

COUNCIL

Metropolitan Service District
527 SW Hall Portland, Oregon 97201 503/221-1646

Agenda

Date: April 26, 1979

Day: Thursday

Time: 7:00 p.m.

Place: Conference Room "C"

CALL TO ORDER (7:00)

1. INTRODUCTIONS
2. WRITTEN COMMUNICATIONS TO COUNCIL
3. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS
4. CONSENT AGENDA (7:10)*
 - 4.1 A-95 Review
5. REPORTS
 - 5.1 Report from Executive Officer

PUBLIC HEARING (7:15)*

- 5.1.1 Presentation of Recommended FY 1980 Budget
- 5.2 Council Committee Reports (8:00)*
 - 5.2.1 Resolution No. 79-44, Supporting Legislation to Clarify Authority of MSD to adopt and enforce an Urban Growth Boundary

6. OLD BUSINESS

- 6.1 Ordinance No. 79-70, Transmitting Supplemental Budget to Tax Supervisory and Conservation Commission (TSCC) (8:45)*

7. NEW BUSINESS

- 7.1 Resolution No. 79-40, Updated Study Process and Schedule for Establishing Priorities for MSD Regional Reserve (9:00)*
- 7.2 Resolution No. 79-41, Transferring \$58,650 from Clackamas County/Cities Contingency Account to Meet a Cost Overrun on Preliminary Engineering for Highway 212 Project (9:15)*

- title should be changed

MSD COUNCIL AGENDA
April 26, 1979

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- 7.3 Resolution No. 79-42, Amending Transportation Improvement Program (TIP) to Include Tri-Met Project for Repowering 200 Buses (9:30)*
- 7.4 Resolution No. 79-43, Authorizing \$204,000 of Funds Allocated to Macadam Avenue Project for Preliminary Engineering on South Portland Circulation Project and Amending TIP Accordingly (9:45)*
- 7.5 Resolution No. 79-45, Authorizing Acceptance of UMTA Assistance for Air Quality Planning (10:00)

8. ANNOUNCEMENTS

ADJOURNMENT (10:15)*

* Times proposed are suggested - actual time for consideration of agenda items may vary.

mec

C O U N C I L

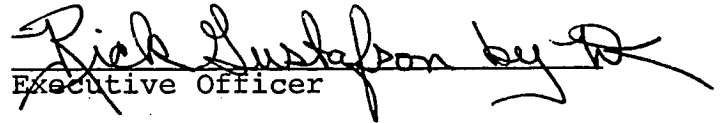
Metropolitan Service District
527 SW Hall Portland, Oregon 97201 503/221-1646

Agenda

Date: April 26, 1979
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C O N S E N T A G E N D A

The following business items have been reviewed by the staff and an officer of the Council. In my opinion, these items meet the Consent List Criteria established by the Rules and Procedures of the Council.


Executive Officer

4.1 A-95 Reviews

Action Requested: Concur in staff findings

mec

April 26, 197.

A-95 REVIEW SUMMARY

The project applications described below have been processed by MSD staff and recommendations have been made as indicated.

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>1. <u>Project Title:</u> Diet and Delinquency Study (#793-2) <u>Applicant:</u> Hunger Action Center <u>Project Summary:</u> Study to assess connection between diet and anti-social behavior among youth. <u>Staff Recommendation:</u> Denial (See letter attached)</p>	\$ 151,000 (Community Services Administration)	-	-	-	\$ 151,000
<p>2. <u>Project Title:</u> Clackamas County Housing and Community Development Program (#793-9) <u>Applicant:</u> Clackamas County <u>Project Summary:</u> Three year housing and community development program. Program activities are directed to primarily benefit low and moderate income households in Clackamas County. Proposed activities include economic development, housing rehabilitation, public facilities improvements, construction of Senior centers, etc. <u>Staff Recommendation:</u> Approval</p>	\$2,324,000 (Dept. of Housing & Urban Development)	-	-	-	\$2,324,000
<p>3. <u>Project Title:</u> Washington County Housing and Community Development Program (#793-19) <u>Applicant:</u> Washington County <u>Project Summary:</u> Three year housing and community development program to primarily benefit low and moderate income people. Proposed program activities include: housing rehabilitation, neighborhood revitalization, construction of senior centers and public facilities improvements etc. <u>Staff Recommendation:</u> Approval</p>	\$1,906,000 (Dept. of Housing & Urban Development)	-	-	-	\$1,906,000
<p>4. <u>Project Title:</u> Comprehensive Employment and Training Program (#793-10) <u>Applicant:</u> Multnomah-Washington CETA Consortium <u>Project Summary:</u> Program to provide services to economically disadvantaged individuals in moving them from unsubsidized employment. <u>Staff Recommendation:</u> Approval</p>	\$7,050,639 (Dept. of Labor)	-	-	-	\$7,050,639

A-95 REVIEW SUMMARY

The project applications described below have been processed by MSD staff and recommendations have been made as indicated.

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
5. <u>Project Title:</u> Comprehensive Health Services Project (#793-6) <u>Applicant:</u> Multnomah County <u>Project Summary:</u> Continuation grant to provide a comprehensive package of medical and dental benefits to low income residents who do not qualify for Welfare Assistance. <u>Staff Recommendation:</u> Approval	\$1,463,413 (Dept. of Health Education & Welfare)	-	\$5,417,904	\$ 22,764	\$6,904,081
6. <u>Project Title:</u> Fiscal Year 1979 Oregon Historic Preservation Program (#791-13) <u>Applicant:</u> Oregon State Parks Branch <u>Project Summary:</u> FY1979 historic preservation program. Program activities include planning, acquisition and development of projects. <u>Staff Recommendation:</u> Approval	\$ 608,300 (Dept. of Interior)	-	-	\$ 608,300	\$1,216,600
7. <u>Project Title:</u> FY 1979 CETA Master Plan (#793-8) <u>Applicant:</u> Oregon Manpower Planning Division <u>Project Summary:</u> Adjustment to program goals and incorporation of new obligational authority in accordance with the 1978 legislative amendments to the Comprehensive Employment and Training Act. Funds will be utilized for employment and/or training of economically disadvantaged persons throughout the state. <u>Staff Recommendation:</u> Approval	\$25,968,760 (Dept. of Labor)	-	-	-	\$25,968,760
8. <u>Project Title:</u> Primary Health Care Program (#793-5) <u>Applicant:</u> Multnomah County <u>Project Summary:</u> Program to provide health care for children and youth. <u>Staff Recommendation:</u> Approval	\$ 326,786 (Dept. of Health, Education & Welfare)	\$ 214,239	\$ 393,510	-	\$ 934,535

See #5

A-95 REVIEW SUMMARY

The project applications described below have been processed by MSD staff and recommendations have been made as indicated.

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>9. <u>Project Title:</u> Scappoose Industrial Airpark Master Plan Update (#792-21) <u>Applicant:</u> Port of St. Helens <u>Project Summary:</u> Funds will be utilized to update comprehensive 20 year plan to determine current forecast, capital improvement programs and update airport layout plan. <u>Staff Recommendation:</u> Approval</p>	<p align="center">15,038 (Federal Aviation Admin.)</p>	<p align="center">1,481</p>	<p align="center">1,481</p>	<p align="center">-</p>	<p align="center">18,000</p>
<p>10. <u>Project Title:</u> Family Assistance Crisis Team (793-4) <u>Applicant:</u> Lutheran Family Service of Oregon <u>Project Summary:</u> Funds will be used to provide intensive family counseling to individuals involved in family violence. Program will coordinate with other community resources and law enforcement with the intention of diverting families and individuals from the criminal justice system <u>Staff Recommendation:</u> Approval</p>	<p align="center">197,589 (Law Enforcement Assistance Admin)</p>	<p align="center">-</p>	<p align="center">-</p>	<p align="center">23,000</p>	<p align="center">220,589</p>
<p>11. <u>Project Title:</u> Henry Dosch House Restoration (#793-1) <u>Applicant:</u> Oregon Historic Preservation Office <u>Project Summary:</u> Restoration of Dosch House to include: repair of basement walls, replenish and rewire house, refinish floors and rebuild front porch and new gutters. <u>Staff Recommendation:</u> Approval</p>	<p align="center">15,000 (Dept. of Interior)</p>	<p align="center">-</p>	<p align="center">-</p>	<p align="center">65,000</p>	<p align="center">80,000</p>
<p>12. <u>Project Title:</u> Tarkington Square (#793-3) <u>Applicant:</u> Oregon State Housing Division <u>Project Summary:</u> Funds would be utilized to construct 47 1-bedroom apartments for elderly. Site is located on North First Avenue at Edison Street in Hillsboro <u>Staff Recommendation:</u> Approval</p>	<p align="center">183,864 (Dept. of Housing & Urban Dev)</p>	<p align="center">1,193,300</p>	<p align="center">-</p>	<p align="center">99,721</p>	<p align="center">1,476,885</p>

MSD METROPOLITAN SERVICE DISTRICT

527 S.W. HALL PORTLAND, OREGON 97201 503/221-1646

March 30, 1979

Mr. J. B. McCrummen
Hunger Action Center
1063 Capitol Way, Room 206
Olympia, Washington 97501

RE: Areawide Clearinghouse Review
Diet and Delinquency Study
MSD File #793-2 (PNRS #7902-2-790)

Dear Mr. McCrummen:

Rick Gustafson,
Executive Officer

MSD Council

Mike Burton,
Presiding Officer
District 12

Donna Stuhr,
Deputy Presiding
Officer
District 1

Charles Williamson
District 2

Craig Berkman
District 3

Corky Kirkpatrick
District 4

Jack Deines
District 5

Jane Rhodes
District 6

Betty Schedeen
District 7

Caroline Miller
District 8

Cindy Banzer
District 9

Gene Peterson
District 10

Marge Kafoury
District 11

Review of numerous federally assisted projects is required by Circular A-95 Revised of the federal Office of Management and Budget. MSD is the designated areawide clearinghouse for the Portland metropolitan area. The primary purpose of this review is to assure coordination of proposed projects with state, regional and local plans and programs. This assists federal agencies in the allocation of federal tax dollars in a way that is as consistent as possible with local views.

The proposed project has been reviewed by MSD staff and interested and affected jurisdictions and agencies in the region. Negative recommendations were submitted by three agencies, copies of which are attached. Concerns raised by reviewing agencies are summarized below.

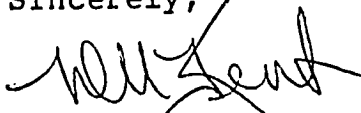
1. The subject of the proposal was rated as a low priority in relation to other needs in the area of nutrition.
2. It does not appear that the results of the program would directly benefit low income residents of Oregon.
3. Questions were raised regarding the logic of separating the subject of the study from all other social and environmental factors, which has proven a number of similar studies inconclusive.
4. Concern was also expressed that the Hunger Action Center has exhibited a low level of coordination and cooperation with agencies within the State of Oregon.

Mr. J. B. McCrummen
March 30, 1979
Page 2

Based upon the preponderance of negative feedback received on your proposal and the substance of the issues raised, MSD recommends against funding the project.

If we can provide additional information or assistance, please let us know.

