

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING  
PROJECT PRIORITIES USING  
INTERSTATE TRANSFER FUNDS IN  
FY 1981

) RESOLUTION NO. 81-223  
)  
) Introduced by the Joint  
) Policy Advisory Committee  
) on Transportation

WHEREAS, The Metro Council adopted Resolution No. 80-186 which endorsed the FY81 Transportation Improvement Program (TIP); and

WHEREAS, The program of projects set forth in the TIP was based on the likelihood of receiving \$70.4 million in Federal Interstate Transfer funds for its accomplishment; and

WHEREAS, The actual federal allocation to the Portland region was released in late December 1980 and amounted to \$21.0 million for highway projects and \$17.6 million for transit projects; and

WHEREAS, The TIP Subcommittee has developed a revised FY 1981 program in keeping with the newly allocated funds; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the projects identified as Priority 1 (Exhibit A) as eligible for use of the available \$21.0 million of Interstate Transfer funding for highway projects under the following conditions:

- a. They will be submitted to FHWA for funding on a first-come, first-served basis.
- b. Each project is restricted to no more than 10 percent over the specified level of funding.

- c. Jurisdictions are authorized to transfer projects within the designated funding earmark.
- d. Funds to cover project costs in excess of those authorized in the TIP are to be transferred from other project funding within a jurisdiction and in accordance with the cost overrun process adopted by Resolution No. 79-103.

2. That the Metro Council endorses Priorities 2, 3 and 4 as the basis for proceeding with project development and federal approvals.

3. That the Metro Council endorses the projects and priorities identified in Exhibit B for use of "Transit" Interstate Transfer funds.

ADOPTED by the Council of the Metropolitan Service District this 26th day of February, 1981.



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Presiding Officer

AC:BP:et  
1799B/188

METROPOLITAN SERVICE DISTRICT

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INTERSTATE TRANSFER PRIORITIES-HIGHWAY

PROJECT TITLE	QTR	WORK	AGCY	PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
1 26 - GLISAN, FRONT	2	PE	PORT	100,000	100,000	100,000	100,000
2 26 - GLISAN, FRONT	4	CON	PORT	0	0	0	5,000,000
3 65-CAPITOL, BEA-HILLS	1	PE	PORT	45,000	45,000	45,000	45,000
4 65-CAPITOL, BEA-HILLS	2	R/W	PORT	0	0	178,925	178,925
5 ARTERIAL OVERLAYS (PH2)	2	CON	PORT	0	0	1,211,250	1,211,250
6 ARTERIAL ST. LGT. CON.	1	CON	PORT	1,190,000	1,190,000	1,190,000	1,190,000
7 ARTERIAL ST. LGT. CON.	1	CON	PORT	300,000	300,000	300,000	300,000
8 DARBUR-TAYLORS F. TERW	1	PE	PORT	55,000	55,000	55,000	55,000
9 BASIN-GOING INTCHGE.	3	CON	PORT	0	1,688,879	1,688,879	1,688,879
10 BASIN-PACIFIC H, GOING NOISE	1	PE	PORT	76,000	76,000	76,000	76,000
11 BASIN-PACIFIC H, GOING NOISE	3	CON	PORT	0	972,537	972,537	972,537
12 BURNSIDE @ TICHNER	3	CON	PORT	0	0	240,000	240,000
13 COL. BLVD. @ N' PORT. RAMP	4	CON	PORT	190,000	190,000	190,000	190,000
14 COLUMBIA @ 47, SIGNAL	1	PE	PORT	2,800	2,800	2,800	2,800
15 COLUMBIA @ 47, SIGNAL	4	CON	PORT	61,200	61,200	61,200	61,200
16 GLISAN-GLENWOOD, 39	4	CON	PORT	0	0	1,600,000	1,600,000
17 HOLLYWOOD BUSINESS IMP	1	PE	PORT	190,000	190,000	190,000	190,000
18 HOLLYWOOD BUSINESS IMP	3	R/W	PORT	0	0	100,000	100,000
19 INTERSTATE @ TILLAMOOK	1	PE	PORT	6,967	6,967	6,967	6,967
20 INTERSTATE @ TILLAMOOK	3	CON	PORT	28,033	28,033	28,033	28,033
21 SANDY BLVD-WASH, 82ND AVE	1	PE	PORT	16,000	16,000	16,000	16,000
22 SANDY BLVD-WASH, 82ND AVE	4	CON	PORT	0	0	0	246,500
23 SELLWOOD TRAFFIC DIVR.	4	PE	PORT	19,000	19,000	19,000	19,000
24 THURMAN-COL., 14-16 CUP-ADD'L PE	2	PE	PORT	6,000	6,000	6,000	6,000
25 THURMAN-COL., 14-16 CUP	3	CON	PORT	0	0	700,000	700,000
26 WCL PORT-OSWEGO AVE	4	CON	PORT	0	0	3,672,000	3,672,000
27 WEBSTER-FLAVEL, 82	4	R/W	PORT	0	0	75,000	75,000
28 MACADAM SUPPLEMENT	1	CON	PORT	250,000	250,000	250,000	250,000
29 NW INTERSECTIONS	1	PE	PORT	0	0	50,000	50,000
30 MCLOUGHLIN PED CROSSING	2	PE	PORT	30,000	30,000	30,000	30,000
31 SIGNAL COMPUTER STUDY	1	PE	PORT	1,000	1,000	1,000	1,000
32 SIGNAL REPLCMNT-16 LOC	1	PE	PORT	32,000	32,000	32,000	32,000
33 COLISEUM SIGNALS	1	CON	PORT	248,000	248,000	248,000	248,000
34 CITY RESERVE	1	RES	PORT	53,000	53,000	53,000	53,000
		TOTAL	PORT	2,900,000	5,561,416	13,388,591	18,635,071
35 99-162, SANDY TSM	1	PE	MULT	8,500	8,500	8,500	8,500

