

STAFF REPORT

Agenda Item No. _____
Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 89-1108 FOR THE
PURPOSE OF ADOPTING THE SOUTHEAST CORRIDOR STUDY
FINDINGS, RECOMMENDATIONS AND SOUTHEAST CORRIDOR
TRANSPORTATION IMPROVEMENT PLAN

Date: October 12, 1989

Presented by: Richard Brandman

PROPOSED ACTION

This resolution adopts the Findings, Recommendations and Southeast Corridor Transportation Improvement Plan contained in the Southeast Corridor Study document and directs staff to incorporate appropriate portions into the ordinance to update the Regional Transportation Plan (RTP). In addition, projects from this improvement plan that are related to traffic problems or improvement projects on McLoughlin Boulevard will be considered for funding from the remaining McLoughlin Corridor reserve.

TPAC recommended adoption of this resolution at their June 30, 1989 meeting with one no vote (from the Port of Portland). In discussion by TPAC, concern was expressed that the study primarily focused on local traffic problems and therefore was inappropriate to adopt at the regional level and be incorporated into the Regional Transportation Plan. It was concluded, however, that the plan should be reflected in the RTP in concept because of its relationship to the McLoughlin Boulevard improvements.

JPACT tabled action on Resolution No. 89-1108 at its July 13 meeting. TPAC reviewed the resolution as revised at its September 29 meeting and recommends approval of Resolution No. 89-1108. At its October 12 meeting, JPACT reviewed and recommended approval of Resolution No. 89-1108.

FACTUAL BACKGROUND AND ANALYSIS

The Southeast Corridor Study was initiated as a result of the approval of the McLoughlin Corridor project by the cities of Portland and Milwaukie, Clackamas County, and by Metro and ODOT because of concerns that the construction of the Tacoma Overpass would lead to greater infiltration of traffic in the Johnson Creek corridor. The study was later expanded to include east/west travel problems throughout the study area because the Southeast Corridor had also been identified as an outstanding issue in Metro's RTP.

The major and most controversial issue addressed during the course of the study was examining the need for a new arterial in

the Johnson Creek corridor. Two of the three arterial alternatives considered in the study consisted of a new roadway in the Johnson Creek basin adjacent to the Portland Traction Company railroad right-of-way. The third alignment evaluated an arterial adjacent to the existing Johnson Creek Boulevard.

The Southeast Technical Advisory Committee found that new arterial capacity in the corridor is not needed at this time. This conclusion was based on the finding that the amount and type of traffic on Johnson Creek Boulevard is appropriate for its classification as a collector and Johnson Creek Boulevard functions similarly to other collectors in Portland and Milwaukie. The Technical Advisory Committee also concluded that this issue would need to be reexamined if expanded bridge capacity in the Sellwood area is analyzed during the upcoming Willamette River crossing study.

There were strong advocates and considerable debate at the Citizens Advisory Committee meeting both for and against a new roadway. Proponents of a new arterial felt that it was the only effective method of reducing traffic on the residential section of Johnson Creek Boulevard and met the primary objective of the study. Opponents acknowledged that a new arterial would reduce traffic on Johnson Creek Boulevard, but it would also make congestion worse in other Southeast Portland neighborhoods. More importantly, they felt that the Johnson Creek basin is a valuable environmental resource and should be preserved.

The technical and citizens committees evaluated more than 15 alternatives, including the new arterial alternatives, for addressing traffic problems on Johnson Creek Boulevard and on other east/west streets in the study area. In general, different impacts were associated with each of the alternatives that made them unacceptable to the Citizens Advisory Committee, including: prohibitive costs for the benefit received; significant residential or environmental impacts; negative impacts on traffic circulation and accessibility; and negligible reduction in traffic in the study area.

As a result of this analysis, the technical and citizens committees worked cooperatively to develop a set of specific recommendations based on the following general recommendations of the study:

1. There is strong support for the transit component of the RTP, specifically on the need for the Milwaukie LRT and the accompanying major increase in transit service.
2. Trucks should be routed from the Johnson Creek industrial area toward I-205 to the extent possible.
3. Projects should be initiated to facilitate traffic movements on specific east/west streets in the study area and relieve

traffic demand on the residential portion of Johnson Creek Boulevard.