Sincerely,



Denton V. Kent
Chief Administrative Officer

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Enclosure

cc: Community Services Administration
Intergovernmental Relations Division, State of Oregon

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

TO: MSD Council
FROM: Executive Officer
SUBJECT: Presentation of FY 1980 Budget

BACKGROUND: As you are aware, the Budget Task Force, consisting of the members of the Ways and Means Committee plus two local government representatives and two representatives from policy advisory committees, have been meeting with the Executive Officer and staff to review proposals for the FY 1980 Budget. The Task Force has reached unanimous agreement with the Executive Officer on a budget to be presented to the Council. This presentation will take place at the regularly scheduled April 26 Council meeting.

The following schedule will begin after that submittal:

May 10	Council action on submittal copy of budget and approval of budget document transmitted to Tax Supervisory and Conservation Commission (TSCC) for processing.
June 1 - 10	Tax Supervisory and Conservation Commission hearing.
June 14	If TSCC hearing completed and budget approved, first hearing on budget ordinance.
June 28	Council holds final hearing on budget ordinance and adopts FY 1980 Budget (declare an emergency if June 14 hearing is not held).

POLICY IMPLICATIONS: The Budget serves as a financial base through which policies and programs can be developed and implemented. The budget presentation will point out proposals for new efforts and areas of emphasis not previously pursued by MSD's predecessor agencies.

ACTION REQUESTED: None at this time. Council will be requested to release the proposed budget to the TSCC at the next Council meeting following the April 26 meeting.

DUK:mec
4/26/79

Agenda

Date: May 1, 1979
Day: Tuesday
Time: 3:00 p.m.
Place: Council Conference Room

- I. Landfill Siting Feasibility Study
Work Scope
- II. Confirmation of Solid Waste Quantities--
Consultants Proposals
- III. Short and Long Term Work Programs
- IV. Johnson Creek
- V. Grant and Loan Priorities

MEETING REPORT

DATE OF MEETING: April 12, 1979

SUBJECT: Meeting of the Transportation Committee of the Council

IN ATTENDANCE:

- . Council Transportation Committee: Charlie Williamson (chairman), Donna Stuhr, Betty Schedeen
- . Implementation Agency Representatives: Bill Young (DEQ), Bob Bothman (ODOT), Dick Carroll (WSDOT), John Frewing (Tri-Met), Ken Johnson (Port of Portland)
- . Others: Bebe Rucker, Ted Spence, Bill Ockert, Gary Spanovich, Laurel Wentworth, Paul Bay, Karen Thackston

Charlie Williamson called the meeting to order and asked everyone to introduce themselves.

He explained the reason for establishing a joint transportation committee, what it will be involved in, and what it will try to accomplish.

I. Voting Procedures for the Joint Policy Advisory Committee for Transportation (JPACT)

Bill Ockert explained the TPAC concerns about their role, the role of elected officials, the role of citizens on TPAC, voting procedures, etc. Charlie Williamson offered to meet with TPAC at its next meeting in May to discuss these concerns.

The Committee approved the staff recommendation to 1) delay action on voting procedures until the local elected officials are chosen and 2) asking staff to prepare a report on the roles of the various committees, delegation of decisions, and possible voting procedures.

Dick Carroll, WSDOT, suggested that an effort be made to explain to Vancouver and Clark County officials how they would relate to the transportation committee. Charlie Williamson suggested that he and Mike Burton talk to Vancouver and Clark County officials.

II. Future Meeting Schedule--The decision as to a permanent location and schedule for the JPACT meeting will be put off until elected officials are named.

The May meeting will be held Thursday, May 10, at 7:30 a.m. Karen Thackston will notify members of the location.

III. Air Quality State Implementation Plan (SIP)

Bill Ockert explained the delay in releasing the SIP for review and comment. He explained that because of the short review time TPAC had named a subcommittee to review the draft plan and prepare recommendations for TPAC consideration in May.

Paul Bay commented that he felt TPAC should concentrate on uncovering policy issues and bring them to JPACT. He suggested that JPACT be made aware of any trade-offs.

No action was required.

IV. Citizen Appointments to TPAC--

Solicitation of citizen members has begun. Mr. Williamson felt that in light of TPAC concerns about citizen roles on TPAC he would meet with them before going any further with the citizen selection.

V. Process for Allocating the MSD Interstate Transfer Reserve

Bill Ockert explained that the proposed process had been reviewed with the jurisdictions and that jurisdictional concerns were addressed in the final draft. He stated that TPAC was concerned with the criteria and its development.

Bill Young felt that problems should not be fully identified until criteria have been established. The Committee asked that the flow chart be redone to show the criteria being developed at the same time as problems are identified. With that change, the proposed process was agreed to by the Committee. Staff will prepare draft criteria and describe the types of problems being proposed at the May meeting. Criteria are scheduled for approval at the June meeting of the Council.

VI. City of Portland Request to Fund PE on the South Portland Project

As per requirements, staff has developed a systems planning report on this project which identifies objectives to be met by the project, the potential effectiveness of the project, and the effect of the project on the regional transportation system. City staff agrees with the report. Laurel Wentworth stated that the project ties in with many of the regional projects being developed on the Westside. Concerns were raised as to consistency with transit corridors and its impact on the Interstate system.

Donna Stuhr asked if there were any policy implications. Bill Ockert said that the major policy consideration is the commitment of Interstate Transfer funds to the project. The City of Portland intends to request I-505 withdrawal funds to build the project. The Committee approved forwarding the project to the full Council.

VII. Cost Overruns

1. Hwy 212
Using \$58,000 of the contingency fund set aside for Clackamas County/Clackamas County cities.
2. Progress Ramps
Using \$75,250 of the contingency fund set aside for FAU projects.

Discussion centered on notification of the jurisdictions that might later wish to use a contingency account that consideration is being given to drawing down an account. Bebe Rucker stated that the representatives of those jurisdictions were at the TIP Subcommittee meeting and TPAC and that they voted for use of the contingency on these projects.

The Committee approved the use of the contingency funds and directed staff in the future to directly notify jurisdictions that might later desire to use a contingency fund.

Bob Bothman requested that the Progress ramps be sent to the Council that evening so as not to delay construction. The Committee agreed.

VIII. FY 1980 Unified Work Program (UWP)

Bill Ockert explained the purpose of the UWP. He pointed out this would be an action item in May so that it can be adopted with the MSD budget.

IX. TIP Amendment to Fund Repowering of Zoo Buses.

Paul Bay explained that it is more cost effective to repower buses than to buy all new ones. Tri-Met is proposing to use UMTA Section 5 funds.

The Committee approved the TIP Amendment for forwarding to the Council.

X. May Agenda Suggestions:

John Frewing suggested the following items be considered at the May meeting:

- . Fuel Shortage Plan
- . Computer Purchases

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MEETING REPORT

DATE OF MEETING: April 17, 1979

SUBJECT: Ways and Means Committee Meeting

IN ATTENDANCE: Councilors Kirkpatrick, Stuhr, Deines,
Executive Officer Gustafson, Staff members
Shell and Kent

The Ways and Means Committee meeting was called to order following a Budget Task Force meeting. The first item discussed was Ordinance No. 79-70, which was follow-up action on the supplemental budget that had been sent to public hearing by the Tax Supervisory and Conservation Commission. Staff explained the reasons for changes in the supplemental budget suggested by the TSCC, and recommended that such changes be made. The Ways and Means Committee agreed to recommend favorable action on Ordinance No. 79-70 to the Council at the April 26 meeting.

The second item discussed by the Committee concerned the Committee's interest in securing consultant services to assist the Council in structuring a program to address team building and organizational development systems for MSD. It was agreed that this was a matter worth pursuing, and that the Ways and Means Committee would have specific discussions on this matter at its meeting of May 15.

The final item discussed was the role of the Ways and Means Committee in the long range financing for MSD, including such interim steps as may be taken regarding the zoo's financing. Although no firm conclusions were reached, the Ways and Means Committee will begin vigorous efforts toward the long range financing program starting with its next meeting.

The meeting adjourned at approximately 8:30 p.m.

DUK:mec

Agenda

Date: April 23, 1979

Day: Monday

Time: 11:00 a.m.

Place: Conference Room D

CALL TO ORDER (11:00)

1. Introduction
2. Written Communication
3. Citizen Communication on Non-Agenda Items
4. Approval of Minutes
5. Reports
 - 5.1 Resolution Supporting UGB Legislation - 11:10
 - 5.2 Summary of UGB Policy - 11:15
 - 5.3 Proposed Budget - 11:25
 - 5.4 Status of Plan Review Manual and Procedure - 11:35
6. Old Business
 - 6.1 Review of Criminal Justice PAC: Purpose, Membership, Schedule and Communications - 11:50
 - 6.2 Action on Housing and Land Market Monitoring PAC's - 12:00
 - 6.3 Clackamas County Rural Subdivision Appeals - 12:10
7. New Business
 - 7.1 Open Discussion: Philosophy on Agency Mission (background for Goals and Objectives program) - 1:00

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

TO: MSD Council
FROM: Executive Officer
SUBJECT: Support Legislation to Clarify the Authority of MSD
 to Adopt and Enforce an Urban Growth Boundary

BACKGROUND: The Planning and Development Council Committee is recommending that the Council support a bill which is to be introduced before the Intergovernmental Affairs Committee by Representative Jane Cease to give the MSD the authority to adopt and enforce a regional Urban Growth Boundary. Given that it is Council policy to enforce the UGB and to apply the UGB and findings to the review of local comprehensive plans, the Committee feels that the agency should not remain silent on this legislation. Therefore, Council is asked to adopt Resolution No. 79-44 which would support the intent of the measure proposed by Jane Cease.

Earlier this month the Executive Officer, Councilor Kafoury and MSD staff met with several state legislators and representatives of LCDC to seek their reaction to such legislation. The response was most favorable.

BUDGET IMPLICATIONS: Support of the bill would entail some staff effort to inform local jurisdictions of the purpose of the bill. The reallocation of staff time would be accommodated within the existing budget.

POLICY IMPLICATIONS: Support of the legislation is in keeping with Council policy. Passage of the legislation would eliminate considerable uncertainty and confusion which now clouds MSD's land use program.

ACTION REQUESTED: Adopt Resolution No. 79-44, Supporting Legislation to Clarify the Authority of MSD to Adopt and Enforce an Urban Growth Boundary.

LZ
4/26/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

For the purpose of)	
supporting legislation	)	Resolution No. 79-44
to clarify the authority	)	Introduced by
of MSD to adopt and enforce	)	Marge Kafoury
an urban growth boundary)	

WHEREAS, H.B. 3078, now before the Oregon Legislature, would clarify the Metropolitan Service District's authority to adopt and enforce a regional urban growth boundary; and

WHEREAS, This authority is consistent with Council's understanding of its existing powers and is consistent with the actions of Council and of the Columbia Region Association of Governments Board of Directors, with respect to the Urban Growth Boundary (UGB); now, therefore,

BE IT RESOLVED, That the Metropolitan Service District supports the intent of HB 3078 to clarify the authority of the Metropolitan Service District to adopt and enforce an urban growth boundary complying with State Goal #14 on urbanization.

