td>Cornell Road—East Main to Elam Young Parkway</td>
<td>236,000</td>
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<td>Cornell Road—Elam Young Parkway to</td>
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<tr>
<td>Cornelius Pass Road (New)</td>
<td>1,250,000</td>
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<tr>
<td>Allen Boulevard—Murray to Highway 217</td>
<td>920,000</td>
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<td>Barnes Road—Sunset to Leahy</td>
<td>1,397,000</td>
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<td>Murray Boulevard—Jenkins to Sunset (New)</td>
<td>2,302,227</td>
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<td>$7,720,227</td>
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2. That the Transportation Improvement Program be amended to reflect the projects and funds set forth above and in Exhibits A and B.

3. That the Metro Council finds the projects in accordance with the region's continuing, cooperative, comprehensive planning process and, hereby, gives affirmative A-95 Review approval.

BP/srb
3778B/256
07/23/81
**PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM**

**PORTLAND METROPOLITAN AREA**

**PROJECT DESCRIPTION**

City of Hillsboro/Washington County

**RESPONSIBILITY (AGENCY):**

**LIMITS:** East City Limits to Cornelius Pass Rd

**DESCRIPTION:** Improve Cornell Road between the noted limits to maintain roadway continuing underway in Cornell Phase I. Improvements will include four travel lanes, turn lanes at intersections, bike lane, and signals at strategic intersections.

**RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN**

LONG RANGE ELEMENT TSM ELEMENT X

**FUNDING PLAN BY FISCAL YEAR ($000)**

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<tr>
<th></th>
<th>FY 80</th>
<th>FY 81</th>
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**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

<table>
<thead>
<tr>
<th></th>
<th>$</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRELIM ENGINEERING</td>
<td>210,000</td>
</tr>
<tr>
<td>CONSTRUCTION</td>
<td>840,000</td>
</tr>
<tr>
<td>RIGHT OF WAY</td>
<td>420,600</td>
</tr>
<tr>
<td>TRAFFIC CONTROL</td>
<td></td>
</tr>
<tr>
<td>ILLUMIN, SIGNS,</td>
<td></td>
</tr>
<tr>
<td>LANDSCAPING, ETC</td>
<td></td>
</tr>
<tr>
<td>STRUCTURES</td>
<td></td>
</tr>
<tr>
<td>RAILROAD CROSSINGS</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$1,470,600</strong></td>
</tr>
</tbody>
</table>

**SOURCE OF FUNDS (%):**

**FEDERAL**

FAUS (PORTLAND)  
FAUS (OREGON REGION)  
FAUS (WASH REGION)  
UMTA CAPITAL  
UMTA OPRTG  
INTERSTATE  
FED AID PRIMARY  
INTERSTATE  
SUBSTITUTION 85  

**NON FEDERAL**

STATE  
LOCAL 15

**SCHEDULE**

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CAT'Y  BID LET  
HEARING COMPL'T

**APPLICATION**

City of Hillsboro/ Washington County
PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND
METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Beaverton/Washington County

LIMITS Jenkins Road to Sunset Highway

LENGTH 1.3

DESCRIPTION Recommended improvements include widening Murray Boulevard to four lanes with curbs/bikeway; relocation further south of eastbound ramps to Sunset Highway; and provision for a southbound left-turn lane to eastbound ramp.

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR ($000)

<table>
<thead>
<tr>
<th>FISCAL YEAR</th>
<th>TOTAL</th>
<th>FEDERAL</th>
<th>STATE</th>
<th>LOCAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 81</td>
<td>353</td>
<td>300</td>
<td>53</td>
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<tr>
<td>FY 82</td>
<td>824</td>
<td>700</td>
<td>124</td>
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<tr>
<td>FY 83</td>
<td>1,532</td>
<td>1,302</td>
<td>230</td>
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</tr>
<tr>
<td>FY 84</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>FY 85</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

TOTAL 2,709

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING $353,000
CONSTRUCTION $1,531,500
RIGHT OF WAY $824,000
TRAFFIC CONTROL
ILLUMINATION, SIGNS,
LANDSCAPING, ETC
STRUCTURES
RAILROAD CROSSINGS

TOTAL $2,708,500

SOURCE OF FUNDS (%)

FEDERAL
FAUS (PORTLAND)
FAUS (OREGON REGION)
FAUS (WASHINGTON REGION)
UMTA CAPITAL
UMTA OPERATING
INTERSTATE
FED AID PRIMARY
INTERSTATE
SUBSTITUTION

NON FEDERAL
STATE
LOCAL 15
Mr. Charlie Williamson
Metro Councilor, District 2
Metropolitan Service District
527 S.W. Hall Street
Portland, Oregon 97201

Dear Mr. Williamson:

Thank you for your recent letter enclosing the Resolution adopted by the Joint Policy Advisory Committee on Transportation.

I am most appreciative of the kind words expressed in the Resolution and I am pleased to note the number of high priority projects in the Tri-Metropolitan area that will be undertaken with the supplemental funds. Please be assured that I will continue to work toward an improved transportation system for the State of Oregon and I look forward to our joint efforts in the future to achieve that end. Thank you again for writing.

Kindest regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH/slm