4. Measures should be taken to treat 45th Avenue and Johnson Creek Boulevard west of 45th as neighborhood collectors.

A public hearing on the study's findings and recommendations was held on June 5. There was general support for the projects listed in the Southeast Corridor Transportation Improvement Plan. A number of people testified in favor of the recommendations for a variety of reasons, but primarily because a new arterial was not recommended and because the projects identified in the improvement plan were able to meet most study objectives. Several residents of the study area expressed their concern that the recommendation does not include a new arterial. Residents of the Ardenwald Neighborhood Association and others were also concerned that nothing had been done to mitigate traffic impacts on Johnson Creek Boulevard and requested that improvements to the residential portion of Johnson Creek Boulevard be added to the plan.

A project at this location is now recommended to be included in the improvement plan after consideration and support from both the Southeast Technical and Citizens Advisory Committees.

Other testimony related to concern about specific projects in the plan and did not affect the recommendations.

In addition, there was testimony in support of the railbus alternative which has been recommended for further study by the Southeast Citizens Advisory Committee. This recommendation was not supported by the Southeast Technical Advisory Committee because it did not relieve traffic congestion in the study area. However, the Technical Advisory Committee does recommend that further information on railbus be presented to TPAC and JPACT for their consideration.

This resolution allows the projects contained in the Southeast Corridor Transportation Improvement Plan to be incorporated into the RTP and become eligible for funding from the McLoughlin Corridor Reserve. The resolution also responds to a request from the City of Milwaukie asking that traffic counts be taken on Johnson Creek Boulevard prior to and following the opening of the Tacoma Overpass.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1108.

BEFORE THE COUNCIL OF
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 89-1108
SOUTHEAST CORRIDOR STUDY FINDINGS,) Introduced by
RECOMMENDATIONS AND THE SOUTHEAST) Mike Ragsdale, Presiding
CORRIDOR TRANSPORTATION IMPROVEMENT) Officer, Metro Council
PLAN)

WHEREAS, Metro Resolution No. 86-632 approved a McLoughlin Boulevard Improvement Program consisting of highway improvements to McLoughlin Boulevard, a potential LRT extension from Portland to Milwaukie, expansion of bus service and a neighborhood traffic management program in the Sellwood neighborhood; and

WHEREAS, The McLoughlin Corridor Improvement Program called for completion of a study to identify east/west traffic problems and recommend an improvement strategy for the Southeast Corridor before construction of Phase II of the McLoughlin Boulevard improvement could begin; and

WHEREAS, The Southeast Corridor is also identified as an outstanding issue in the Metropolitan Service District's Regional Transportation Plan (RTP); and

WHEREAS, The Metropolitan Service District and the affected local jurisdictions have cooperatively conducted an analysis and evaluation of alternative transportation strategies in the corridor; and

WHEREAS, The study produced the Findings, Recommendations and a Southeast Corridor Transportation Improvement Plan as set forth in Exhibit A; and

WHEREAS, The Findings, Recommendations and Southeast Corridor Transportation Improvement Plan have been endorsed by the Southeast Corridor Technical and Citizens Advisory Committees; and

WHEREAS, The City of Portland and the City of Milwaukie support the study's recommendations by adoption of resolutions; and

WHEREAS, The City of Milwaukie has requested that Metro coordinate with the City of Portland and ODOT to initiate traffic counts prior to and following the completion of the Tacoma Overpass; now, therefore

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District adopts the Findings, Recommendations and the Transportation Improvement Plan of the Southeast Corridor Study as set forth in

Exhibit A and directs staff to prepare amendments to Ordinance No. 89282 to incorporate components of the improvement plan of regional significance into the next update of the Regional Transportation Plan.

2. That the Metro Council directs staff to coordinate with the City of Portland, City of Milwaukie and ODOT to initiate traffic counts on Johnson Creek Boulevard, and other locations in the study area if appropriate, prior to and following completion of the Tacoma Overpass.

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1989.

Mike Ragsdale, Presiding Officer

Exhibit A

Southeast Corridor Study Findings, Recommendations and Improvement Plan

A. Findings

1. Need for Arterial Improvement

The Technical Advisory Committee reviewed the current function and classification of Johnson Creek Boulevard as well as the various impacts of new arterial capacity in the corridor and recommended that no new arterial be carried forward based on these findings:

- . Johnson Creek Boulevard is classified as a neighborhood collector by the city of Portland and a minor arterial by the city of Milwaukie. Based on each jurisdiction's definition of use and type of traffic (local or through), these classifications are consistent.
- . Johnson Creek Boulevard acts and functions as a collector, not an arterial, with only 12 percent through trips utilizing the facility in 1985. It will continue to function as a collector in the future. Through trips will increase slightly to 16 percent of all trips utilizing the facility.
- . The amount of traffic on Johnson Creek Boulevard is appropriate for its classification and is similar to that on equivalent facilities in Portland and Milwaukie. In addition, Johnson Creek Boulevard serves the same function as other collectors in Portland.
- . Traffic increases on Johnson Creek Boulevard are projected to be small (8 percent) through the year 2009, even with the construction of the Tacoma overpass and the Johnson Creek Boulevard interchange at I-205. This increase is substantially less than on many other east/west streets in the study area. The small increase in traffic is a result of a constrained traffic-carrying capacity on Johnson Creek Boulevard; available capacity on other streets in the study area, and the limited area of land available for development.
- . A new arterial would reduce traffic volumes on Johnson Creek Boulevard and decrease congestion on east/west streets, but also attracts significant regional through traffic in the corridor from other major arterials. In addition, it would

exacerbate congestion problems in the Sellwood neighborhood, the McLoughlin corridor and other Southeast Portland neighborhoods, and runs contrary to the City of Portland's Comprehensive Plan and Arterial Streets Classification Policy.

- . The Johnson Creek basin is a park-like environment in an urban setting. Construction of an arterial in the basin would have significant impacts and community opposition. These impacts include wetland and drainage issues, wildlife impacts, noise impacts to Tideman/Johnson Park and to numerous residences, and residential displacements.
- . The question of new arterial capacity in the corridor still remains in relation to the need for additional river crossing capacity across the Willamette River. The river crossing study is scheduled to begin at the conclusion of this process. It will address the issue of travel constraints across the Willamette River and examine the need for new bridge capacity across it. New bridge capacity may have significant impacts on regional travel and the river crossing study will provide the appropriate forum to address major capacity improvements in the Southeast area.
- . The current truck prohibition on Johnson Creek Boulevard does not present major problems in accessibility to the west for the Johnson Creek industrial area. Respondents to the truck activity survey stated that they have learned to live with the prohibition and that carriers have adjusted and diverted to 52nd Avenue and Linwood for access to the west.
- . New arterial capacity to the west is not an issue of concern at this time for Johnson Creek area employers. When asked about transportation projects they would like to see in the area, no respondents identified new arterial capacity; however, most agreed when asked that a project of that nature would benefit truck and employee accessibility.
- . Overall, employer survey results showed strong support for the Johnson Creek Boulevard/I-205 project. Comments regarding desired transportation projects in the area included: upgrading Johnson Creek Boulevard from 45th to 82nd; improving the 82nd Avenue/Johnson Creek Boulevard intersection; and instituting traffic signals or turn lanes at specific locations along Johnson Creek

Boulevard to improve ease of movement between the street and places of business.

2. Feasibility of Remaining Alternatives

The Southeast Corridor technical and citizens committees thoroughly reviewed the traffic, economic and environmental impacts associated with each of the other alternatives. After extensive discussion, the committees agreed that none of the alternatives as originally envisioned should be recommended based on these findings:

- . Both Share Traffic alternatives are very costly (\$19.3m to \$27.6m for Share Traffic No. 1 and \$55.1 to \$61.8m for Share Traffic No. 2) in relation to the benefit realized. Share Traffic No. 1 reduces traffic on Johnson Creek Boulevard by 10 percent, but creates a very high number of residential displacements on Holgate Boulevard. Share Traffic No. 2 reduces traffic on Johnson Creek Boulevard by 21 percent, but at a prohibitive cost and results in a loss of industrial access in the Mailwell area and higher traffic volumes on residential streets in Milwaukie and Portland neighborhoods.
- . The Minimize Traffic alternatives do have potential to reduce traffic on Johnson Creek Boulevard. However, they also make many traffic movements more difficult, requiring considerable out-of-direction travel for local traffic needs. Minimize Traffic No. 2 represents the most severe of these and makes local traffic circulation almost impossible. The citizens committee did not want to reduce traffic on Johnson Creek Boulevard at the expense of neighborhood accessibility.
- . The expanded transit/railbus option was examined to define its potential to reduce traffic problems in the Southeast area and analysis has shown that it would not have any significant benefit to traffic congestion and is not a solution to Southeast traffic problems. The citizens committee agreed that railbus not be carried forward for this study, but recommended that it be incorporated into future regional rail studies.
- . Even minor increases in capacity on Holgate from 28th to Foster Road would lead to significant increases in traffic (+30 percent) and congestion on that facility and continuous improvements on Holgate are not recommended.