EXHIBIT A

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PROJECT TITLE	QTR	WORK	AGCY	INTERSTATE TRANSFER PRIORITIES-HIGHWAY			
				PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
36 99-162, SANDY TSM	3	CON	MULT	0	429,250	429,250	429,250
37 242-TROUTDALE,CHERRY	4	R/W	MULT	0	0	200,000	200,000
38 DIVISION-POWELL, 182	4	R/W	MULT	300,000	300,000	300,000	300,000
39 GATEWAY TRFC SIG.INT.	1	PE	MULT	34,000	34,000	34,000	34,000
40 GATEWAY TRFC SIG.INT.	4	CON	MULT	0	391,000	391,000	391,000
41 POWELL-BUTLER,221&223	3	R/W	MULT	0	0	519,350	519,350
42 SANDY-HENSLEY,257	1	PE	MULT	0	0	0	140,750
43 STARK-DIVISION, 242	1	PE	MULT	0	0	0	160,000
44 STARK-MAIN,E.BURNSIDE	4	R/W	MULT	0	0	200,000	200,000
45 UPRR X'ING-BIRCH,238	1	R/W	MULT	55,250	55,250	55,250	55,250
46 UPRR X'ING-BIRCH,238	4	CON	MULT	407,000	407,000	407,000	407,000
		TOTAL	MULT	804,750	1,625,000	2,544,350	2,853,100
47 FARRIS-POWELL,UN. 1&2	2	R/W	GRES	645,000	645,000	645,000	645,000
48 FARRIS-POWELL,UNIT 1	4	CON	GRES	0	1,975,230	1,975,230	1,975,230
		TOTAL	GRES	645,000	2,620,230	2,620,230	2,620,230
49 97-122, SUNNYSIDE RD	3	R/W	CLAC	136,000	136,000	136,000	136,000
50 CLACK.HWY-NCL,GLADSTON	1	PE	CLAC	13,345	13,345	13,345	13,345
51 CLACK.HWY-NCL,GLADSTON	2	R/W	CLAC	8,500	-8,500	8,500	8,500
52 CLACK.HWY-NCL,GLADSTON	4	CON	CLAC	318,750	318,750	318,750	318,750
53 COURTNEY-ROTHE, DATFLD.	1	R/W	CLAC	34,000	34,000	34,000	34,000
54 COURTNEY-ROTHE, DATFLD.	4	CON	CLAC	0	0	204,000	204,000
55 GLAD NCL-DAT.,WEBSTER-ADD'L PE	1	PE	CLAC	12,155	12,155	12,155	12,155
56 GLAD NCL-DAT.,WEBSTER	4	CON	CLAC	275,825	275,825	275,825	275,825
57 HARMONY @ INT'L WAY	1	CON	CLAC	68,000	68,000	68,000	68,000
58 HARMONY @ PRICE FULLER	2	R/W	CLAC	2,040	2,040	2,040	2,040
59 HARMONY @ PRICE FULLER	4	CON	CLAC	0	0	141,440	141,440
60 HILL RD - VISTA AVE.-ADD'L PE	1	PE	CLAC	3,910	3,910	3,910	3,910
61 KING-PRICE F., HARMONY	3	CON	CLAC	0	0	106,675	106,675
62 MILWAUKIE-ORE.CITY,MCL	1	PE	CLAC	29,750	29,750	29,750	29,750
63 DATFIELD @ ALDERCREST	2	CON	CLAC	11,135	11,135	11,135	11,135
64 DATFIELD @ LAKE RD	2	CON	CLAC	179,435	179,435	179,435	179,435
		TOTAL	CLAC	1,092,845	1,092,845	1,544,960	1,544,960
65 MADRONA-JEAN,LOW.BOON	2	R/W	LAKE	438,600	438,600	438,600	438,600
66 TERW. -LADD,OSWEGO HWY-ADD'L PE	1	PE	LAKE	17,000	17,000	17,000	17,000

