

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE FY)	RESOLUTION NO. 81-280
1982-1985 TRANSPORTATION IMPROVE-)	
MENT PROGRAM AND THE FY 1982)	Introduced by the Joint
ANNUAL ELEMENT)	Policy Advisory Committee
	on Transportation

WHEREAS, Metro staff and the Transportation Improvement Program Subcommittee have prepared a final draft of the Transportation Improvement Program (TIP) for the Metro urban area which implements the adopted Interim Transportation Plan and complies with federal guidelines as set forth in 23 CFR--Part 450; and

WHEREAS, In accordance with the Metro/Regional Planning Committee (RPC) of Clark County Memorandum of Agreement, the TIP has been submitted to the RPC for review and comment; and

WHEREAS, Projects using federal funds must be specified in the TIP by the fiscal year in which obligation of funds is to take place; and

WHEREAS, Some 1981 Annual Element projects may not be obligated in FY 1981 because the exact point in time for obligation is indeterminant; now, therefore,

BE IT RESOLVED,

1. That the Metro Council adopts the TIP for the urban area as contained in the Attachment to this Resolution marked Exhibit "A."
2. That projects that are not obligated by September 30, 1981, be automatically reprogrammed for FY 1982 for all funding sources.

3. That the TIP is in conformance with the Regional Transportation Plan and the 1979 Air Quality State Implementation Plan.

4. That the Metro Council allows the use of funds to be transferred among the particular phases (PE, ROW or Construction) of a given project and allows adjustment of project funding authorizations consistent with the cost overrun policy adopted by Resolution No. 79-103.

5. That the Metro Council hereby finds the projects 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 24th day of September, 1981.



Presiding Officer

KT/srb
0087B/135
09/11/81

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: Adopting the FY 1982-1985 Transportation Improvement Program and the FY 1982 Annual Element

*Rec
8-1-81*

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the Transportation Improvement Program (TIP) and Annual Element to serve as the basis for receipt of federal transportation funds by local jurisdictions, the Oregon Department of Transportation (ODOT) and Tri-Met.
- B. POLICY IMPACT: Adoption of the TIP constitutes the following actions:
- Past policy endorsement of projects is identified in the TIP (including projects to be funded with Interstate, Interstate Transfer, Federal Aid Urban and UMTA funds) thereby providing eligibility for federal funding.
 - Policy endorsement is provided for several new projects.
 - The current status of Interstate Transfer funding is accounted for, including past obligations and current funding level authorization (including escalation).
 - Interstate Transfer projects included in FY 81 are in accordance with priorities set by Resolutions No. 81-223 and No. 81-250 and includes programming of some \$10 million in excess of expected funds; unfunded projects will automatically shift into FY 82.
 - Approximately \$150 million of Interstate Transfer funding is programmed for FY 82 and includes all projects that will be considered for funding; actual FY 82 priorities will be established among these candidates later this year.

TPAC and JPACT have reviewed and approved this program and the Annual Element.

- C. BUDGET IMPACT: The existing Metro budget provides for development of the TIP.

II. ANALYSIS:

- A. **BACKGROUND:** The Metro TIP describes how federal transportation funds for highway and transit projects in the Metro region are to be obligated during the period October 1, 1981, through September 30, 1982. Additionally, in order to maintain continuity, funds are estimated for years before and after the Annual Element year. The FY 82 TIP is a refinement of the currently adopted TIP and involves the following significant actions:

Interstate Transfer Funding

The TIP includes escalation according to the National Construction Cost Index to December 31, 1980 and represents a total \$487 million program. The FY 81 TIP included \$88 million of projects for FY 81 funding; however, based upon actual receipt of \$51.6 million, priorities involving some \$60+ million were subsequently adopted for FY 81. This FY 82 TIP update reduces the previously adopted FY 81 program to match the adopted priorities. At the end of the federal fiscal year, unfunded projects will automatically shift to FY 82, thereby being eligible to compete for FY 82 funding.

The FY 82 Interstate Transfer program of approximately \$150 million represents the full funding need and is in excess of the level of funding the region can anticipate. Priorities will be established from amongst the full FY 82 program later in the year based upon a closer estimate of funding. Projects not funded in FY 82 will be delayed and considered for funding in FY 83.

Banfield Funding

The TIP includes both Interstate Transfer funding and Section 3 funding for the Banfield. The amounts are programmed in 1981 dollars and are consistent with the level of Interstate Transfer funding locally authorized for the Banfield and Section 3 funds committed in a Letter of Intent. Funding levels by year differ from previously published estimates due to differential inflation rates. The funding program may require revision at a later date depending upon actions by Congress and USDOT.

Westside Corridor Funding

The \$68 million Westside Corridor reserve is identified with funding included in FY 82, 83, 84, 85 and 86. This program is intended to be representative since the actual funding is each year and the specific improvement program is subject to conclusion of the Westside Corridor Project later in 1981.

Federal Aid Urban

New federal legislation proposes to terminate this program by FY 84. However, pending this change by Congress, FAU funds are included through FY 86 in accordance with current legislation.

Section 5 - Transit Operating Assistance

New federal legislation proposes to gradually phase out this program by FY 85. However, pending this change by Congress, Section 5 operating assistance is continued at the FY 81 level.

Five-Year Transit Development Program

The transit capital program is in accordance with the TDP adopted in 1980 and now under review by Tri-Met. TIP revisions by Metro are likely after review of the 1981 update. In addition, several projects recommended by the Westside Corridor Project are identified using Section 3 funds.