- North/south improvements on 52nd Avenue benefit primarily McLoughlin and 82nd Avenue, which are regional facilities. They would also reduce traffic to a lesser extent on 42nd, 39th and 45th, but have little impact on Johnson Creek Boulevard and other east/west streets. Continuous improvements on 52nd Avenue/Flavel Drive are not recommended.
- Any plan calling for traffic diversion would make local traffic circulation more difficult and would reduce residential accessibility and is not recommended.

B. Recommendations

The Southeast Corridor Citizens and Technical Advisory Committees worked cooperatively to develop the recommendations of this study and the projects listed in the Southeast Corridor Transportation Improvement Plan (Figure 1). Following are the general recommendations of the study:

- There is strong support for the transit component of the Regional Transportation Plan, specifically on the need for the Milwaukie LRT and the accompanying major increase in transit service over the committed system being called for. The Milwaukie LRT was found, in a 1984 study, to be a viable corridor.
- Truck traffic should be routed from the Johnson Creek industrial area to I-205 to the extent possible.
- Projects should be initiated to facilitate traffic movements on specific east/west streets in the study area and relieve traffic demand on the residential portion of Johnson Creek Boulevard.
- Measures should be taken to treat 45th Avenue and Johnson Creek Boulevard west of 45th as neighborhood collectors.

The projects listed below are recommended jointly by the Citizens and Technical Advisory Committees. The plan consists of projects which are consistent with the preceding recommendations and address existing transportation problems, improve local traffic accessibility into and out of the study area, improve access to the Johnson Creek Boulevard industrial area, and facilitate east/west traffic movements. Improvements in the plan should be designed to maintain transit accessibility and should incorporate transit improvements such as bus priority treatments, convenient stop locations and bus pullouts where warranted. In addition, Tri-Met should continue to evaluate transit service needs within the study area and provide service improvements where warranted.

Southeast Corridor Transportation Improvement Plan

The following projects make up the improvement plan and are listed by priority of need and their ability to meet Southeast study objectives.

<u>Project Location and Description</u>	<u>Cost</u>	<u>Purpose</u>
1. Harrison Street/42nd Avenue/King Road Provides additional through capacity by widening 42nd Avenue to two lanes plus a continuous left turn lane and widening King Road to four lanes west to 42nd Avenue.	\$210,000	To reduce geometric constraint and improve east/west flow.
2. Johnson Creek Boulevard (32nd Avenue to 45th Avenue) Provide mitigation and safety measures such as curbs, drainage, street lighting and sidewalks where needed. Design lanes to meet minimum acceptable width so as not to encourage increased traffic. Exact scope of project will be determined by Portland, Milwaukie, the Ardenwald Neighborhood Association and affected property owners.	\$1 m. (Cap from Regional Reserve.)	Does not improve capacity; meets objective of treating Johnson Creek Boulevard as a neighborhood collector. Helps protect existing residential areas.
3. Harrison Street (Highway 224 - 32nd Avenue) Conduct preliminary engineering (P.E.) to determine scope of project. This is an at-grade project and should be coordinated with the Sunrise Corridor DEIS.	P.E. - \$50,000 Construction - \$300,000 to \$400,000	To provide additional capacity at Highway 224 intersection and improve east/west flow; corridor is currently under utilized.
4a. Johnson Creek Boulevard (Linwood Avenue to 82nd Avenue) Upgrade to urban industrial road standards; conduct P.E. from 45th Avenue to 82nd Avenue to determine overall scope of improvement; two travel lanes with turn lanes where needed; examine need for curbs, sidewalks and safety improvements. Design project to maintain rail feasibility at crossings.	P.E. - \$50,000 to \$70,000 Construction - Phase one - \$1.4 to \$1.7m	To encourage truck traffic to utilize I-205 to the extent possible; facility is currently substandard; roadway is narrow and uneven with cracked pavement.

