

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REALLOCATING)	RESOLUTION NO. 80-184
INTERSTATE TRANSFER FUNDS FROM)	
THE HIGHWAY 212 EAST RESERVE)	Introduced by the Joint
AND THE I-505 CITY RESERVE)	Policy Advisory Committee on
)	Transportation

WHEREAS, The CRAG Board of Directors in December, 1978, established a reserve fund for improvements on Highway 212 East of Highway 224 and the I-505 City Reserve; and

WHEREAS, Over time the Highway 212 East Reserve account has escalated to some \$5.66 million (in March, 1980 dollars); and

WHEREAS, Clackamas County and the Oregon Department of Transportation (ODOT) has recommended that the reserved funds be reallocated because local matching funds will not be available for the Highway 212 East project; and

WHEREAS, Clackamas County, in reviewing alternatives with ODOT, the City of Portland, Tri-Met and Metro staff, has formulated a plan for use of these funds; and

WHEREAS, The Reserve funds can be reallocated to the McLoughlin Blvd. Reserve and other worthwhile projects with implementation imminent; and

WHEREAS, The City of Portland has recommended that a portion of the I-505 City Reserve be reallocated to the McLoughlin Corridor Reserve; now, therefore,

BE IT RESOLVED,

1. That the project known as Highway 212 East be dropped from the Transportation Improvement Program (TIP).

2. That the Reserve funds for the Highway 212 East project be reallocated as follows:

. Banfield Freeway	\$2,374,809
. Oregon City Bypass	1,358,391
. Hwy. 212/I-224 East to I-205	406,567
. Oswego Creek Bridge	289,727
. Boones Ferry Rd.	415,774
. McLoughlin Blvd. Reserve	<u>816,000</u>
Total	\$5,661,268

3. That \$816,000 of the I-505 City Reserve be reallocated to the McLoughlin Blvd. Reserve.

4. That the TIP and its annual element be amended to reflect these reallocations.

5. That the Metro Council requests ODOT to clearly specify the required improvements to Highway 212 for inclusion in the RTP and consider alternate funding sources for the improvement in development of the six-year Highway Improvement Program.

6. That the Metro Council finds these actions to be 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 25th day of September, 1980.



Presiding Officer

BP:gl
8983/33

Res. No. 80-184
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A G E N D A M A N A G E M E N T ~~APPROVED BY THE METRO COUNCIL~~ SUMMARY

THIS 25th DAY OF September 1980

Cynthia M. Wickman

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Reallocating Interstate Transfer Funds From the Highway
 212 East Reserve and the I-505 City Reserve

I. RECOMMENDATIONS:

A. ACTION REQUESTED: ~~Recommend Council adoption of the attached Resolution No. 80-184 for the following purposes:~~

1. Reallocating \$5.66 million previously reserved for the Highway 212 project (east of Highway 224) in Clackamas County to five projects and the McLoughlin Blvd. Reserve;
2. Reallocating \$816,000 from the I-505 City Reserve to the McLoughlin Blvd. Reserve.

B. POLICY IMPACT: The action requesting reallocation of \$5.66 million from the Highway 212 project (east of Highway 224) was initiated by the Oregon Department of Transportation (ODOT) in cooperation with Metro and local jurisdictions pursuant to the Metro funding guidelines. The funds reallocated from this reserve will cover cost increases on higher priority projects including the Banfield Corridor Project (highway portion), Highway 212/224 (east of I-205), Lake Oswego Bridge (Highway 43), Oregon City Bypass, and the Boones Ferry Road projects. Reallocation of funding from the Highway 212 (east of Highway 224) improvement will delete this project from the region's Transportation Improvement Program as a near term project. Due to lack of local match commitments, it is not possible to advance the project. The reallocation will advance the higher priority projects which are currently experiencing funding shortfalls. Improvements to Highway 212 east of Highway 224 will be identified in conjunction with future refinements of the Regional Transportation Plan (RTP).

In addition, funds from the Highway 212 Reserve and the I-505 City of Portland Reserve will supplement the McLoughlin Corridor Reserve allowing additional transit improvements (including possible bus purchases) and neighborhood traffic controls.

The Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) have reviewed and approved this project.

- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments and coordinating project reallocation proposals.

II. ANALYSIS:

- A. BACKGROUND: In December 1978, the CRAG Board of Directors established as part of the I-505 Withdrawal process, a Reserve fund to improve a section of Highway 212 east of Highway 224 in Clackamas County. This account has since escalated to some \$5.66 million (in March 1980 dollars).

The Banfield Corridor, Highway 212 (I-205 to Highway 224), Oregon City Bypass, McLoughlin Corridor, Lake Oswego Bridge, and Boones Ferry Road in Lake Oswego were established by the CRAG Board of Directors/Metro Council as priority projects.