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PROJECT TITLE	QTR	INTERSTATE TRANSFER PRIORITIES-HIGHWAY		PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
		WORK	AGCY				
67 TERW.-LADD, OSWEGO HWY	3	R/W	LAKE	0	0	25,500	25,500
TOTAL			LAKE	455,600	455,600	481,100	481,100
68 CLACK H.-32, HARRISON	1	R/W	MILW	43,350	43,350	43,350	43,350
69 CLACK H.-32, HARRISON	4	CON	MILW	212,600	212,600	212,600	212,600
TOTAL			MILW	255,950	255,950	255,950	255,950
70 185-CEDAR HILLS, FARMINGTON	3	CON	WASH	0	0	290,000	290,000
71 CORNELL-MURRAY, 158&JEN	4	CON	WASH	0	1,555,500	1,555,500	1,555,500
72 SUNSET-CO LINE, BARNES	3	R/W	WASH	0	210,400	210,400	210,400
73 SUNSET-WALKER, 185	4	CON	WASH	0	1,275,000	1,275,000	1,275,000
74 TV HWY @ 185	4	R/W	WASH	0	0	850,000	850,000
TOTAL			WASH	0	3,040,900	4,180,900	4,180,900
75 HALL BLVD TSM-ALLEN TO ECL	3	CON	BEAV	329,500	329,500	329,500	329,500
76 LOMBARD-91, BEA.-HILLS	2	PE	BEAV	0	10,000	10,000	10,000
77 MAIN-ALICE, ALLEN	2	R/W	BEAV	378,250	378,250	378,250	378,250
78 HALL BLVD TSM-ALLEN TO ECL	2	R/W	BEAV	45,000	45,000	45,000	45,000
79 HALL BLVD TSM-ADD'L PE	1	PE	BEAV	25,000	25,000	25,000	25,000
TOTAL			BEAV	777,750	787,750	787,750	787,750
80 MAIN-ECL, CORNELL	1	PE	HILL	100,000	100,000	100,000	100,000
TOTAL			HILL	100,000	100,000	100,000	100,000
81 NYBERG RD, 89TH AVE TO I5	3	CON	TUAL	379,506	379,506	379,506	379,506
82 NYBERG RD, 92TH AVE TO I5	3	CON	TUAL	1,062,093	1,062,093	1,062,093	1,062,093
TOTAL			TUAL	1,441,599	1,441,599	1,441,599	1,441,599
83 RIDESHARE, I 5 CORRIDOR	1	OPG	TRIM	0	0	0	54,112
84 RIDESHARE PROG EXPAN	1	OPG	TRIM	219,645	219,645	219,645	219,645
TOTAL			TRIM	219,645	219,645	219,645	273,757
85 50-92, POWELL 2	1	R/W	ODOT	2,065,750	2,065,750	2,065,750	2,065,750
86 72 AVE INTERCHANGE-ADD'L PE	1	PE	ODOT	41,905	41,905	41,905	41,905
87 72 AVE INTERCHANGE	2	R/W	ODOT	0	0	127,500	127,500
88 72 AVE INTERCHANGE	4	CON	ODOT	0	0	0	952,000
89 NYBERG RD, 89TH AVE TO I5	3	CON	ODOT	105,400	105,400	105,400	105,400
90 BANFIELD TRANSITWAY-ADD'L PE	1	PE	ODOT	1,392,300	1,392,300	1,392,300	1,392,300
91 BANFIELD TRANSITWAY	1	R/W	ODOT	1,744,625	1,744,625	1,744,625	1,744,625