ADOPTED By the Council of the Metropolitan Service District this 26th day of April, 1979.

Presiding Officer

PM:1z
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A G E N D A M A N A G E M E N T S U M M A R Y

TO: MSD Council
FROM: Executive Officer
SUBJECT: Transmitting Supplemental Budget to Tax Supervisory
 and Conservation Commission (TSCC)

BACKGROUND: The attached Ordinance executes Resolution No. 79-31 adopted March 8, 1979, which authorized transmittal of the supplemental budget to the Tax Supervisory and Conservation Commission (TSCC) for public hearing and certification. As a result of the public hearing, three objections were filed. These objections were responded to by management in the following manner:

1. Solid Waste Fund net working capital was revised downward from \$552,230 to \$448,959 to reflect the actual audited beginning balance.
2. The transfer from unappropriated balance in the Solid Waste Fund was removed, due to legal restrictions of State Budget law.
3. The transfer to the Solid Waste Capital Improvement Fund in the Solid Waste Fund was decreased from \$207,000 to \$47,729, due to the above actions.

BUDGET IMPLICATIONS: When all these items are calculated together and transfers are netted out, the resultant action shows an additional resource of \$702,902 and appropriates those resources to the proper categories. This compares to the previous proposal which totaled \$807,760.

POLICY IMPLICATIONS: The supplemental budget process is in accordance with State law and will provide both additional resources for the agency to conduct its business and will provide the necessary adjustments to continue funding for expenditures authorized under MSD Ordinance No. 79-64.

ACTION REQUESTED: Adoption of Ordinance No. 79-70, appropriating expenditures as detailed in Exhibit "A"

Ⓟ JG:mec

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

For the purpose of)
amending Budget Ordinance No. 60)
to transfer appropriations)
within funds)

ORDINANCE NO. 79-70
At the request of
Rick Gustafson

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT ORDAINS
AS FOLLOWS:

1. Section 4 of Ordinance No. 60 is hereby amended for
the fiscal year beginning July 1, 1978, as shown in the revised
schedule of appropriations, Exhibit A, attached hereto and by refer-
ence made a part of this ordinance.

ADOPTED by the Council of the Metropolitan Service
District this _____ day of _____, 1979

Presiding Officer

Attest:

Clerk of the Council

DUK:bc
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EXHIBIT A
 METROPOLITAN SERVICE DISTRICT
 REVISED BUDGET
 FOR FISCAL YEAR 1978-79

	<u>Revised Budget Ord #69</u>	<u>Supplemental Budget</u>	<u>Revised Budget</u>
<u>General Fund</u>			
Resources:			
Net Working Capital	120	5,200	5,320
Miscellaneous	50	0	50
Transfer From Solid Waste Fund	41,893	5,623	47,516
Transfer From Zoo Fund	192,580	0	192,580
Transfer From Planning Fund	8,103	30,565	38,668
Interest	0	1,200	1,200
TOTAL RESOURCES	<u>242,746</u>	<u>42,588</u>	<u>285,334</u>
Requirements:			
Personal Services	121,540	25,288	146,828
Materials & Services	119,336	17,300	136,636
Capital Outlay	1,345	0	1,345
Contingency	0	0	0
Unappropriated Balance	525	0	525
TOTAL REQUIREMENTS	<u>242,746</u>	<u>42,588</u>	<u>285,334</u>
<u>Planning Fund</u>			
Resources:			
Net Working Capital	100,000	261,684	361,684
Grants - Federal	317,000	0	317,000
Grants - State	433,333	0	433,333
Grants - Subcontractee	867,500	0	867,500
Dues	262,675	(50,000)	212,675
Miscellaneous	54,595	0	54,595
TOTAL RESOURCES	<u>2,035,103</u>	<u>211,684</u>	<u>2,246,787</u>
Requirements:			
Personal Services	733,000	(6,575)	726,425
Materials & Services	1,219,000	(16,900)	1,202,100
Capital Outlay	5,000	0	5,000
Contingency	70,000	201,794	271,794
Transfer To General Fund	8,103	30,565	38,668
Transfer To Solid Waste Fund	0	2,800	2,800
TOTAL REQUIREMENTS	<u>2,035,103</u>	<u>211,684</u>	<u>2,246,787</u>

	<u>Revised Budget Ord #69</u>	<u>Supplemental Budget</u>	<u>Revised Budget</u>
<u>Solid Waste Fund</u>			
Resources:			
Net Working Capital	411,870	37,089	448,959
Interest	4,000	0	4,000
User Fees	775,000	0	775,000
Transfer From Drainage Fund	3,000	0	3,000
Transfer From Planning Fund	0	2,800	2,800
Sale of Publications	100	0	100
PRT Admin Fees	670	0	670
Miscellaneous	100	0	100
CETA Reimbursement	20,295	0	20,295
TOTAL RESOURCES	<u>1,215,035</u>	<u>39,889</u>	<u>1,254,924</u>

Requirements:			
Personal Services	201,879	(5,623)	196,256
Materials & Services	252,565	0	252,565
Capital Outlay	3,110	0	3,110
Contingency	57,202	(8,840)	48,362
Transfer To Gen Fund	41,893	5,623	47,516
Transfer To S W Debt Serv	422,210	0	422,210
Unappropriated Balance	233,516	0	233,516
Reserve for Vehicles	2,660	0	2,660
Transfer to S W Cap Imp Fund	0	47,729	47,729
TOTAL REQUIREMENTS	<u>1,215,035</u>	<u>39,889</u>	<u>1,254,924</u>

Solid Waste Capital Improvement Fund

Resources:			
Beginning Balance	1,275,000	0	1,275,000
DEQ Grant	3,417,300	0	3,417,300
DEQ Loan	5,998,700	0	5,998,700
Fed Grants	0	400,000	400,000
Transfer From S W Fund	0	47,729	47,729
Interest	186,000	0	186,000
TOTAL RESOURCES	<u>10,877,000</u>	<u>447,729</u>	<u>11,324,729</u>

Requirements:			
Transfer To S W Debt Serv Fund	186,000	0	186,000
Projects	10,691,000	447,729	11,138,729
TOTAL REQUIREMENTS	<u>10,877,000</u>	<u>447,729</u>	<u>11,324,729</u>

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

TO: MSD Council
FROM: Executive Officer
SUBJECT: Updated Study Process and Schedule for Establishing
Priorities for the MSD Regional Reserve

BACKGROUND: The attached staff report updates the proposed process for establishing priorities allocating the \$20 million MSD reserve fund. In December, 1978, the CRAG Board of Directors re-allocated the \$77 million Oregon City Transitway Reserve which had been established from the Mt. Hood Freeway withdrawal funds. This re-allocation included the establishment of a \$20 million reserve account to be allocated by the MSD Council for various regional highway and transit projects outside the City of Portland. The establishment of the MSD reserve is, however, contingent on the official approval of the I-505 withdrawal by the U.S. Department of Transportation anticipated in October, 1979.

The CRAG Board also established that for each project to be funded with Interstate Transfer funds which is not yet in preliminary engineering, the regional Transportation Systems Planning Program in cooperation with local jurisdictions and implementation agencies will:

1. Describe the objectives to be met by the project.
2. Assess the degree to which the projects meet these objectives.
3. Generally evaluate the impacts of the project on the overall regional transportation system.

In this era of shrinking financial resources there is often heated competition among local jurisdictions for transportation funds. It can be expected that intense competition for the MSD regional reserve will develop among local jurisdictions. The process provides a framework for determining the severity of existing transportation problems and assessing the effectiveness various proposed projects would have in correcting the problems. The framework is analytically sound, thus responding to both FHWA and ODOT concerns that new transportation projects which are incorporated into the TIP adequately address the implications of the proposed improvement on the Federal Aid Highway System.

A ten-month study process is proposed with MSD staff recommendations on project priorities submitted to the Council in December, 1979.

The attached staff report has been updated to respond to comments and concerns raised by jurisdictional representatives attending a special review meeting.

TPAC And JPACT have reviewed and approved this process and schedule.

BUDGET IMPLICATIONS: The approved MSD budget funds staff planning activities involved in establishing regional priorities.

POLICY IMPLICATIONS: The study process would provide an analytical basis for recommendations on establishing priorities for the MSD Regional Reserve.

The primary focus of funding decisions should be on solving problems, both existing and future. Transportation problems and deficiencies in the region are critical and will continue to worsen in many areas in the future. Because problems associated with the transportation system cross jurisdictional boundaries, a sound technical process applied on a regional scale is needed to identify and to prioritize problem areas which would be addressed with federal funds. The technical process will help provide a basis for sound decisions identifying the most cost-effective projects.

ACTION REQUESTED: Adopt the attached resolution which defines procedures for establishing priorities for the MSD Regional Reserve.

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BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF DEFINING A)	
STUDY PROCESS AND SCHEDULE FOR	)	Resolution No. 79- 48 ⁴⁰
ESTABLISHING PRIORITIES FOR	)	At the Request of
THE MSD REGIONAL RESERVE	)	Rick Gustafson

WHEREAS, The CRAG Board of Directors in Resolution BD 781213, established a MSD Regional Reserve Account, a \$20 million reserve of federal Interstate Transfer funds (as of September 30, 1978) to fund regional transit and highway improvement projects outside of the City of Portland; and

WHEREAS, As a condition for projects to be funded from this MSD Regional Reserve, the regional Transportation Systems Planning Program in cooperation with local jurisdictions and implementation agencies is to prepare a "systems analysis" for all projects; and

WHEREAS, Procedures are required to assure that critical regional transportation needs which qualify for those funds are identified, evaluated and approved for use of these funds; and

WHEREAS, MSD staff has worked with local jurisdictions to identify a study process and schedule for establishing priorities for the MSD Regional Reserve; now, therefore,

BE IT RESOLVED, The MSD Council hereby establishes the procedures and schedule outlined in Staff Report #42 Revised April 3, 1979 (see Attachment A):

1. To identify the region's high priority problem areas.

2. To determine the severity of the high priority problems, to determine their underlying causes, and to formulate a set of improvement objectives which if realized will result in the solving of these problems.

3. To assess candidate projects submitted by local jurisdictions and implementing agencies for the MSD Regional Reserve in terms of how well they solve the high priority problems, the degree to which they meet the objectives, and the general impact the project has on the overall transportation system.

4. To develop recommendations for the most cost-effective projects for funding from the MSD Regional Reserve.

5. The MSD Council directs its staff to take all steps necessary to ensure that the purpose of this resolution is carried out.

ADOPTED By the Council of the Metropolitan Service District this 26th day of April, 1979.

Presiding Officer

GS:gh
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Staff Report No. 4240

STUDY PROCESS AND SCHEDULE FOR ESTABLISHING
PRIORITIES FOR THE MSD REGIONAL RESERVE

Metropolitan Service District

APRIL 3, 1979

BACKGROUND

This staff paper proposes a process for allocating the \$20 million MSD reserve fund. In December, 1978, the CRAG Board of Directors re-allocated the \$77 million Oregon City Transitway Reserve which had been established from the Mt. Hood Freeway withdrawal funds. This re-allocation included the establishment of a \$20 million reserve account to be allocated by the MSD Council for various regional highway and transit projects outside the City of Portland.

