

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING) RESOLUTION NO. 80-160
FEDERAL AID INTERSTATE FUNDS TO)
REMODEL THE WILLAMETTE FALLS) Introduced by the Joint
SAFETY REST AREA) Policy Advisory Committee
) on Transportation

WHEREAS, Through Resolution No. 79-80 the Metro Council adopted the Transportation Improvement Program (TIP) and its annual element; and

WHEREAS, From time to time new projects must be entered into the TIP upon approval of Metro Council; and

WHEREAS, The Oregon Department of Transportation (ODOT) has requested that \$35,880 in Federal and Interstate Highway funds be authorized in the TIP to cover modification of the Willamette Falls Safety Rest Area; and

WHEREAS, The purpose of this modification is to make the rest area accessible to the handicapped and, thereby, bring it into compliance with State requirements; now, therefore,

BE IT RESOLVED,

1. That \$35,880 of Federal Aid Interstate Highway funds be authorized to remodel the Willamette Falls Safety Rest Area to make it accessible to the handicapped.

2. That the Transportation Improvement Program (TIP) be amended to reflect this authorization as set forth in Exhibit "A."

3. That the Metro Council finds the project in accordance with the region's continuing, cooperative, comprehensive

planning process and hereby gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District
this 26th day of June, 1980.


Presiding Officer

BP:bk
8232/118

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER
METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Oregon Department of Transportation
 LIMITS Willamette Falls Safety Rest Area, I-205 LENGTH 0.0
 DESCRIPTION Remodel the rest area facilities to remove architectural barriers that hinder access and use of the facilities by the handicapped

PROJECT NAME Willamette Falls Safety Rest Area, I-205
 ID No _____
 APPLICANT ODOT

SCHEDULE

TO ODOT _____
 PE OK'D _____ EIS OK'D _____
 CAT'Y _____ BID LET _____
 HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT _____

FUNDING PLAN BY FISCAL YEAR (\$000)

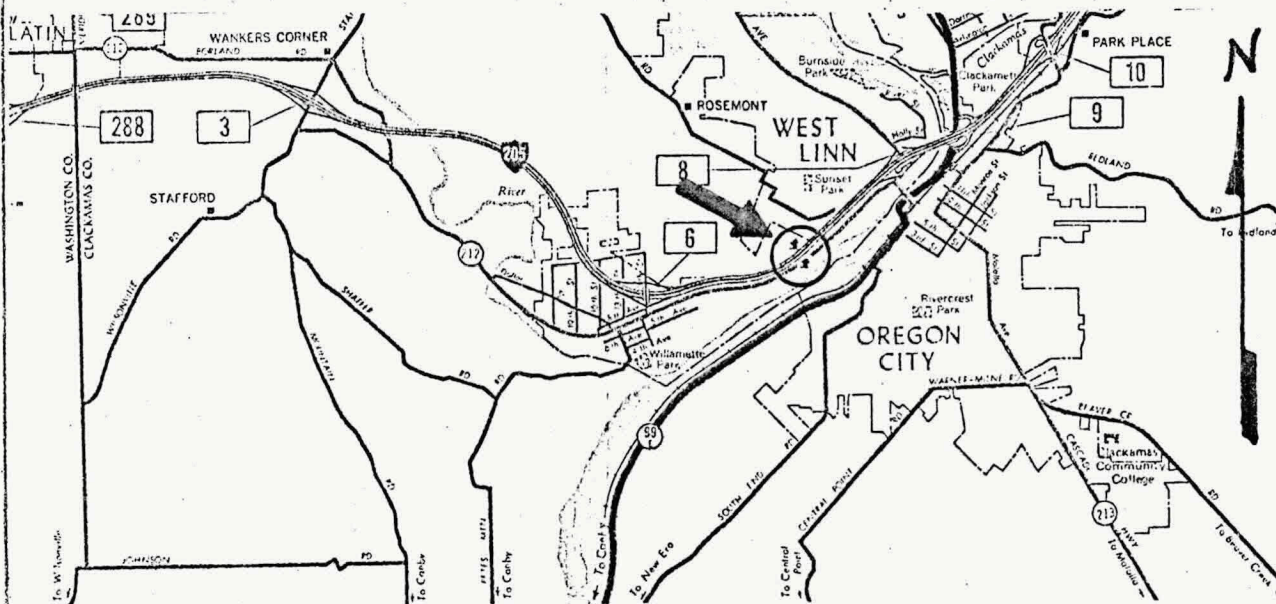
	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL	_____	_____	_____	39,000	_____	39,000
FEDERAL	_____	_____	_____	35,880	_____	35,880
STATE	_____	_____	_____	3,120	_____	3,120
LOCAL	_____	_____	_____	_____	_____	_____