<u>Project Location and Description</u>	<u>Cost</u>	<u>Purpose</u>
<p>4b. 45th Avenue (Harney to Glenwood)</p> <p>Narrows the street with curb extensions, subject to the endorsement of the Woodstock Neighborhood Association and 45th Avenue residents. Should be constructed no later than project 4a. Impacts of project should be monitored so traffic is not diverted to other streets.</p>	<p>\$500,000 (Cap from Regional Reserve.)</p>	<p>Treats 45th as neighborhood collector by reducing excessive speeds on facility. Decreases truck accessibility.</p>
<p>5. Johnson Creek Boulevard (45th Avenue to Linwood Avenue)</p> <p>Two travel lanes with turn lanes where needed; curbs and sidewalks.</p>	<p>\$1.8m</p>	<p>See 4a.</p>
<p>6. Holgate (17th Avenue; 26th Avenue and 39th Avenue)</p> <p>Provide left-turn lanes; replacement signal and restripe; remove on-street parking at intersection; evaluate need for north/south left-turn lanes.</p>	<p>\$220,000</p>	<p>To improve east/west flow and local accessibility by separating turning and through movement.</p>
<p>7. 52nd Avenue (Woodstock; Flavel Drive; Flavel Street; Duke)</p> <p>Provide left-turn lanes and channelization.</p> <p>Conduct P.E. on Flavel Drive, Harney Road, and extension of 52nd Avenue to determine feasibility of improved connection to Johnson Creek Boulevard.</p>	<p>\$150,000</p> <p>P.E. - Unknown</p>	<p>Improves capacity at problem intersections; provides increased accessibility from eastside industrial area, the only industrial area not served well by Johnson Creek Boulevard upgrade and interchange.</p>
<p>8. King Road (Linwood Avenue; Stanley Avenue; and Bell Avenue)</p> <p>Widen intersections and add left-turn lanes at Linwood; other intersections - left-turn and upgrade; construct Linwood as phase one.</p>	<p>Phase one - \$300,000 to \$500,000</p> <p>Total - \$500,000 to \$700,000</p>	<p>Improves safety and capacity; facilitates east/west traffic flow.</p>

CITY OF MILWAUKIE



RECEIVED OCT 5 1989
CC: RB

October 2, 1989

Mike Ragsdale, Presiding Officer
2000 SW First Ave.
Portland, Oregon 97201-5398

Dear Mike:

I am forwarding the City of Milwaukie's resolution approving the S.E. Corridor Report to you. You have probably seen the *Oregonian* story about the Council softening it's position on this matter.

We have agreed to recognize the report and the project list as the best option mitigating the traffic impacts on Johnson Creek Blvd. The Council is still concerned about the long-term impacts of traffic, particularly after completion of the Tacoma Street overpass. We will continue to monitor this issue and make ourselves heard if the neighborhood perceives significant impacts.

We will work with the City of Portland and the neighbors to plan for a project on Johnson Creek Blvd. I hope that consensus can be achieved within the two year period.

Thank you for your efforts to mediate this matter and help bring about a regional solution. We hope that in the future the small governments can achieve a greater recognition of specific neighborhood problems without the feeling of being "sold down the river".

Sincerely,

A handwritten signature in cursive script that reads "Roger A. Hall".

Roger A. Hall
Mayor

cc: City Council
Earl Blumenauer, City of Portland
Ed Lindquist, Clackamas County
Dick Bailey, City of Milwaukie
Andy Cotugno, Metro
Winston Kurth, Clackamas County DOT

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE SUPPORTING THE ADOPTION OF THE SOUTHEAST CORRIDOR STUDY FINDINGS, RECOMMENDATIONS, AND IMPROVEMENT PLAN.

WHEREAS, Milwaukie endorsed the McLoughlin Boulevard Improvement Program, and;

WHEREAS, the McLoughlin Corridor Improvement Program called for completion of a study to identify east/west traffic problems and recommend an improvement strategy for the Southeast Corridor before construction of the Tacoma Overpass could begin; and

WHEREAS, Milwaukie endorsed the need for a Southeast Corridor Study to address east/west traffic concerns; and

WHEREAS, the Southeast Corridor is also identified as an outstanding issue in the Metropolitan Service District's Regional Transportation Plan (RTP); and

WHEREAS, the Metropolitan Service District and the affected local jurisdictions have cooperatively conducted an analysis and evaluation of alternative transportation strategies in the corridor; and

WHEREAS, the study produced the Findings, Recommendations, and a Southeast Corridor Transportation Improvement Plan as set forth in Exhibit A; and

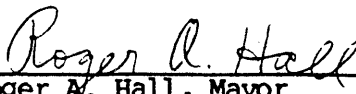
WHEREAS, the Findings, Recommendations, and Southeast Corridor Transportation Improvement Plan have been endorsed by the Southeast Corridor Technical and Citizens Advisory Committee; and

WHEREAS, the City Council conducted a public hearing on July 10, 1989; and

WHEREAS, the City was represented on the Technical and Citizen Advisory Committee.