The establishment of the MSD reserve is, however, contingent on the official approval of the I-505 withdrawal by the U.S. Department of Transportation anticipated in October, 1979.

The CRAG Board also established that for each project to be funded with Interstate Transfer funds which is not yet in preliminary engineering, the regional Transportation Systems Planning Program in cooperation with local jurisdictions and implementation agencies will:

1. Describe the objectives to be met by the project.
2. Assess the degree to which the projects meet these objectives.
3. Generally evaluate the impacts of the project on the overall regional transportation system.

GOALS AND OBJECTIVES OF THE STUDY

The primary focus of funding decisions should be on solving problems, both existing and future. Transportation problems and deficiencies in the region are critical and will continue to worsen in many areas in the future. Because problems associated with the transportation system cross jurisdictional boundaries, a sound technical process applied on a regional scale is needed to identify and to prioritize problem areas which would be addressed with federal funds. The technical process will help provide a basis for sound decisions identifying the most cost-effective projects.

The goals and objectives of the study process are as follows:

GOAL: TO DEFINE A STUDY PROCESS WHICH IS ANALYTICALLY SOUND AND ABLE TO BUILD BROAD CONSENSUS AMONG LOCAL JURISDICTIONS AND IMPLEMENTING AGENCIES IN DEFINING HIGH PRIORITY PROBLEMS AND IDENTIFYING THEIR MOST EFFECTIVE SOLUTION.

STUDY OBJECTIVES:

1. To identify the region's high priority problem areas.
2. To determine the severity of the high priority problems, to determine their underlying causes, and to formulate a set of improvement objectives which if realized will result in the solving of these problems.

3. To assess candidate projects submitted by local jurisdictions and implementing agencies for the MSD Regional Reserve in terms of how well they solve the high priority problems, the degree to which they meet the objectives, and the general impact the project has on the overall transportation system.
4. To recommend the most cost-effective projects for funding from the MSD Regional Reserve.

Basically the process emphasizes the identification of priority problems, the setting of improvement objectives, submittal of projects by local jurisdictions and implementing agencies, and an evaluation of the projects in solving the problems and meeting the objectives. The process will be the basis for staff recommendations to the MSD Council regarding the allocation of the Regional Reserve to jurisdictions competing for the limited funds.

The proposed study process is a variation on similar previously successful studies which have been carried out by MSD staff. The process is analytically sound, able to build broad consensus among a number of local jurisdictions, and can combine a number of evaluation procedures (including sophisticated transportation demand forecasting tools) in an understandable and meaningful way.

In this era of scarce shrinking financial resources there is often heated competition among local jurisdictions for transportation funds. It can be expected that intense competition for the MSD regional reserve will develop among local jurisdictions. The process provides a framework for determining the severity of existing transportation problems and assessing the effectiveness various proposed projects would have in correcting the problems. The framework is analytically sound, thus responding to both FHWA and ODOT concerns that new transportation projects which are incorporated into the TIP adequately address the implications of the proposed improvement on the Federal Aid Highway System. ODOT will not process new projects without an analysis by MSD on how the overall regional transportation system is impacted.

Finally, the framework is not too cumbersome to preclude local jurisdictional interest and is comprehensive enough to incorporate trade-offs between a number of different problem situations.

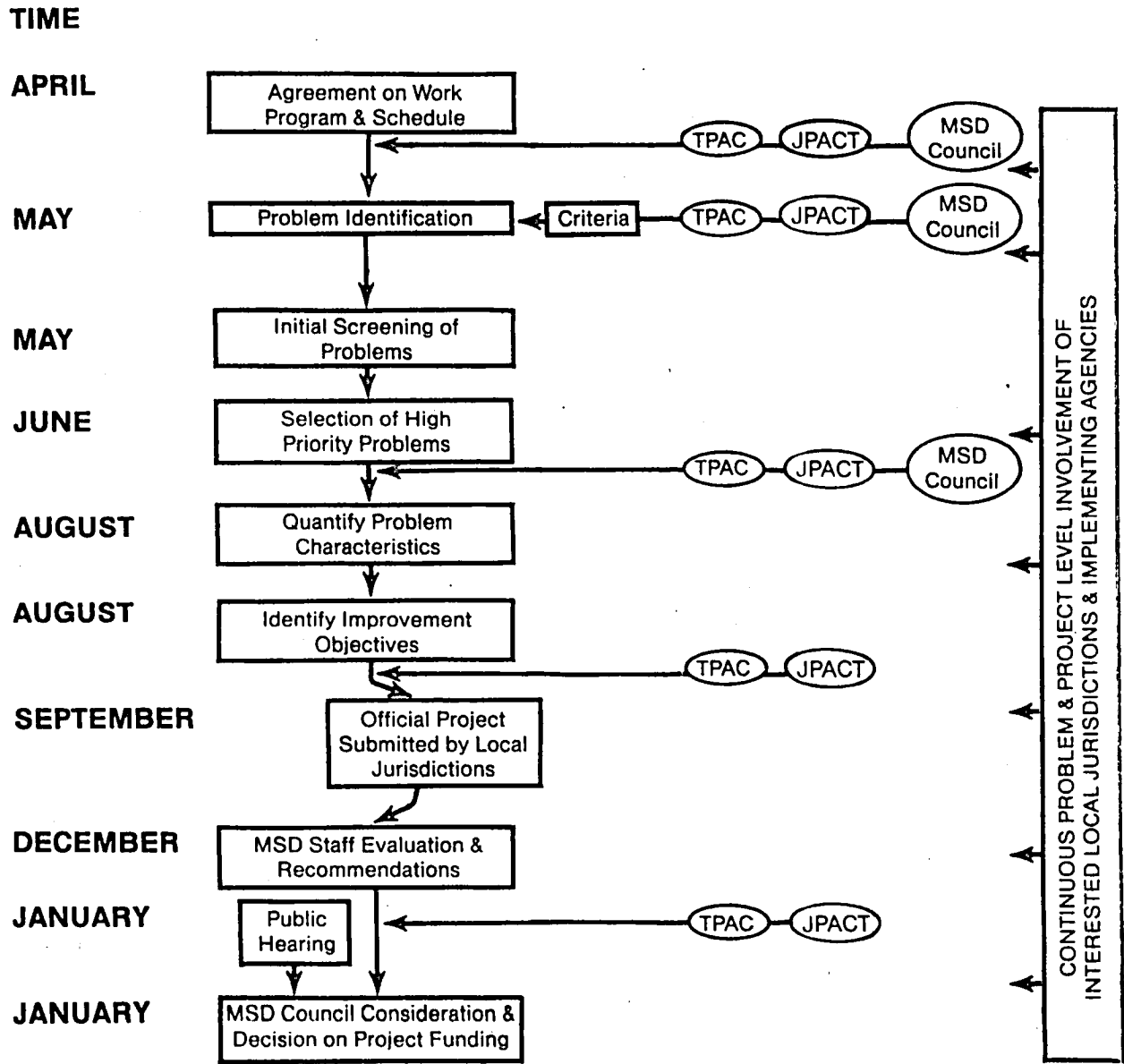
The emphasis throughout the study will be on agency coordination and the identification and solution of transportation problems which cross jurisdictional boundaries.

PROPOSED SCHEDULE

The proposed schedule for the study process is identified in Figure 1. A ten-month study process is proposed. Previous MSD staff experience indicates that this amount of time is necessary to achieve an adequate analysis and to build jurisdictional consensus on regional projects.

Figure 1

PROPOSED PLANNING PROCESS FOR ALLOCATING THE MSD REGIONAL RESERVE



TPAC—Transportation Policy Alternatives Committee
JPACT—Joint Policy Advisory Committee on Transportation

The schedule also takes advantage of the fact that the MSD Reserve is contingent on official US DOT approval of the I-505 withdrawal. This approval will not take place until October of this year.

It is anticipated that local jurisdictions and implementing agencies will be officially requested to submit projects in September, 1979, with MSD staff recommendations going to the MSD Council in December.

DETAILS OF THE PROPOSED STUDY PROCESS

Figure 1 indicates the primary work activities of the proposed process, interaction with the MSD Council, the Transportation Policy Alternatives Committee (TPAC, formerly TTAC), the Joint Policy Advisory Committee on Transportation (JPACT - This is a joint committee between the MSD Council Transportation Committee and representatives from ODOT, Tri-Met, DEQ, the Port of Portland and local governments (elected officials)). The basic staff work would be undertaken by MSD staff with strong support from ODOT, Tri-Met and local jurisdictional staff.

In brief, the process entails the following work activities:

1. Problem Identification

Working closely with local jurisdictions, ODOT and Tri-Met, the MSD staff will assemble an extensive list of problem areas. Both existing and future year problems will be identified in this phase. These problems will be analyzed to determine their relationships with adjoining problems so that broader arterial and regional corridor problem areas can be specified. Much of these data have already been undertaken by the transportation systems planning program and local jurisdictions. Therefore, this phase primarily involves efforts to summarize data and to insure adequate coordination.

During this phase, MSD staff will identify and propose a set of evaluation criteria and performance measures. The criteria will be used to analyze problem areas and later to evaluate the effectiveness of project submittals. The criteria will be subject to review and approval by TPAC, JPACT and the MSD Council.

2. Initial Screening of Problems

The total list of problem areas will be screened in order to establish a list of high priority regional candidate problems for detailed study.

The purpose of the initial screening will be to establish a representative cross section of priority transportation problems for analysis; to balance the number of transportation problems analyzed with the available resources; and to eliminate from consideration marginal or purely local transportation problems.

Major constraints associated with problem areas will also be considered during this phase.

Criteria for screening the problems should deal with concerns relating to problem scale, jurisdictional distribution, problem severity, regional significance and local jurisdictional interest.

3. Select High Priority Problems

MSD staff recommendations of high priority problems will be reviewed by both local jurisdictions, TPAC, the JPACT and the MSD Council.

4. Quantify Problem Characteristics

In this phase, baseline data will be assembled and summarized about problem characteristics in terms of criteria as a basis for formulating improvement objectives and for evaluating the anticipated effectiveness of alternative projects. Again much of those data are already collected. Therefore, the primary task will be to organize and summarize the information.

Each problem will be analyzed in depth and two questions will be answered: (1) What is the severity of the problem? and (2) What is its cause?

Criteria previously developed will be used to assess the severity of the problem measured across a broad range of issues, and the origin-destination patterns of travelers making up the problem will be analyzed in order to understand the reason for the problem.

5. Identify Improvement Objectives

Next, improvement objectives will be formulated for each problem area. Objectives in the process are extremely important as they serve as a reference point for identifying a complete range of project alternatives and provide a basis for later judging the merits of competing projects. The problem area objectives will be formulated to solve the problems identified in the previous phase.

Improvement objectives are necessary in order to understand what function facilities should serve. Definition of the major movements a facility is expected to serve and the improving of a facility so that it can serve those movements is necessary in order to define the most effective transportation solution.

6. Official Project Submittal

In September, it is expected that local jurisdictions and implementing agencies will be requested to officially submit candidate projects for consideration by the MSD Council. Included with these submittals will be assurances of local match monies.