By Resolution No. 79-103, the Metro Council established funding guidelines describing a process for reallocating Interstate Transfer funds. Pursuant to this process, ODOT in cooperation with Metro, Clackamas County, Tri-Met and the City of Portland staffs, have requested the funds reserved for the Highway 212 (east of Highway 224) be reallocated based on several considerations:

1. At this time, it does not appear that sufficient local matching funds will be available to implement the project.
2. Preliminary engineering has not yet started on the Highway 212 east project.
3. Preliminary engineering has been completed for the five highway projects and funding shortfalls have developed.
4. The other five committed regional projects to receive the funds have higher priorities.
5. Funds are needed to supplement the Metro Corridor Improvement Strategy as it affects the McLoughlin Corridor for transit improvements and neighborhood traffic controls.

The Highway 212 Reserve is proposed to be reallocated as follows:

. Banfield Freeway	\$2,374,809
. Oregon City Bypass	1,358,391
. Hwy. 212/I-224 East to I-205	406,567
. Oswego Creek Bridge	289,727
. Boones Ferry Rd.	415,774
. McLoughlin Corridor Reserve	816,000
Total	<u>\$5,661,268</u>

The preliminary engineering has been completed on the first four projects listed above and are scheduled to enter right-of-way acquisition in calendar year 1980. Preliminary engineering has been completed on the fifth project; however, the project cannot proceed until these additional funds are provided.

It is also proposed that this reallocation of Highway 212 reserve be supplemented by \$816,000 reallocated from the I-505 City Reserve to the McLoughlin Corridor Reserve. A recommendation for authorizing these funds to a specific set of improvements (including bus purchases) is included as the following agenda item.

- B. **ALTERNATIVES CONSIDERED:** Selection of the above projects were predicated upon Metro funding guidelines, the immediacy of implementation of priority projects, regional priorities and amount of funding shortfall. Other projects were reviewed as candidates for these funds.

At the September 8 Regional Planning Committee meeting, JPACT was requested to provide additional clarification of three issues relating to alternate use of the funding:

- Is it appropriate to drop the Hwy. 212 project?
- Is it appropriate to transfer part of the funding to the Banfield Freeway project?
- Is Clackamas County receiving sufficient other improvements in exchange for these funds?

Responses to these questions are included in the attached memo from JPACT.

- C. **CONCLUSION:** Metro staff recommends that the attached resolution redistributing the noted funds be approved based on (1) the progressing of the priority projects identified, and (2) the benefit gained by supplementing the McLoughlin Blvd. Reserve.

BP/gl
9372/92
9/25/80



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: September 11, 1980
To: Metro Council
From: Joint Policy Advisory Committee on
Transportation (JPACT)
Regarding: Highway 212 Reallocation

The Metro Regional Planning Committee raised several questions regarding the proposed reallocation of \$5.66 million of Highway 212 funding east of Carver Junction. They requested a response from JPACT to the Council before action on the Resolution at the September 25 meeting. Presented below are the questions and responses. Based upon these considerations, the Resolution is recommended for adoption.

Question: Is it appropriate to drop the Highway 212 project? The Council felt that it is an important project since Highway 212 is a hazardous road and is intended to provide a principal arterial connection to U.S. 26 from Clackamas County and southeastern Washington County.

Response: Yes. In April, 1979, the Oregon Department of Transportation (ODOT) estimated that to adequately upgrade Highway 212 would cost approximately \$20 million to provide full lane widths, turning lanes and climbing lanes and eliminate hazardous locations and bypasses of Damascus and Boring (this cost has likely inflated). However, ODOT estimated that 1990 average daily traffic would be far less than the current capacity of 12,000 vehicles per day and the improvement would do little to relieve traffic problems through Gresham to U.S. 26. The \$5.66 million available would not adequately correct the problems and only a partial benefit would be realized. Finally, Highway 212 is outside the Urban Growth Boundary (UGB) and may conflict with Metro's urban containment goals.

While it is recognized that Highway 212 is an important connection to the region, the need for improvement is primarily to serve long-range travel demands. Therefore, it is of lower

priority than Metro planned regional improvements. This is reflected by the lack of local matching funds from either ODOT Or Clackamas County. In order to advance other priority projects to construction, additional funding should be reallocated from Highway 212.

ODOT should be encouraged to clearly specify the required improvement to Highway 212 for inclusion in the Regional Transportation Plan and consider alternate funding sources for the improvement in development of the six-year Highway Improvement Program.

Question: Is it appropriate to transfer part of the Highway 212 funding to the Banfield Freeway project (\$2,374,809)? The Committee felt that the funding was primarily intended for Clackamas County improvements and should be reallocated to other Clackamas County projects.

Response: Yes. Highway 212 should be viewed as primarily serving an east/west travel demand to solve traffic problems in the eastside of the region. The Banfield Freeway also serves this need.

Secondly, I-205 and the Banfield Freeway are essential links for Clackamas County trips to relieve the traffic burden on McLoughlin Boulevard north of Highway 224.

Finally, the allocation of funding to Highway 212 was originally from a regional source and, therefore, should be considered for transfer to solve the highest regional priority.

Question: Is Clackamas County receiving sufficient other transportation improvements in exchange for these funds?

Response: Yes. In conjunction with Metro's McLoughlin Boulevard Improvement Strategy and Tri-Met's Transit Development Program, a major transit service expansion is planned for Clackamas County.