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PROJECT TITLE	INTERSTATE TRANSFER PRIORITIES-HIGHWAY			PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
	QTR	WORK	AGCY				
92 BANFIELD TRANSITWAY	3	R/W	ODOT	7,643,375	7,643,375	7,643,375	7,643,375
93 BANFIELD TRANSITWAY	1	CON	ODOT	51,731	51,731	51,731	51,731
94 CLACKAMAS HWY@ 32 DR	1	CON	ODOT	26,541	26,541	26,541	26,541
95 KITT-STAD.FWY,STREETS	2	R/W	ODOT	0	0	1,000,000	1,000,000
96 KITT-STAD.FWY,STREETS	2	R/W	ODOT	0	0	0	3,000,000
97 MILWAUKIE-ORE.CITY,MCL	1	PE	ODOT	29,750	29,750	29,750	29,750
98 OSWEGO CK.BRIDGE	3	CON	ODOT	0	289,726	289,726	289,726
99 OSWEGO CK.BRIDGE	3	CON	ODGT	0	2,125,000	2,125,000	2,125,000
100 OSWEGO HWY @ CEDAR OAK	2	CON	ODOT	34,437	34,437	34,437	34,437
101 OSWEGO CK.BRIDGE-ADD'L PE	1	PE	ODOT	24,013	24,013	24,013	24,013
102 HWY 212 PE-ADD'L PE	1	PE	ODOT	55,000	55,000	55,000	55,000
TOTAL			ODOT	13,214,827	15,629,553	16,757,053	20,709,053
103 SOUTHERN ARTERIALS	1	PE	REG	0	0	510,000	510,000
104 WESTSIDE ARTERIALS	3	PE	REG	0	0	0	700,000
105 BI-STATE TASK FORCE	1	PE	REG	170,000	170,000	170,000	170,000
TOTAL			REG	170,000	170,000	680,000	1,380,000
TOTAL				22,077,766	33,000,488	45,002,128	55,263,490

FY 1981 INTERSTATE TRANSFER FUNDING  
TRANSIT PRIORITIES

1.	Banfield Transitway	
	A. Final Engineering and Right-of-Way . . . . .	\$16,962,500
	B. Station Area Planning Program. . . . .	637,500
2.	Metro Corridor Planning. . . . .	300,000
3.	McLoughlin Boulevard PE. . . . .	100,000
4.	Westside Corridor Analysis . . . . .	200,000
5.	Milwaukie Transit Station. . . . .	1,050,000
6.	Oregon City Transit Station. . . . .	465,000
7.	Clackamas Town Center Transit Station. . . . .	208,000
8.	Balance of Westside Corridor Project . . . . .	150,000
9.	Balance of McLoughlin Boulevard PE . . . . .	100,000
10.	Tigard Transit Station . . . . .	261,000
11.	Westside Circulation Study . . . . .	161,000
12.	Articulated Buses. . . . .	1,632,000
13.	Milwaukie Transit Station - PE and Joint Development Studies . . . . .	<u>120,000</u>
	TOTAL	<u>\$22,347,000</u>

Funds in TIP (excluded from above) to be  
Dropped or Delayed:

Drop:	Southside Circulation Study . . . . .	\$ 112,000
	Southwest Circulation Study . . . . .	125,000
Delay:	Part of Station Area Planning Program	<u>375,000</u>
	TOTAL TO BE DROPPED OR DELAYED	<u>\$ 612,000</u>

THIS 26<sup>th</sup> DAY OF February 1981A G E N D A ~~MANAGEMENT~~ S U M M A R Y  
*Cynthia M. Wickman*  
CLERK OF THE COUNCIL