It is anticipated that for some problem areas both long-range and short-range transportation alternatives can be identified.

7. MSD Staff Evaluation and Recommendations

The purpose of this phase of the process is to evaluate and determine whether each project submitted addresses the problems identified and meets the improvement objectives. Additionally, an analysis of the cost-effectiveness of the scope of each project and an assessment of the consistency of a proposed project with the rest of the transportation system will also be undertaken.

In the event that project requests exceed available funding, an evaluation will then be undertaken between different problem areas. MSD staff recommendations will be made in December and will be reviewed by TPAC and the JPACT before they are submitted to the MSD Council.

8. MSD Council Consideration of Project Funding

The MSD Council will then consider the candidate projects submitted by local jurisdictions and implementing agencies.

REVIEW BY LOCAL JURISDICTIONS

On March 16, 1979, both elected officials and planning/public works department staff were invited to a meeting at MSD offices to discuss the proposed study process.

Appendix A contains a summary of the March 16 meeting and a summary of MSD staff responses to concerns and issues raised by local jurisdictions.

All concerns raised by local jurisdictions at the meeting have either been responded to or incorporated into the study process.

APPENDIX A

SUMMARY OF MSD STAFF RESPONSES TO ISSUES RAISED
AT THE MARCH 16 MEETING WITH LOCAL JURISDICTIONS

Rick Gustafson began the meeting by making some introductory remarks. He indicated that in April the allocation process would go before the MSD Council. The purpose of today's meeting was to receive remarks of local jurisdictions prior to the submittal of the process before the Council.

Bill Ockert presented some background information for the participants at the meeting. He indicated that in December a CRAG Board action allocated \$20 million of the Mt. Hood Reserve funds to regional highway and transit projects. These funds would become available with the official approval of withdrawal of I-505 by the Urban Mass Transportation Administration (UMTA) in October, 1979. He also indicated the \$20 million funds would escalate accordingly. He also indicated that the primary concern of the effort would be on regional highway and transit projects located outside the City of Portland. He further indicated that there were several underlying requirements for the level of analysis required for funding. These included (1) a description of the objectives of the project, (2) an assessment of the effectiveness of projects in meeting these objectives, and (3) an evaluation of the systems impacts. He also reviewed both study goals and study objectives of the MSD staff study proposal.

Gary Spanovich presented a review of the study process. This review included both the specification of the activities, timing and interaction with local jurisdictions during each phase of the process. The study process is documented in MSD Transportation Staff Report #42 and this was passed out to the participants.

ISSUES RAISED

Issues and concerns raised during the March 16 meeting are as follows:

1. Bebe Rucker: Bebe raised the concern over the lack of a plan from which to formally assess the systems impacts a project could have.

MSD Staff Response: Bill Ockert indicated that by December a draft of the regional plan would have been prepared and that currently the Interim Transportation Plan was in effect.

2. Doug Wentworth: Doug raised the concern over which agency would be considered the originator of a transit related project in which Tri-Met and a local jurisdiction were both involved.

MSD Staff Response: Bill Ockert indicated that both of these agencies could cooperatively work together and could both be considered to have raised the project and be involved.

3. Bebe Rucker: Bebe indicated that there was a need to consider constraints--state, UMTA, EPA--to be known prior to the identification of specific projects. She suggested that the identification of these constraints occur during the problem identification phase.

MSD Staff Response: Gary Spanovich suggested that major constraints could be considered during the initial screening and the study process would be so amended.

4. Ted Spence: Ted raised a concern whether the TIP Subcommittee would be involved in the process. This concern was specifically related to the interaction of FHWA in the process.

MSD Staff Response: Gary Spanovich suggested that FHWA be invited to attend all working meetings with the local jurisdictions.

5. Wink Brooks: Wink asked whether the process would also deal with existing projects that have not been funded.

MSD Staff Response: Bill Ockert indicated that any commitment of FAU to projects would exclude them from consideration in this process. Projects with funding commitments were assumed as given.

6. A concern was raised over what process was involved in determining the criteria.

MSD Staff Response: Bill Ockert indicated that the staff would propose initial criteria for review by TPAC, the JPACT and the MSD Council.

7. Bebe Rucker: Bebe raised the question concerning the funding of projects which maintain the existing highway system. These projects may be termed reconstruction of existing facilities.

Bill Ockert indicated that there would be a need to include such considerations within the criteria. Emphasis on reconstruction would be possible. Doug Wentworth indicated that a question that needed to be asked is what happens if you don't improve the facilities.

8. A question was raised concerning the definition of regional projects.

MSD Staff Response: Gary Spanovich indicated that regional problems were ones that do not relate to spot intersections or specific areas. Regional projects would be related to arterials, that affect and which are in turn effected by other arterials and travel movements. Bill Ockert also indicated that a facilities functional classification would also aid in determining whether it was or not a regional project.

9. Charlie Williamson suggested that the criteria and the high priority problem list approved by JPACT also be presented to the full MSD Council.

MSD Staff Response: Staff responded that this would be done.

10. John McGregor: John raised the question on the spatial eligibility of projects, specifically relating to the issue of annexation.

MSD Staff Response: Bill Ockert indicated that the Regional Reserve was specifically earmarked for projects outside the geographic limits of the City of Portland. After discussion Bill Ockert indicated that a determination would most likely be made in January whether these projects would be within the City of Portland or the region.

11. Frank Angelo: Frank asked the question concerning whether a process had also been established for analysis and review of City of Portland projects.

MSD Staff Response: Bill Ockert indicated that meetings had been held with the City of Portland and that Interstate requirements would require a similar review of city projects. However, less coordination would be required as there was less competition for the projects. The main focus would be on an analysis of the "systems impacts" of the projects.

12. Ted Spence: Ted raised the question concerning the need for review of the air quality impact of projects.

Bill Ockert indicated that part of the project evaluation would be an inclusion of the air quality impact.

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

TO: MSD Council
FROM: Executive Officer
SUBJECT: Transfer of \$58,650 from the Clackamas County/Cities
 Contingency Account to Cover a Cost Overrun on Preliminary
 Engineering for the Highway 212 Project

BACKGROUND: In September, 1978, the CRAG Board of Directors established procedures for dealing with cost overruns on transportation projects using either federal Interstate Transfer funds or Federal Aid Urban (FAU) funds. The procedures specify under what conditions staff can administratively increase the federal funding authorization for a particular project and when MSD Council action is required. The procedures also define the documentation necessary for MSD Council action.

Recently MSD staff was notified that additional federal funding above that currently authorized is needed to complete preliminary engineering on the Highway 212 (I-205 to Rock Creek) project. To carry the project through preliminary engineering, as far as the approval of the project by FHWA, an additional \$69,000 (\$58,650 federal) is required.

Previous Board action (BD 770410) approved the use of Mt. Hood funds in the amount of \$120,000 to conduct preliminary engineering on the subject project. Later Board action (BD 780905) established jurisdictional contingency accounts for use in offsetting project cost overruns.

Clackamas County is requesting that the authorization be increased by transfers from the contingency fund established for Clackamas County projects.

At the time the county and the state entered their agreement to advance this project through the PE phase, the estimated PE cost was \$139,000 (\$120,000 federal). This estimate was to take the project through preliminary engineering to contract phase. The cost overrun has been experienced in three major elements of preliminary engineering: environmental work, traffic studies and bridge design.

Originally, the Environmental Impact Statement was to be prepared by ODOT staff. When the time came to prepare the DEIS, staff was undermanned and could not perform the work. To expedite the project, it was decided to use a consultant to prepare the Draft Environmental Impact Statement. The consultant work increased preliminary engineering costs.

In the area of traffic, additional charges were necessary to cover unanticipated studies requested by the county. It was necessary to review several county scenarios of land use planning for projected local road development.

The TPAC and JPACT have reviewed and approved use of contingency funds for this project.

BUDGET IMPLICATIONS: The MSD budget contains funds for staff planning activities to monitor project costs.

POLICY IMPLICATIONS: Authorization of additional federal funds will mean an equal reduction in federal monies available in the contingency account. As of September 30, 1978, the contingency account for Category III Mt. Hood Withdrawal funds for Clackamas County-cities was \$740,106. Approval of this item will reduce this amount to \$681,456.

ACTION REQUESTED: Adopt Resolution No. 79-41 authorizing the transfer of \$58,650 in federal funds from the Clackamas County/cities contingency account to meet the cost overrun on the project.

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0033A
4/26/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

For the purpose of transferring)	
\$58,650 from the Clackamas County/	)	Resolution No. 79-41
Cities Contingency Account to Meet	)	Requested By
a Cost Overrun on Preliminary Engi-	)	Rick Gustafson
neering for the Highway 212 Project)	

WHEREAS, The CRAG Board of Directors, in Resolution BD 780905 adopted procedures and a management system for responding to cost overruns on Interstate Transfer and Federal Aid Urban (FAU) System Projects (Oregon); and

WHEREAS, These procedures identified the circumstances when MSD Council action is necessary to authorize additional federal funds; and

WHEREAS, Through Resolution BD 770410, the Board of Directors of the Columbia Region Association of Governments approved the use of federal e(4) funds in the amount of \$120,000 for preliminary engineering on the Highway 212 (I-205 to Rock Creek) project; and

WHEREAS, Through Resolution BD 780905, jurisdictional contingency accounts were established to offset project cost overruns or for other purposes as required; and

WHEREAS, Clackamas County has requested that an additional amount of federal (e)(4) funds of \$58,650 be made available to continue preliminary engineering activities on the subject project; and

WHEREAS, Funds are available in the Clackamas County contingency account to accommodate this additional requirement; and

WHEREAS, MSD staff concludes that the need for additional federal funds is not a result of change in project objectives; and

WHEREAS, The Transportation Improvement Program Subcommittee and the Transportation Policy Alternatives Committee have reviewed and concurred with this request, now, therefore,

BE IT RESOLVED,

- (1) That the TIP and its Annual Element be amended by adding \$58,650 of federal e(4) monies to the noted project; and
- (2) That a like amount be subtracted from the Clackamas County contingency account; and
- (3) That this amendment be made an integral part of the TIP and its Annual Element and hereby receives affirmative A-95 review.

ADOPTED By the Council of the Metropolitan Service District this 26th day of April, 1979.

Presiding Officer

GS:bc
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PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM PORTLAND-VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) ODOT
 LIMITS I-205 to Boring Road LENGTH 3.15 mi
 DESCRIPTION Conduct preliminary engineering to widen existing 2 lane highway to 4 lanes and provide center lane for left turns.
Transfers \$59,000 (federal) from Clackamas County Contingency

PROJECT NAME Hwy 212 PE - I-205 to Boring Road
 ID No FAP74
 APPLICANT Clackamas County

SCHEDULE
 TO ODOT 9/75
 PE OK'D 10/77 EIS OK'D 11/79
 CAT'Y 2MS BID LET 4/81
 HEARING 4/79 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	<u>139</u>	<u>69</u>	_____	_____	_____	<u>208</u>
FEDERAL	<u>120</u>	<u>59</u>	_____	_____	_____	<u>179</u>
STATE	_____	_____	_____	_____	_____	_____
LOCAL	<u>19</u>	<u>10</u>	_____	_____	_____	<u>29</u>
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 208,000
 CONSTRUCTION _____
 RIGHT OF WAY _____
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

TOTAL \$ 208,000
 Rev. 4/79

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL
 FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL _____ UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE SUBSTITUTION Cat III 86

NON FEDERAL
 STATE _____ LOCAL 14

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

TO: MSD Council
FROM: Executive Officer
SUBJECT: Amendment to the Transportation Improvement Program (TIP)
 to include a new Tri-Met Project for repowering 200 buses

BACKGROUND:

Tri-Met has requested that a new project be added to the TIP using Urban Mass Transportation Administration (UMTA) Section 5 bus and bus related capital funds. Tri-Met has requested that \$3,320,000 in unprogrammed federal funds be programmed for this project. This project will enable the repowering of 200 buses in the form of replacing or reworking the engine, transmission and torque converter.