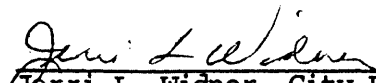
NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Milwaukie supports the Findings, Recommendations, and Improvement Plan of the Southeast Corridor Study as set forth in Exhibit A. The support of the Findings, Recommendations, and Improvement Plan are expressly contingent upon the satisfaction of the conditions contained in Exhibit B.

Introduced and adopted by the City Council on September 19, 1989



Roger A. Hall, Mayor

ATTEST:



Jerri L. Widner, City Recorder

Approved as to Form:



Timothy V. Ramis, City Attorney

Exhibit A

McLoughlin Reserve Allocation -- \$3,002,610

	<u>Project</u>	<u>Cost</u>	<u>Comments</u>
1.	Johnson Creek Boulevard (32nd Avenue to 45th Avenue) Provide mitigation and safety measures such as curbs, drainage, street lighting and sidewalks where needed. Design lanes to meet minimum standards. Exact scope of project will be determined by Portland, Milwaukie, the Ardenwald Neighborhood Association and affected property owners.	\$1 m.	Project to be defined within 24 months. If project is not defined, money would go back to Reserve.
2.	Harrison Street (Highway 224 - 32nd Avenue) Conduct preliminary engineering (P.E.) to determine scope of project. This is an at-grade project and should be coordinated with the Sunrise Corridor DEIS.	\$50,000 - P.E. Only	To provide additional capacity at Highway 224 intersection and improve east/west flow; corridor is currently under utilized.
3.	Johnson Creek Boulevard (Linwood Avenue to 82nd Avenue) Upgrade to urban industrial road standards; two travel lanes with turn lanes where needed; examine need for curbs, sidewalks and safety improvements. Design project to maintain rail feasibility at crossings.	\$50,000 - P.E. Only	To encourage truck traffic to utilize I-205 to the extent possible; facility is currently sub-standard; roadway is narrow and uneven with cracked pavement.
4.	45th Avenue (Harney to Glenwood) Narrows the street with curb extensions, subject to the endorsement of the Woodstock Neighborhood Association and 45th Avenue residents. Should be constructed no later than project 3. Impacts of project should be monitored so traffic is not diverted to other streets.	\$50,000 - P.E. Only	Treats 45th as neighborhood collector by reducing excessive speeds on facility. Decreases truck accessibility.

	<u>Project</u>	<u>Cost</u>	<u>Comments</u>
5.	LRT studies in Milwaukie Corridor. \$360,000 to supplement currently allocated \$1 m. for Phase II AA/DEIS from Portland to Milwaukie; \$100,000 each for Phase I study from Milwaukie to Clackamas Town Center and Milwaukie to Oregon City.	\$ 560,000	Supplements existing LRT reserve. Will be available for EIS and systems planning.
6.	Hawthorne Bridge LRT study.	\$ 5,000	Determine cost of making Hawthorne Bridge rail ready in current project vs. retrofitting at a later date.
7.	McLoughlin Corridor Highway Improvements.	\$1,287,610	Will reduce shortfall on Tacoma Overpass.
		<hr/> \$3,002,610	

EXHIBIT B

City of Milwaukie Position
on the Southeast Corridor Study

The City supports the Report in it's entirety, however, we have the following conditions:

1. Metro should conduct traffic counts taken prior to the start of construction of the Tacoma Overpass. Continued monitoring of the traffic levels should be conducted within 4-6 weeks after the completion of the Tacoma overpass, and within 12-13 months of the completion of the Tacoma Overpass to ensure that mitigation is effective. Counts are to be placed at the same locations and counts are to be taken on the same days of the week. Placement of counters are also to determine what is "through traffic". A copy of the findings of the traffic counts of both AM and PM peak traffic volumes as well as average daily traffic counts should be submitted to the City of Milwaukie, other jurisdictions, and neighborhood associates upon request.
2. Council understands that the improvements to Johnson Creek Blvd. are not intended to increase the capacity but to mitigate existing and future traffic impacts.
3. The above statements should be included in the JPACT and Metro resolutions adopting the study.

STAFF REPORT

Agenda Item No. _____
Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 89-1134 FOR THE
PURPOSE OF ESTABLISHING THE REGION'S PRIORITY HIGHWAY
PROJECT IMPROVEMENTS FOR INCLUSION IN THE 1991-1996
ODOT SIX-YEAR HIGHWAY PROGRAM

DATE: September 29, 1989 Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would establish the region's priorities for needed highway improvements on the State Highway System to be included for funding in the 1991-1996 Oregon Department of Transportation (ODOT) Six-Year Highway Program. Prior to commencing construction, local government must demonstrate that these projects are consistent with their local comprehensive plans. The TIP Subcommittee reviewed the project list and provided a number of comments which have been incorporated.