TO: Metro Council  
 FROM: Executive Officer  
 SUBJECT: Endorsing Project Priorities Using Interstate Transfer Funds in FY 81

*Res 81-223*I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached resolution which prioritizes highway and transit projects receiving Interstate Transfer funds in FY 1981. This action is consistent with the Five Year Operational Plan.
- B. POLICY IMPACT: This action:
- establishes those projects listed as Priority 1 (in Exhibit A) as eligible for use of the available \$21 million of Interstate Transfer "Highway" funding on a first-come, first-served basis.
  - allows each jurisdiction to transfer funding to other projects within their earmark.
  - allows each project to exceed specified funding levels by no more than 10 percent.
  - establishes those projects listed on Exhibit B in priority order for use of Interstate Transfer "Transit" funding.

TPAC and JPACT have reviewed and approved this project.

- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: The \$800 million which was appropriated by Congress for FY 1981 to fund Interstate Transfer projects was released in late December, 1980. Of the amount appropriated, \$182 million was allocated to highway projects and \$618 million to transit projects. From these amounts, \$21.0 million and \$17.6 million were allocated to the Portland region for use on highway and transit projects respectively.

To accommodate these severe funding limitations, the TIP Subcommittee has recommended the following priorities for use of the funds:



## HIGHWAY PROJECTS

### PRIORITY 1

A \$22,077,966 funding limitation is recommended by the Subcommittee rather than \$21.0 million. The reason is to make available 'shelf' projects from which to draw in the event of delay in implementation of other projects. This priority is characterized by

- a) First-come, first-served.
- b) An allowance of 10 percent overrun on a given project.
- c) Jurisdictional transfer of funds between projects within the earmarked amounts.

### PRIORITY 2

This priority was established as an aid in using supplemental funds if they become available. The Subcommittee is to reconvene upon receipt of a supplemental appropriation to set priorities on these projects and to establish more precise estimates.

### PRIORITIES 3 and 4

These priorities and amounts were recommended by the Subcommittee as a preliminary step in developing FY 1982 projects, or if unspent funds/appropriations become available.

TPAC, in its meeting of January 30, 1981, responded to three requests for changes to projects in Priority 1:

Gresham - increase right-of-way for 221st/223rd by \$45,000 to \$645,000 because of a more precise estimate.

ODOT - Add PE for Hwy. 212 in the amount of \$55,000 to supplement existing PE funds.

Beaverton - Increase Hall Blvd. TSM by \$169,500 to \$399,500 to cover additional PE, right-of-way and construction estimates recently released by ODOT. This project is expected to go to construction in June of this year.

TPAC also recommended that the resolution clarify that this action does not allocate additional funding to any projects. It simply prioritizes which funding will proceed to implementation. As such, any costs that exceed previous allocations as reflected by the TIP will require a funding transfer in accordance with adopted overrun procedures.

The relative priorities of the Nyberg Road project and the 221st/223rd project were discussed. TPAC agreed that they were equal in merit, but that since Nyberg Road was to be implemented in the 3rd quarter, it had priority over 221st/223rd being implemented in the 4th quarter.

#### TRANSIT PROJECTS

##### PRIORITY 1

The Banfield project was established as the Number 1 Priority because of its joint highway/transit impacts. One cannot proceed without the other, and this critical interdependence continues throughout the full development life of the project. The amount already programmed with the Urban Mass Transportation Administration (UMTA) for FY 1981, including Transit Station Area Planning Program, is \$17.6 million.

##### PRIORITIES 2 THROUGH 13

These projects are arrayed in priority order and will be implemented as such if supplementary funds become available.

- B. ALTERNATIVES CONSIDERED: All projects previously programmed for use of Interstate Transfer funding have been previously reviewed and endorsed by the Metro Council. However, full funding is not available, causing a delay to selected projects. Highest priority was placed on providing full funding for the Banfield Transitway project (\$10.5 million) and fulfilling previous funding obligations. The remainder was distributed to local jurisdictions based upon the status of implementation of the individual projects. A number of large projects were deferred because of the inordinate proportion of available funding that would be required.
- C. CONCLUSION: Metro staff recommends approval of the attached resolution in accord with Committee actions.

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