The project will extend the useful life of 200 buses by 5 to 7 years. Total combined costs for FY 1979 and FY 1980 are estimated to be \$4,150,000 (\$3,320,000 federal) or approximately \$20,000 to \$21,000 per bus.

TPAC and JPACT have reviewed and approved funding for this project.

BUDGET IMPLICATIONS: No MSD budget implications are involved in this request.

POLICY IMPLICATIONS: Approval of this resolution will mean the TIP will be amended accordingly. Amendment of TIP allows Tri-Met to formally apply to UMTA for capital grant funds. The ultimate approval of funds for this project rests with UMTA.

ACTION REQUESTED: Adopt Resolution No. 79-42 amending the TIP and its Annual Element to include the new project for repowering 200 buses (Exhibit A).

GS:bc/3106A/0033A

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

For the purpose of amending)	
the Transportation Improvement	)	Resolution No. 79-42
Program (TIP) to include	)	At the Request of
a tri-Met project for repowering	)	Rick Gustafson
200 buses.)	
)	

WHEREAS, Through Resolution BD 780805, the Columbia Region Association of Governments (CRAG) Board of Directors adopted the FY 1979 Transportation Improvement Program (TIP) and its Annual Element; and

WHEREAS, Tri-Met has requested that a new project (Exhibit A) be added to the TIP to cover the repowering of 200 buses in the form of replacing or reworking the engine, transmission and torque converter; and

WHEREAS, This project will extend the useful life of 200 buses by 5 to 7 years at an estimated total cost of \$4,150,000 (\$3,320,000 federal) or approximately \$20,000 to \$21,000 per bus; and

WHEREAS, the Transportation Policy Advisory Committee and the TIP Subcommittee have reviewed and concur with this request; now, therefore

BE IT RESOLVED,

(1) That the TIP and its Annual Element be amended to include project and amounts set forth in Exhibit A; and

(2) That the amendment be made an integral part of the TIP and its Annual Element and hereby receives affirmative A-95 review.

ADOPTED By the Council of the Metropolitan Service District this 26th day of April, 1979.

Presiding Officer

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EXHIBIT A
PORTLAND-VANCOUVER
METROPOLITAN AREA

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) Tri-Met
 LIMITS n/a LENGTH n/a
 DESCRIPTION Over the next two fiscal years, 200 buses will be repowered. Repowering consists of replacing or reworking the engine, transmission and torque converter.
 Source of funds: Section 5 bus and bus related capital funds.

PROJECT NAME Repowering of 200 buses
 ID No _____
 APPLICANT Tri-Met

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 X

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

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

Repowering 4,150,034
 TOTAL \$ 4,150,034

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL		2253	1897			4150
FEDERAL		1802	1518			3320
STATE						
LOCAL						
Tri-Met		451	379			830

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL
 FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL 80 UMTA OPRG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE _____
 SUBSTITUTION _____

NON FEDERAL
 STATE _____ LOCAL 20

EXHIBIT A

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

TO: MSD Council
 FROM: Executive Officer
 SUBJECT: South Portland Circulation Project - Authorization of Interstate Transfer Funding of Preliminary Engineering

BACKGROUND: The City of Portland has requested that \$204,000 in Interstate Transfer funds previously allocated to the Macadam Avenue project be authorized to fund preliminary engineering on the South Portland Circulation Project. The South Portland Circulation Project is located at the northern terminus of the Macadam Avenue project and was proposed in the City's recently completed South Portland Circulation pre-project planning study. It is anticipated that funding for right-of-way or construction on the project would be through I-505 Interstate Transfer funds.

This is a new project and thus a "systems analysis" is required before Interstate Transfer funds can be authorized. Attachment B contains the required documentation for the project. The South Portland area is bisected by a maze of regional and major arterials concentrated at the west end of the Ross Island Bridge. These highways service a high number of regional and local trips in a confusing and circuitous manner. The project adequately addresses the problems in the area and appears to offer potential in relieving many of the problems.

It is the MSD staff recommendation that the project should proceed into preliminary engineering (PE). However, the following areas should be included for further study as part of the PE study:

- a. The Broadway to Fourth Avenue Area
- b. Arthur Street Area
- c. Front Avenue Connections Area
- d. Ross Island Bridge Ramps Area - specifically the Ross Island Bridge and Kelly intersection will cease to be free flowing. Appropriate alternative designs for this intersection should be considered during preliminary engineering.
- e. The Barbur Boulevard (Sheridan to Hamilton) Section and the Barbur and Hamilton Intersection should be studied with improvement designs formulated if appropriate.

The TPAC and JPACT have reviewed and approved funding of PE for the project.

BUDGET IMPLICATIONS: The approved MSD budget funds staff planning activities involved in preparing systems documentation for new projects funded by Interstate Transfer funds.

POLICY IMPLICATIONS: The action authorizes federal funding for a new transportation project, allowing it to proceed into preliminary engineering.

ACTION REQUESTED: Adopt Resolution No. 79-43 authorizing \$204,000 of the Macadam Avenue allocation to the South Portland Circulation Project for purposes of funding preliminary engineering and to amend the TIP accordingly.

GS:gh
3175A
0033A
4/12/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING)	
\$204,000 OF THE FUNDS ALLOCATED	)	Resolution No. 79-43
TO THE MACADAM AVENUE PROJECT FOR	)	Requested by
PRELIMINARY ENGINEERING ON THE	)	Rick Gustafson
SOUTH PORTLAND CIRCULATION PROJECT)	
AND AMENDING THE TIP ACCORDINGLY)	

WHEREAS, Through Resolution BD 780805 the CRAG Board of Directors adopted the Transportation Improvement Program (TIP) and its Fiscal Year (FY) 1979 Annual Element; and

WHEREAS, The CRAG Board in Resolution BD 770710 reserved \$2.5 million (escalated to \$3.1 million as of September 30, 1978) for the Macadam Avenue project; and

WHEREAS, The City of Portland has prepared a South Portland Circulation Study which identified critical problems in the South Portland area; and

WHEREAS, The City of Portland has formulated a set of improvement objectives which respond to the critical problems and evaluated five "system alternatives" as to how well they meet the objectives; and

WHEREAS, It has been determined that one of the "system alternatives" (documented in Attachment A) meets the improvement objectives to the greatest degree; and

WHEREAS, The City of Portland has requested that preliminary engineering (PE) be initiated on a South Portland Circulation Project; and

WHEREAS, The CRAG Board in resolution BD 781213 resolved that for each project to be funded with Interstate Transfer funds which is not yet in preliminary engineering, the regional Transportation Systems Planning Program in cooperation with local jurisdictions would prepare a systems report on the project; and

WHEREAS, This systems report is contained in Attachment B;
now, therefore,

BE IT RESOLVED,

(1) That the MSD Council authorize \$204,000 in federal Interstate Transfer funds allocated to the Macadam Avenue Reserve Account be authorized to fund preliminary engineering on the South Portland Circulation Project.

(2) That as a part of the preliminary engineering activities on the South Portland Circulation Project the following areas be included for detailed study as part of this effort:

- a. The Broadway to Fourth Avenue Area
- b. Arthur Street Area
- c. Front Avenue Connections Area
- d. Ross Island Bridge Ramps Area - specifically the Ross Island Bridge and Kelly intersection will cease to be free flowing. Appropriate alternative designs for this intersection should be considered during preliminary engineering.
- e. The Barbur Boulevard (Sheridan to Hamilton) Section and the Barbur and Hamilton Intersection should be studied with improvement designs formulated if appropriate.

(3) That the MSD Council amend the FY 1979 Annual Element accordingly, find that the project is in accordance with the region's continuing, cooperative, comprehensive planning process and hereby give affirmative A-95 approval.

ADOPTED By the Council of the Metropolitan Service
District this 26th day of April, 1979.

Presiding Officer

GS:gh
3170A
0033A

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

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) City of Portland
 LIMITS n/a LENGTH n/a
 DESCRIPTION see below

 PE funds for this project transferred from Macadam project

PROJECT NAME South Portland Circulation Project (PE)
 ID No _____
 APPLICANT City of Portland

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

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

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL		240				240
FEDERAL		204				204
STATE		36				36
LOCAL						

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 240,000
 CONSTRUCTION _____
 RIGHT OF WAY _____
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

TOTAL \$ 240,000

DESCRIPTION:
 Preliminary engineering on the South Portland Circulation Project consists of:
 1. Removal of existing connections between the Ross Island Bridge and Front and replacing with connection to Barbur via Kelly and Arthur.
 2. Close and remove the segment of Front between Barbur and Arthur and the Front Ave elevated structure.
 3. Provide a new road link along the south side of I-405
 4. Reconstruct the intersection of Kelly and the Macadam Ave north ramp.
 5. Reconstruction of the intersection of Front & Harrison and removal of the Front Ave ramps.
 6. Pedestrian, bikeway and transit facilities

new 4/79

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL _____ UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE SUBSTITUTION CAT III 85

NON FEDERAL

STATE _____ LOCAL 15

ATTACHMENT A

Staff Report No. 43

MSD SYSTEMS PLANNING REPORT
SOUTH PORTLAND CIRCULATION PROJECT

Metropolitan Service District

APRIL 9, 1979

BACKGROUND

The South Portland circulation project proposed by the city of Portland is a new project proposed to use Interstate Transfer funds. As such, three conditions must be met before funding can be authorized. Before this project can proceed into preliminary engineering (PE), the MSD staff, in conjunction with the sponsoring jurisdiction, must:

1. describe the objectives to be met by the project,
2. assess the degree to which the project meets the objectives,
3. document the impact of the proposed project on the overall regional transportation system.

This Systems Planning Report responds to these conditions. It was prepared by MSD staff with significant assistance by the staff of the city of Portland.

The South Portland circulation project is an outgrowth of the city of Portland's recently completed South Portland Circulation Pre-Project Planning Study. It is the opinion of the MSD staff that the circulation study provides an adequate base for answering the three systems questions.

PROBLEM IDENTIFICATION

The South Portland area is bisected by a maze of regionally significant major arterial highways concentrated at the west end of the Ross Island Bridge. These highways service a large number of regional and local trips in a confusing and circuitous fashion. The interchange of regional and local trips between Macadam/Barbur/the Ross Island Bridge/I-405 and I-5 within the area is currently plagued by problems of abrupt changes to alignment, short weaving distances, failure to distinguish between arterial and local service streets, confused and circuitous arterial routing which affects both highway and transit movements, and congestion problems at selected key locations.