TPAC has reviewed this list of priorities and recommends approval of Resolution No. 89-1134.

FACTUAL BACKGROUND AND ANALYSIS

To begin implementing the regional 10-year transportation program contained in the adopted Regional Transportation Plan (RTP), priorities must be established to guide specific funding decisions, now and during the course of the 10-year period. A major source of funds for the improvements necessary on the State Highway System within the region is the ODOT Six-Year Program, which is currently being updated to provide funding for projects to be implemented during 1991-1996. The attached resolution identifies the region's highway project priorities for inclusion in the current update of the ODOT program.

The highway and transit improvements required to provide an adequate level of service on the region's transportation system have been identified as part of the recently adopted RTP Update. Many of the improvements are projects needed on the State Highway System. Criteria were developed by the Joint Policy Advisory Committee on Transportation (JPACT) to evaluate these necessary improvements so that a set of regional priorities could be determined and forwarded in testimony before the Oregon Transportation Commission (OTC) to be included in the current ODOT Six-Year Program update process.

These criteria consisted of technical measures of current and 1998 congestion levels, vehicle hours of delay (current and

1998), accident rates, economic development factors, and overall cost/benefit in terms of expected year 2005 vehicle usage (see Attachment A). Point values were assigned for each criterion, and the projects were ranked in each category of Six-Year Program funding: Interstate projects; Access Oregon (see below) projects; and other state-funded projects. The new project proposals for the current update are shown in Table 1. Overall recommendations for inclusion in the Six-Year Program update combining previously ranked projects and new proposals were then made using a combination of the technical ratings and subjective factors such as timing and relationship to other projects (see Tables 2 through 4). Any of those projects recommended for PE/ROW in the "high priority" categories could be accelerated to construction if the process proceeds faster than anticipated at this time.

Access Oregon is a recently added category of project funding in the ODOT Six-Year Plan process. Beginning in 1990, the OTC plans to focus approximately \$150 million in new revenues on projects to modernize routes which significantly contribute to the economic health of the state while providing access to tourist destinations. As currently proposed by ODOT, the Access Oregon and Interstate routes cover all of the major radial corridors in this region (from I-84 to U.S. 26 east; McLoughlin Boulevard and the Sunrise Corridor; the Western Bypass and Highway 99W; I-5, I-84; and U.S. 30) except the Sunset Highway (U.S. 26 West). The Sunset Highway is the only major radial corridor that would not qualify for either Interstate funds or Access Oregon funds. It is strongly recommended that the Sunset Highway, obviously important from an economic standpoint as the access route to the growing employment base in Washington County and recreationally important as the major metropolitan area route to Tillamook (via Highway 6) and Seaside, be included as either an Access Oregon route or a very high priority for funding from "other" state highway funds. To that end, Sunset Highway improvements have been included in both the Access Oregon priorities (Table 3) and the Other State Fund priorities (Table 4).

In addition to the specific project recommendations, two more generalized priorities were formulated in the process:

1. That the state should pursue the establishment of an "operations fund" for each region to be used for intersections and related operations-type improvements, especially in light of the reduction in HES funding levels; and
2. That the funding for management technique projects on the freeway system (ramp metering, incident management, etc.) should be pursued. These techniques are often inexpensive and can be a major factor in the more effective use of existing freeway capacity.

There was unanimous concurrence of the Transportation Improvement Program Subcommittee to forward the attached resolution to the Transportation Policy Alternatives Committee (TPAC) for approval.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1134.

ATTACHMENT A

I. JPACT CRITERIA

To implement the 10-year program, priorities must be established to guide specific funding decisions, now and during the course of the 10-year period. Criteria for setting these priorities will be as follows:

A. Criteria for Ranking Projects:

1. Improvements that correct severe existing traffic problems will have first priority.
 2. Improvements that correct traffic congestion problems anticipated in the next 10 years and improvements that correct access capacity deficiencies that constrain 10-year development areas will have next priority.
- B. In order to minimize costs, regional corridor improvements to be implemented will give priority consideration to actions to reduce costs through increased people-moving capacity obtained by transit, regional and corridor ride-share programs and low-cost management techniques such as ramp metering, signal improvements, access control and high-occupancy vehicle lanes.
- C. Large projects should be broken into manageable parts so that the most critical part is prioritized for construction.
- D. Consideration should be given to the region "reserving" a portion of available funds in order to be able to quickly respond to economic development opportunities.