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 3,000
 CONSTRUCTION 36,000
 RIGHT OF WAY _____
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

TOTAL \$ 39,000

LOCATION MAP



SOURCE OF FUNDS (%)

FEDERAL
 FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL _____ UMTA OPRTG _____
 INTERSTATE 92
 FED AID PRIMARY _____
 INTERSTATE _____
 SUBSTITUTION _____

NON FEDERAL
 STATE 8 LOCAL _____

EXHIBIT A

THIS 26th DAY OF June 1980Cynthia M. WickhamA G E N D A CLERK OF THE COUNCIL M A N A G E M E N T S U M M A R Y

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Authorizing Federal Aid Interstate Funds to Remodel the
 Willamette Falls Safety Rest Area

Res
80-160

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Council adoption of the attached Resolution authorizing \$35,880 of Federal Aid Interstate funds to remodel the Willamette Falls Safety Rest Area to make it accessible for the handicapped.
- B. POLICY IMPACT: This action will result in improved accessibility of this rest area by the physically handicapped. TPAC and JPACT have reviewed and approved this project.
- C. BUDGET IMPACT: The approved Metro budget funds staff involvement in establishing project priorities and monitoring project implementation.

II. ANALYSIS:

- A. BACKGROUND: State legislation requires that rest area facilities be accessible to the physically handicapped by providing handrails, ramps, provisions for accommodating wheelchairs, etc. The Willamette Falls Rest Area is not so equipped, and in order to comply with legislative requirements will require modification.
- B. ALTERNATIVES CONSIDERED: 1) Do nothing and close the area for non-compliance, or 2) implement corrective actions necessary to achieve compliance.
- C. CONCLUSION: Metro staff recommends authorization of funding for this project based on the favorable benefits to the handicapped.

BP:bk
 8230/118
 6/26/80

APPROVED BY THE METRO COUNCIL

THIS 22nd DAY OF May 1980
 AGENDA MANAGEMENT SUMMARY

Cynthia M. Wickman
 CLERK OF THE COUNCIL

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Approving the FY 1981 Unified Work Program (UWP)

I. RECOMMENDATIONS:

- Res 80-160*
- A. ACTION REQUESTED: Approve the UWP containing the transportation planning work program for FY 1981. Authorize the submittal of grant applications to the appropriate funding agencies.
- B. POLICY IMPACT: Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1980 in accordance with established Metro priorities.
- C. BUDGET IMPACT: The UWP matches the projects and studies reflected in the proposed Metro budget to be submitted to the Tax Supervisory and Conservation Commission.

II. ANALYSIS:

- A. BACKGROUND: The FY 1981 UWP describes the transportation/air quality planning activities to be carried out in the Portland/Vancouver metropolitan region during the fiscal year beginning July 1, 1980. Included in the document are federally funded studies to be conducted by Metro, Clark County Regional Planning (RPC), Tri-Met, the Oregon Department of Transportation (ODOT) and local jurisdictions.

Four types of planning activities are to be carried out in the fiscal year:

Regional Systems Framework -- Studies directed toward establishing consistent policy direction in addressing the broader systems issues such as how to provide corridor mobility and how to reduce energy consumption and meet air quality standards;

Corridor Studies -- Studies directed toward refining corridor policies so as to achieve a consensus on solutions to the most pressing corridor problems;

Subarea Studies -- Activities which focus on defining plans for correcting mobility problems in critical areas of the region; and

System Planning Support Activities -- Activities undertaken to provide adequate overall planning coordination and to develop technical tools which would be used in the various studies listed above.

- B. ALTERNATIVES CONSIDERED: The alternative of not conducting the various studies was considered and rejected because of critical nature of issues to be addressed in solving the region's transportation problems.
- C. CONCLUSION: The Transportation Policy Alternatives Committee (TPAC) has approved the UWP. The work program for Task III of the Next Energy Analysis and New Technology work element is to be clarified and reviewed later with TPAC.

KT:bk
7935/33
5/22/80