The South Portland circulation study identified eleven major entry/exit points in the South Portland area. The ease of movement between all regional arterials was examined and a problem severity rating assigned. Projected traffic volumes (1990) between each of the eleven points was forecasted. The 1990 traffic volumes were multiplied by the severity ratings indicating the priority of routes and problems to be addressed (Figure 1).

Additionally, problems related to pedestrian movement, neighborhood identity, and local traffic, bicycle and pedestrian movement were identified.

OBJECTIVES OF THE SOUTH PORTLAND PROJECT

Based on the identified problems, a set of improvement objectives were formulated.

As submitted by the city of Portland, the objectives of the South Portland project are as follows:

- A. Consolidate and clarify the arterial street system within the South Portland area.
- B. Support the overall goal of improving accessibility to the downtown by public transit and diverting trip making from autos to transit. (Transportation Strategy to Achieve Air Quality Standards in Downtown)
- C. Reduce serious traffic safety problems within the area.
- D. Reduce problems of through traffic in the Corbett-Lair Hill neighborhoods.
- E. Improve local access to land uses within the South Portland area.
- F. Improve local air quality and support long range air quality goals of the City.
- G. Facilitate pedestrian and bicycle movement through and within the South Portland area.
- H. Stabilize, consolidate and support the rehabilitation of the Corbett and Lair Hill neighborhoods.
- I. Minimize the displacement of housing and commercial activities.
- J. Provide opportunities to construct needed inner-city housing.

The MSD staff opinion is that these ten objectives adequately address the problems. Objectives A through I involve traditional transportation objectives addressing existing and future transportation deficiencies in the South Portland area. Objective J concerns a non-transportation problem in the South Portland area.

SYSTEM ALTERNATIVES

Five system concepts were evaluated by the city of Portland. Based on that evaluation, four have been dropped from consideration because of their low cost-effectiveness in solving the problems and their inability to sufficiently meet the objectives.

One of the system alternatives has been selected to proceed into PE. This project concept, shown in Figure 2 consists of:

1. Removal of existing connections between the Ross Island Bridge and Front Avenue, replacing them with connections to Barbur via Kelly and Arthur Streets.
2. Closure and removal of the segment of Front Avenue between Barbur and Arthur.

3. Provision of a new road link for eastbound traffic from Fourth to Sixth Avenues along the south side of I-405.
4. Provision of a new, two-way link along the south side of I-405, east of Fourth Avenue connecting Front Avenue to Kelly.
5. Reconstruction of the intersection between Kelly and the Macadam northbound-Ross Island Bridge eastbound ramp.
6. Reconstruction of the intersection of Front and Harrison and removal of Front Avenue ramps.
7. Pedestrian, bikeway and transit facilities.

ACHIEVEMENT OF THE IMPROVEMENT OBJECTIVES

Objectives A through E and G through J are attained by the proposed project. It is not possible to determine if Objective F, "Improve local air quality and support long range air quality goals in the City", is attained. While the project would increase vehicle miles traveled and vehicle emissions in an area where federal carbon monoxide standards are not met, a more specific carbon monoxide assessment is needed as part of the PE study to determine whether specific violations would occur. While increases in hydrocarbon emissions resulting from the project could aggravate the region's ozone problem, other projects and actions are programmed which will compensate. The net result of the overall program is a significant reduction in regional hydrocarbon emissions. The following describes how each objective is attained by the project concept:

Objective A: Consolidate and clarify the arterial street system within the South Portland area.

- . Four existing routes will be consolidated into one clearly defined route.
- . Simplification of routes from the downtown to Macadam Ave., Macadam to the Ross Island Bridge, I-405 to the Ross Island Bridge and Barbur Blvd to the Marquam Bridge.

Objective B: Support the overall goal of improving accessibility to the downtown by public transit and diverting trip making from autos to transit. (Transportation Strategy to Achieve Air Quality Standards in Downtown)

- . Two regional transit corridors, Macadam light rail and Barbur reversible busway will maintain and enhance accessibility to the downtown.
- . An exclusive transit lane connection from the Portland Mall to the Barbur busway is provided.

- . Additional vehicle miles are traveled within the study area (additional one to two percent of average daily vehicle miles traveled in the study area). Most traffic links under the proposed concept would not violate the eight hour carbon monoxide standard in 1990.
- . Additional housing close to employment centers in the downtown and good transit service, provided by reclamation of land in the study area.

Objective C: Reduce serious traffic safety problems within the area.

- . Simplification of the ramps at the west end of the Ross Island Bridge.
- . Closure of existing connections between Barbur and Ross Island Bridge ramps which have severe weave conflicts.
- . Revise connection between Barbur Blvd and Ross Island Bridge ramps.

Objective D: Reduce problems of through traffic in the Corbett and Lair Hill neighborhoods.

- . Close Front Avenue
- . Reroute through traffic around the neighborhoods via historical through corridors.
- . Revise state route connections that circumvent neighborhoods.
- . Separate local and through traffic.
- . Accommodate regional trips on improved transit service in designated regional corridors.
- . Restore local access to businesses and residences.

Objective E: Improve local access to land uses in South Portland area.

- . Close Front Avenue
- . Reroute through traffic around neighborhood via historical through corridors.
- . Separate local and through traffic.
- . Provide improved pedestrian and bicycle access.
- . Provide improved transit service access to downtown.

Objective F: Improve local air quality and support long range air quality goals in the City.

- . Overall the proposed concept would most likely not violate the eight hour carbon monoxide standard in 1990.
- . Additional vehicle miles traveled will add to the amount of vehicle emissions in the study area.

Objective G: Facilitate pedestrian and bicycle movement through and within the South Portland area.

- . Provide major pedestrian bicycle overcrossing improvements at key locations within the study area.
- . Coordinate pedestrian crossings with transit stops or pullout sites.
- . Close Front Avenue.

Objective H: Stabilize, consolidate and support the rehabilitation of Corbett and Lair Hill neighborhoods.

- . Close Front Avenue.
- . Reclaim 17 acres for inner-city housing, commercial and recreational areas.
- . Consolidate Ross Island Bridge ramps.
- . Provide improved access to local business and residences.
- . Reroute through traffic around Corbett and Lair Hill neighborhoods.

Objective I: Minimize the displacement of housing and commercial activities.

- . Design of the arterial system within and leading to South Portland should be in balance with the capacity limitations to the key entry points.
- . Minimize the displacement of housing and commercial activities in the area due to anticipated roadway construction.

Objective J: Provide opportunities to construct needed inner-city housing.

- . Close Front Avenue.
- . Reclaim 17 acres of land within the South Portland district for inner-city housing.
- . Reinforce rehabilitation of existing neighborhood through addition of opportunity for new families to move to areas close to employment centers.

IMPACTS OF THE REGIONAL TRANSPORTATION SYSTEM

The project proposed for preliminary engineering has a number of system impacts. Many of the problems identified in the study are regional transportation system problems. The project adequately addresses the problems in the area and appears to offer potential in relieving many of the problems. Specifically, these regional impacts include:

- . consolidation and clarification of arterial routes
- . simplification of routes between downtown and Macadam, Macadam Ave and the Ross Island Bridge, and Ross Island Bridge and Barbur

- . reservation for transit facilities in the Macadam Corridor
- . provision of an exclusive transitway between Barbur and the Portland Mall
- . provision of housing well served by transit which is close to downtown
- . provision of bikeway connections
- . rerouting of through traffic around neighborhoods
- . balancing traffic loads with capacity limitations
- . separation of local and through traffic

Other system impacts of the project concept include:

1. Movements on the Interstate freeway system will not be modified.
2. Existing access problems between the Interstate system and the major arterials in the area will be either improved or negligibly affected by the project. The project will simplify a confused existing arterial system and remove certain arterial inefficiencies and points of congestion.

The following movements on and off the Interstate system are affected:

- a. I-405/Ross Island Bridge: This particular movement should be improved by the project. Development of a new road south of I-405 and new ramps at the west end of the Ross Island Bridge are being planned in order to facilitate this flow. However, traffic westbound off the Ross Island Bridge will cease to be free-flowing but will instead be regulated by a signal. The signal could cause queues affecting the Ross Island Bridge to I-5 south and Macadam flow.
 - b. I-405/Macadam Avenue: The I-405 to Macadam Avenue connection should be improved by the project. The Macadam Avenue to I-405 movement, however, will cease to be free-flowing at the Ross Island Bridge ramp.
 - c. I-5/Barbur Blvd: The project will result in increased VMT for this movement.
 - d. I-5/Ross Island Bridge: The I-5 northbound to Ross Island Bridge movement will be improved while the reverse movement will probably not be affected.
 - e. I-5/Macadam Avenue: This movement will cease to be free flowing. It is expected that substantial changes will not occur.
3. Transit access to the downtown area will be improved.

4. In order to simplify the existing arterial system, the project will result in additional vehicle-miles of travel (VMT). As a result, hydrocarbon emissions from the South Portland area will increase.
5. Carbon monoxide violations may still occur. Further study is needed to fully assess this.
6. Traffic westbound off the Ross Island Bridge and westbound on the Macadam Avenue north ramp will cease to be free-flowing as is currently the case. Instead, these two traffic movements will be regulated by a signal device. Initial analysis indicates this would be sufficient. Elimination of the "free-flowing" movement could create queue backups. These would probably not affect I-5 but could hamper movement on the Ross Island Bridge. Alternative designs need to be studied in PE to ensure that this situation does not develop.
7. Traffic volumes on Barbur (Sheridan to Hamilton) will increase substantially as a result of the project. Assuming the existing network, southbound pm peak-hour traffic on Barbur is projected to be 1,100 vehicles in 1990. This figure is projected to be 3,400 vehicles with the project. This section of highway (particularly the intersection with Hamilton) should be studied in PE to determine if design changes are needed.

The project is also inter-related to a number of other project development activities being undertaken in the area. Every effort should be made to ensure coordination between the South Portland project and the following project activities:

- . Development of the Westside Transitway
- . Projects planned for Beaverton-Hillsdale Highway
- . Terwilliger/South Burlingame Intersection

MSD STAFF CONCLUSION

The project proposed by the city of Portland adequately addresses existing and future problems in the South Portland area. These problems will worsen in the future without corrective action.

