

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 81-239
FY 1981 TRANSPORTATION IMPROVEMENT)
PROGRAM (TIP) TO INCLUDE A FEDERAL) Introduced by the Joint
AID PRIMARY REPAIR PROJECT AT) Policy Advisory Committee on
HIGHWAY 217 SOUTHBOUND ON-RAMP) Transportation
AND BEAVERTON-HILLSDALE HIGHWAY)

WHEREAS, The Metro Council, through Resolution No. 80-186 adopted the FY 1981 TIP and its Annual Element; and

WHEREAS, To comply with federal requirements, projects using federal funds must be included in the TIP; and

WHEREAS, The Oregon Department of Transportation has requested that the TIP be amended to include a slope repair project at Highway 217 and Beaverton-Hillsdale Highway; and

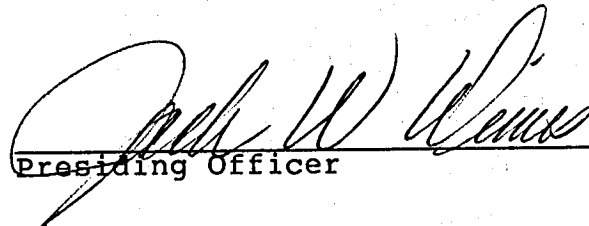
WHEREAS, This project will use Federal Aid Primary funds; now, therefore,

BE IT RESOLVED,

1. That the TIP and its Annual Element be amended to reflect the project and funds set forth in Exhibit A.

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

ADOPTED by the Council of the Metropolitan Service District this 23rd day of April, 1981.



Presiding Officer

BP/ga
2499B/214

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM PORTLAND-VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Oregon Department of Transportation
LIMITS Southbound On-Ramp @ Beaverton-Hillsdale Hwy. **LENGTH** 0.1 mi.
DESCRIPTION Repair a slope failure of the fill material supporting the southbound on-ramp from the Beaverton-Hillsdale Hwy. to the Beaverton-Tigard Highway. Approximately 4000 cu. yds of failed material will be removed, a water drainage system will be installed and the fill will be replaced with suitable granular material.

PROJECT NAME Southbound On-Ramp @ Beaverton-Hillsdale Hwy.
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	_____	_____	_____	145	_____	145
FEDERAL	_____	_____	_____	128	_____	128
STATE	_____	_____	_____	17	_____	17
LOCAL	_____	_____	_____	_____	_____	_____

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

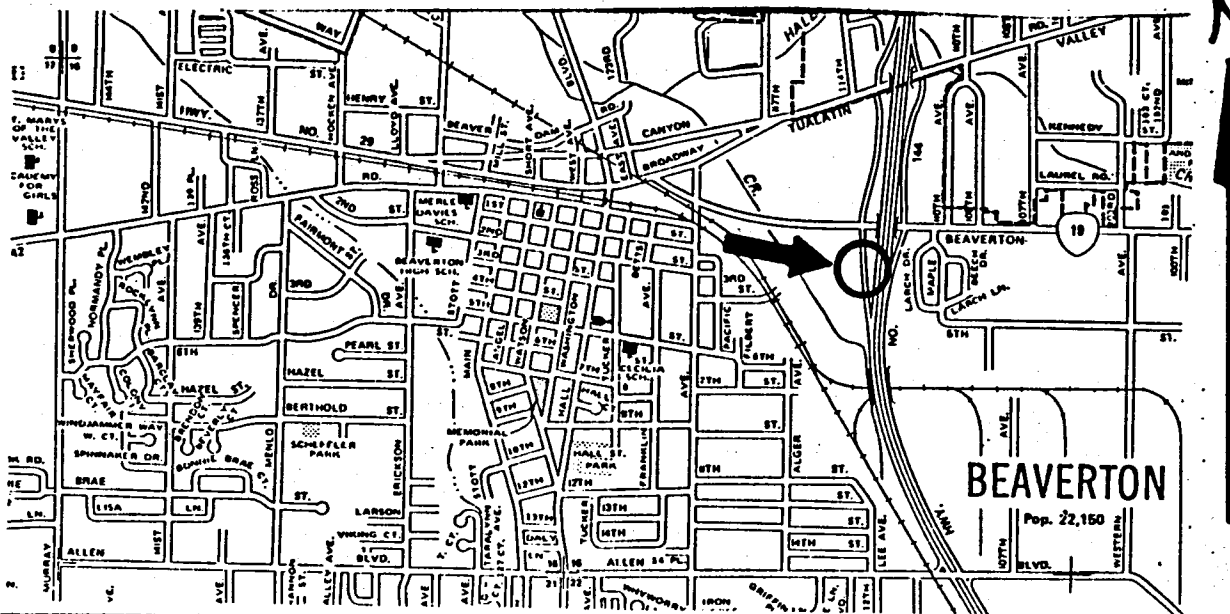
PRELIM ENGINEERING \$ 9,000
CONSTRUCTION 136,000
RIGHT OF WAY _____
TRAFFIC CONTROL _____
ILLUMIN, SIGNS, LANDSCAPING, ETC _____
STRUCTURES _____
RAILROAD CROSSINGS _____