Interstate Funds

Interstate projects are programmed in accordance with the ODOT Six-Year Plan adopted in 1980. A current re-evaluation by ODOT will be incorporated after adoption by the Six-Year Plan update by the Oregon Transportation Commission. Revisions to project schedules are likely.

Air Quality

The TIP is in conformity with the Oregon State Implementation Plan (SIP) for Air Quality adopted in 1979. Updates to the carbon monoxide and ozone portions are now under development and are likely to demonstrate attainment of the standards by 1986. If additional transportation control measures are necessary, they will be added to the TIP concurrent with adoption of the SIP.

New Projects

This TIP update incorporates several new projects that have been identified by the sponsoring jurisdiction and/or Metro. The following projects have been included at the request of the City of Portland to be funded with Interstate Transfer funding previously earmarked for Portland projects.

- E. Burnside - 90th to 94th

This project completes the improvement of Burnside Street to I-205. The project will replace the existing 20-foot paved strip with full width two-lane pavement with onstreet parking, curbs, sidewalks and drainage. This will allow buses to pull out of the traffic stream to load and unload. Installation of sidewalks and drainage will make waiting for buses more comfortable and safer.

Interstate Transfer Funding = \$187,000

- W. Burnside T.S.M.

This is a project to improve traffic flow on W. Burnside Street west of SW 14th Avenue. It will encourage the use of the 14th-16th couplet by signing and changing traffic signal timing along Burnside. A new signal will be installed at the Morrison/Burnside intersection to allow transit operation on Morrison rather than Burnside. This will result in reduced traffic volumes on Burnside west of 14th Avenue and on the 18th-19th couplet after it is changed to two-way street operation. In addition, it will result in decreased congestion on Burnside east of 20th Avenue due to the removal of bus operation from Burnside.

Interstate Transfer Funding = \$66,000

- N.W. Industrial Area Ridesharing Program

This is a program to encourage the formation and continued operation of carpools and vanpools by N.W. Industrial Area commuters. It will consist of implementing a comprehensive rideshare program involving the City of Portland, Tri-Met, the Northwest Industrial Association and individual employees.

Interstate Transfer Funding = \$85,000

- Willamette Greenway Trail

This project will complete the public sector portions of the Willamette Greenway Trail system between the south city limits and the Broadway Bridge on both sides of the river. Construction of the trail is mandated in the Willamette River Greeway Plan adopted by Portland City Council in fall 1979. The Greenway Trail will provide an alternative route for bicyclists and pedestrians to the heavily traveled arterials along both sides of the river. The trail will serve purposeful trips and recreational trips in approximately equal proportions. Important

destinations for commuting bicyclists using the trail include (assuming full development of the trail and access routes) Lake Oswego, Lewis & Clark College, Johns Landing, and downtown Portland on the west bank; and Sellwood, redeveloped PP&L property, and the Coliseum area/Lloyd Center on the east bank.

Interstate Transfer Funding = \$650,000

- Transit Transfer Project

The purpose of this project is to make improvements to transit transfer points in the City of Portland to facilitate increased transit ridership. The improvements will vary from site to site and would include a range of improvements that can be divided into Transit Improvements and Street Improvements. Transit improvements would include bus shelters, transit informational signings, kiosks and benches. Traffic improvements would include enlarged pedestrian waiting areas, sidewalks, stairways, bus pullout lanes or zones, busbays, crosswalks and traffic signals. This project would be coordinated with Tri-Met's transit improvements for the Portland Eastside.

Interstate Transfer Funding = \$2,775,000

- Terminal 4 Road

This project is proposed to extend from the St. Johns Bridge north to Terminal 4 and Lombard Street utilizing N. Bradford Street and Port of Portland property. This will serve as an industrial access and provide a bypass route from Columbia Boulevard around the St. Johns business district. Specific routing and alignment is not firm and therefore suitable alternatives will be developed in the preliminary engineering stage to address these and other Port of Portland security concerns before right-of-way acquisition and construction are undertaken.

Interstate Transfer Funding = \$400,000

The following were included at the request of Tri-Met to be funded with UMTA Section 3 funding. These improvements were developed by the Westside Corridor project and are consistent with all of the alternatives presently being studied:

- Beaverton Transit Center

This project involves construction of a permanent timed-transfer transit station in central Beaverton. Two sites are under consideration with the preferred

site to be selected in conjunction with the selection of the preferred Westside alternative.

Section 3 Funding = \$1,140,800

- Westside Transit T.S.M.

This will consist of a series of street improvements in Beaverton and Washington County to facilitate bus operations, particularly along trunk routes and around transit stations. The specific package of improvements will be identified in conjunction with the selection of the preferred Westside alternative.

Section 3 Funding = \$1,259,600

- Portland Transit T.S.M.

This will consist of a series of street, pedestrian and transfer improvements in Portland, particularly in the downtown area. The specific package of improvements will be identified in conjunction with the selection of the preferred Westside alternatives.

Section 3 Funding = \$1,259,600

- B. ALTERNATIVES CONSIDERED: If the TIP is not adopted, projects will not be eligible to receive federal funds with the start of federal fiscal year 1982 on October 1, 1981. Future amendments to reflect changing priorities and funding availability can be adopted at a later date.
- C. CONCLUSION: Adoption of the resolution will allow timely flow of federal funds into the region.

KT/gl
88B/135
09/11/81