MSD staff recommends that the project proceed into preliminary engineering. In addition to the carbon monoxide analysis the following areas should be included for further study as part of PE:

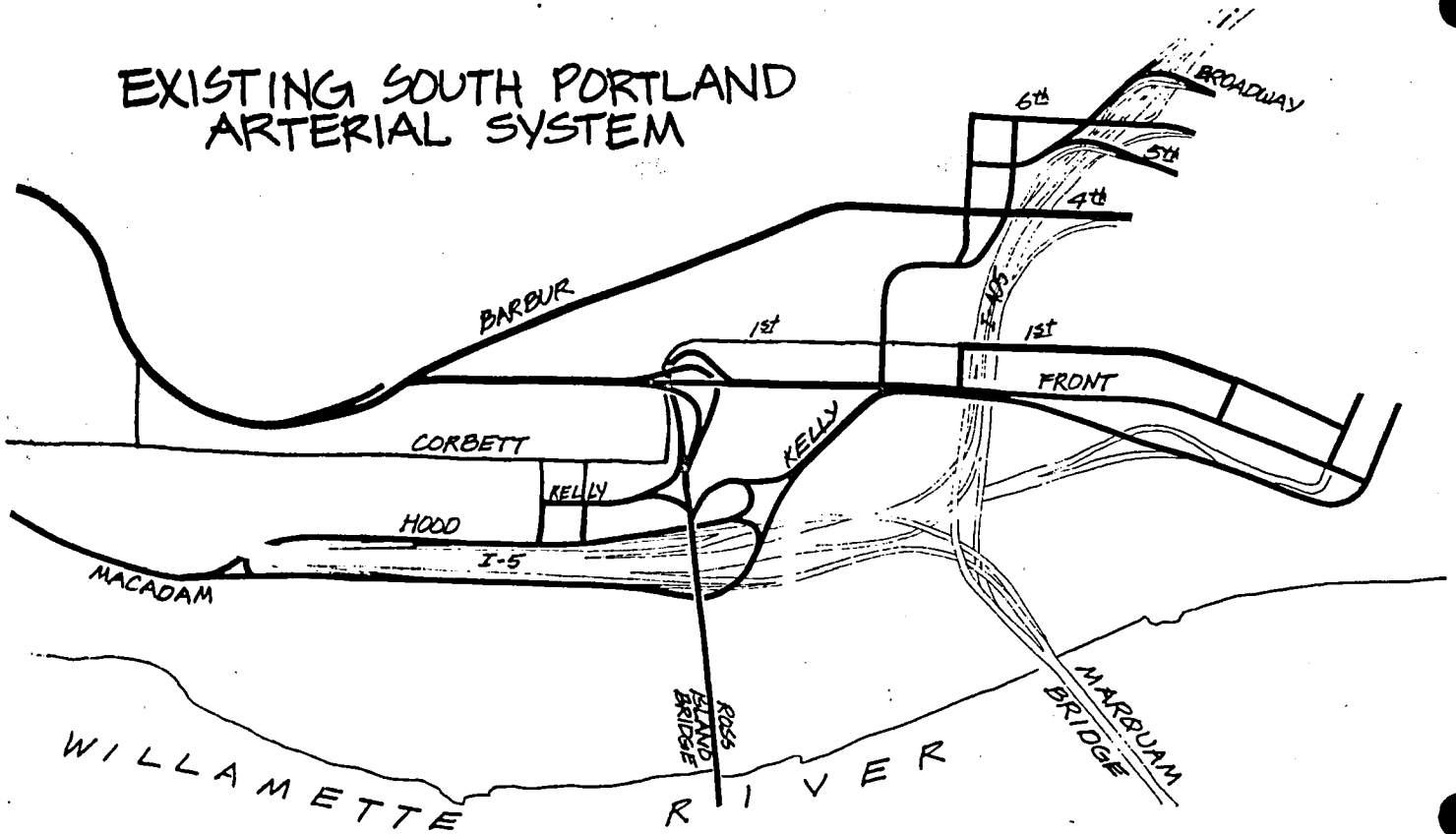
1. The Broadway to Fourth Avenue area
2. Arthur Street area
3. Front Avenue Connections area
4. Ross Island Bridge Ramps area - specifically the Ross Island Bridge and Kelly intersection will cease to be free

- flowing. Appropriate alternative designs for this intersection should be considered during preliminary engineering
5. The Barbur Blvd (Sheridan to Hamilton) section and the Barbur and Hamilton intersection should be studied with improvement designs formulated if appropriate

Finally, the project assumes the removal of the existing connections between the Ross Island Bridge and Front Avenue and the removal of Front Avenue between Barbur and Arthur. The removal is to be followed by the redevelopment of the land for housing purposes. Every effort should be made to separate transportation and non-transportation costs to ensure that Interstate Transfer dollars are used for transportation purposes.

FIGURE 2

EXISTING SOUTH PORTLAND ARTERIAL SYSTEM



PROPOSED SOUTH PORTLAND PROJECT

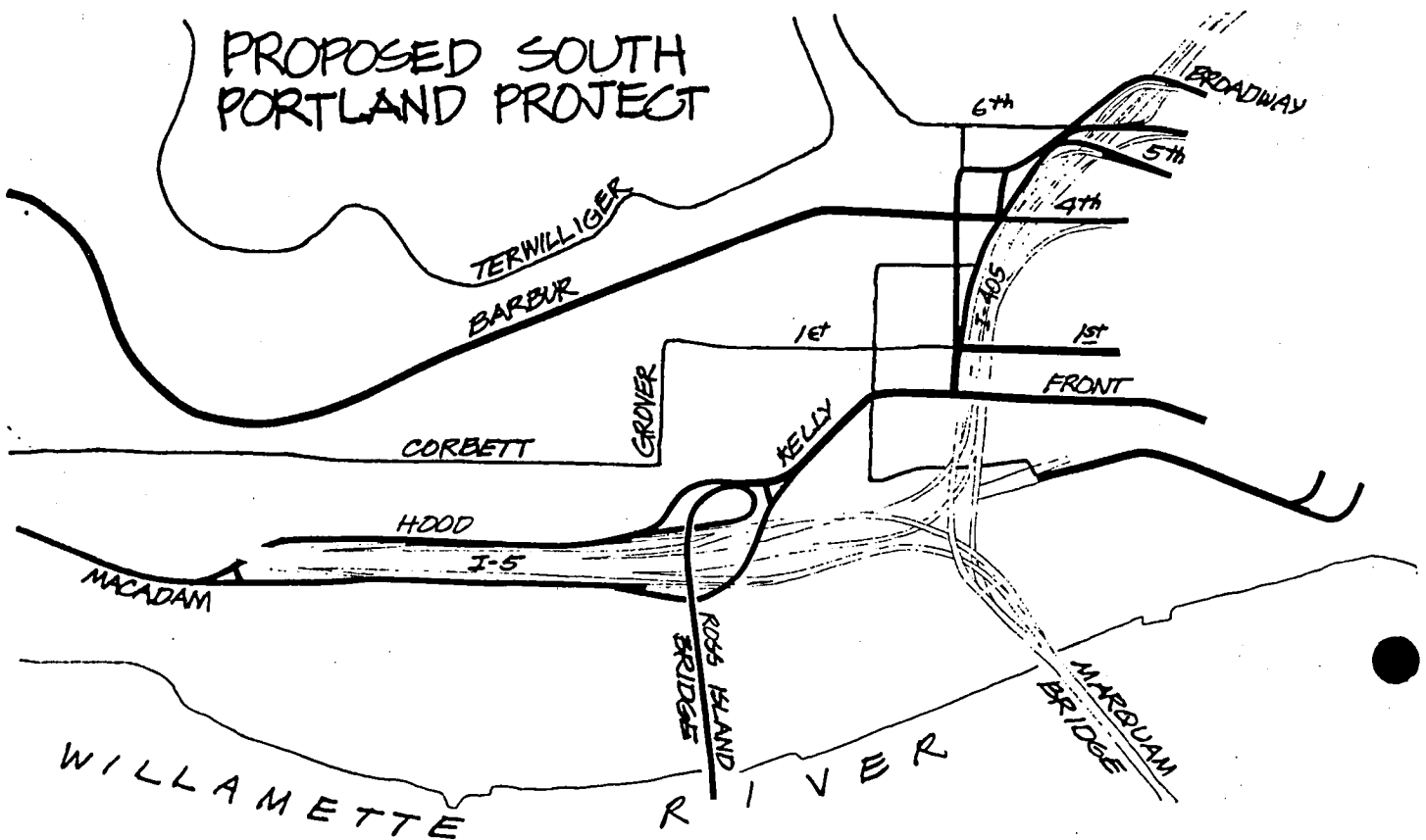


FIGURE 1

RELATIVE SIGNIFICANCE OF PROBLEMS ON
 ROUTES BETWEEN ENTRY POINTS
 (ON A SCALE OF 10)

	1 SUNSET	2 I-405	3 4 TH -B'WAY	4 FIRST	5 FRONT	6 I-5 NO.	7 R.I. BR.	8 MACAD.	9 I-5 SO.	10 BARBUR	11 TERW.
1 SUNSET	/	-	1	-	-	2	(3)	-	10	2	(3)
2 I-405	-	/	-	-	-	1	(3)	-	7	2	(3)
3 4 TH -B'WAY	1	-	/	-	-	1	(7)	(4)	2	2	-
4 FIRST AVE.	-	-	-	/	-	-	-	-	-	-	-
5 FRONT	-	-	-	-	/	-	-	-	(3)	-	-
6 I-5 NO.	5	1	2	-	-	/	-	1	6	-	-
7 R.I. BRIDGE	(2)	(2)	(4)	-	1	-	/	(2)	(2)	-	1
8 MACADAM	-	-	1	-	-	-	(3)	/	-	-	-
9 I-5 SO.	5	2	(3)	-	1	3	(3)	-	/	-	-
10 BARBUR	1	1	(2)	-	-	-	(5)	-	-	/	-
11 TERWILLIGER	(3)	(3)	-	-	-	-	(2)	1	-	-	/

○ = ROUTES AND PROBLEMS OF PARTICULAR SIGNIFICANCE TO THIS STUDY

SOURCE:

SOUTH PORTLAND CIRCULATION STUDY,
 TECHNICAL APPENDIX, PAGE B-7

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

TO: MSD Council
FROM: Executive Officer
SUBJECT: Authorization to accept Urban Mass Transportation
 Administration assistance for air quality planning

BACKGROUND: Prior to its demise, CRAG applied for a grant from the Urban Mass Transportation Administration (UMTA) to accomplish air quality planning pursuant to the Federal Clean Air Act. The grant application has been approved and, pursuant to federal rules, it is necessary that the governing body of the planning agency formally accept the UMTA offer of assistance and authorize execution of the applicable agreement.

BUDGET IMPLICATIONS: Will provide \$129,050 for air quality planning as budgeted.

POLICY IMPLICATIONS: Will allow conduct of air quality planning pursuant to the FY 1979 Unified Work Program.

ACTION REQUESTED: Adoption of Resolution No. 79-45 authorizing acceptance of UMTA Assistance for Air Quality Planning.

AJ:bc

3305A
0033A
4/26/79

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

For the purpose of	)	Resolution No. 79-45
authorizing acceptance	)	At the request of
of UMTA assistance for	)	Rick Gustafson
air quality planning		

WHEREAS, CRAG applied to the Urban Mass Transportation Administration (UMTA) for assistance in the amount of \$129,050 to conduct air quality planning under the Federal Clean Air Act as amended, and

WHEREAS, Said assistance application has been approved by UMTA and UMTA has offered said assistance to the MSD as successor to CRAG; now, therefore,

BE IT RESOLVED,

That the MSD Executive Officer is hereby authorized to executive the agreement pertaining to the above assistance application.

ADOPTED By the Council of the Metropolitan Service District this 26th day of April, 1979.

Presiding Officer

AJ:bc
3306A
0033A