TOTAL \$ 145,000

SOURCE OF FUNDS (%)

FEDERAL
FAUS (PORTLAND) _____
FAUS (OREGON REGION) _____
FAUS (WASH REGION) _____
UMTA CAPITAL _____ **UMTA OPRTG** _____
INTERSTATE _____
FED AID PRIMARY INTERSTATE 88
SUBSTITUTION _____
NON FEDERAL
STATE 12 **LOCAL** _____

LOCATION MAP



Attach to Res. 81-239

EXHIBIT "A"

THIS 23rd DAY OF April 1981 Agenda Item 4.6Cynthia M. Wilson
CLERK OF THE COUNCIL

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Amending the FY 81 Transportation Improvement Program to Include Preliminary Engineering for Westside Corridor Highway Projects

Res
81-239I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution amending the Transportation Improvement Program (TIP) to include Federal Highway Administration (FHWA) Interstate Transfer funding for the highway elements of the Westside Corridor project.
- B. POLICY IMPACT: If approved, these funds would be used for project planning on a series of arterial street projects in the Westside Corridor which are needed to provide for the service levels upon which the transit options are based. TPAC and JPACT have reviewed and approved this project.
- C. BUDGET IMPACT: If awarded, the grant would be for \$70,000 (\$59,500 federal share) of which \$30,000 (\$25,500 federal share) would carry over into FY 82.

II. ANALYSIS:

- A. BACKGROUND: In September 1979, a major effort began to define and implement a workable transportation system on the Westside. It was understood that highway improvements were as important as transit improvements.

The current study on the Westside (funded by Urban Mass Transportation Administration (UMTA) Interstate Transfer) has identified three major areas of needed highway improvements: 1) physically-related improvements such as a Sunset climbing lane, ramp metering and reconstruction of the Sylvan interchange; 2) Supportive arterial improvements such as ramp metering on Hwy 217, interchange realignment, street widening and signalization; and 3) alternative arterial concept evaluation which would collect traffic counts and traffic assignment simulations.

This FHWA project would perform project planning on 23 possible improvements including design concepts, reconnaissance engineering and costing, preliminary environmental assessment, selection of implementation options and project management and public involvement.

- B. ALTERNATIVES CONSIDERED: The UMTA grant was basically for study of transit alternatives and did not include highway alternatives. In order to complete the project, preliminary engineering needs to be done on identified highway/street alternatives. This project application is the only means to fund this work.
- C. CONCLUSION: Metro staff recommends adoption of this Resolution amending the TIP to include this project.

AC/ga
2519B/214

THIS 23rd DAY OF April 1981 Agenda Item 4.5

Cynthia M. Wickman

A G E N D A M A N A G E M E N T S U M M A R Y

Res
41239

TO: Metro Council
FROM: Executive Officer
SUBJECT: Amending the FY 1981 Transportation Improvement Program (TIP) to Include a Federal Aid Primary Repair Project at Highway 217 Southbound On-Ramp and Beaverton-Hillsdale Highway

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution amending the TIP to include the subject project.
- B. POLICY IMPACT: This action will amend the TIP and enable the Oregon Department of Transportation (ODOT) to obligate federal funds to repair the facility. TPAC and JPACT have reviewed and approved this project.
- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: The southbound on-ramp to Highway 217 at Beaverton-Hillsdale Highway has been subject to slope failures due to inadequate drainage. This project will correct the deficiency by providing an improved water drainage system and replacing the fill material with suitable granular material.

Federal Aid Primary funds will be used to implement the project.

- B. ALTERNATIVES CONSIDERED: Continued erosion of fill materials will eventually create a safety problem. Retaining walls are not needed nor cost-effective since adequate drainage will accomplish the corrective action at reduced cost.
- C. CONCLUSION: Metro staff recommends adoption of the Resolution.

BP/gl
2757B/214