II. TECHNICAL CRITERIA

- A. 1985 v/c: Volume to capacity ratio (p.m. pk. hr./pk. direction)
- > .9 = High = 3 pts.
 - .8 - .9 = Med. = 2 pts.
 - < .8 = Low = 1 pt.
- B. 1985 Accident Rate per vehicle mile (from 1985 ODOT Accident Rate Book)
- > 124% statewide median = High = 3 pts.
 - 100% - 124% statewide median = Med. = 2 pts.
 - < 100% statewide median = Low = 1 pt.

C. 1985 VHD = annual vehicle hours of delay

(time at assigned peak-hour volume) - (time at LOS "c" volume) x 3,300 x peak-hour volume

1. Intersections/Interchanges

- > 9 hours = High = 3 pts.
- 5 - 9 hours = Med. = 2 pts.
- < 5 hours = Low = 1 pt.

2. Interstate Projects

- > 74 hours = High = 3 pts.
- 25 - 74 hours = Med. = 2 pts.
- < 25 hours = Low = 1 pt.

3. Link Improvements

- > 15 hours = High = 3 pts.
- 7.5 - 15 hours = Med. = 2 pts.
- < 7.5 hours = Low = 1 pt.

D. 1998 v/c: Volume to capacity ratio (p.m. pk. hr./pk. direction)

- > .94 = High = 3 pts.
- .85 - .94 = Med. = 2 pts.
- < .85 = Low = 1 pt.

E. 1998 VHD = annual vehicle hours of delay

(time at assigned peak-hour volume) - (time at LOS "c" volume) x 3,300 x peak-hour volume

1. Intersections/Interchanges

- > 19 hours = High = 3 pts.
- 10 - 19 hours = Med. = 2 pts.
- < 10 hours = Low = 1 pt.

2. Interstate Projects

- > 149 hours = High = 3 pts.
- 50 - 149 hours = Med. = 2 pts.
- < 50 hours = Low = 1 pt.

3. Link Improvements

- > 29 hours = High = 3 pts.
- 15 - 29 hours = Med. = 2 pts.
- < 15 hours = Low = 1 pt.



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

DATE: September 21, 1989

TO: Robert N. Bothman, ODOT Director

FROM: ^{NR} Mike Ragsdale, Chair, JPACT

RE: ODOT SIX-YEAR HIGHWAY PROGRAM POLICIES -- JPACT CONCERNS

At the September 14, 1989 meeting, JPACT endorsed transmitting a series of concerns to ODOT regarding policies that affect the development of the Six-Year Highway Improvement Program. We would appreciate your sharing these with the Oregon Transportation Commission.

1. Consideration should be given to adding the Sunset Highway to the Access Oregon system and to scheduling improvements to be coordinated with the LRT construction schedule. The Sunset Highway does meet ODOT's criteria for the Access Oregon system as the key route from Portland to Seaside.
2. Consideration should be given to maintaining an adequate funding level for Interstate modernization. The past policy of splitting the FAI-4R funds 60/40 percent for Rehabilitation/Modernization ensures needed modernization projects can be advanced while a change in policy to 90/10 percent Rehabilitation/Modernization would significantly delay the entire program. Maintaining the 40 percent share or supplementing FAI-4R funds with state funds should be considered.
3. ODOT should clarify how it proposes to treat arterial projects:
 - a. which arterials does ODOT plan to retain and improve; what funding program is set up for this purpose?
 - b. which arterials does ODOT plan to drop; under what conditions should local jurisdictions expect to assume responsibility?
4. The Access Oregon program is a good one, but the region may see few or no improvements for eight to ten years. Although the region expects to seek funding from the Access Oregon

Robert N. Bothman
September 21, 1989
Page 2

program for the Westside Bypass, the Sunrise Corridor and the Mt. Hood Parkway, ODOT's policy prohibits including a commitment to construction in the Six-Year Program until the project has completed the EIS process. As such, funding cannot be committed in this update and perhaps the next update. If the OTC fully commits the Access Oregon funding, no construction activity can be committed to for the next six to eight years, causing a significant delay to these projects. Consideration should be given to not fully committing all available Access Oregon funding in the next several updates to the Six-Year Highway Program.

5. Consideration should be given to establishing a funding program for intersection improvements, freeway management projects and other small scale operations improvements. These projects produce a very high degree of benefit at minimal cost.
6. Funding Commitment -- The Portland region has historically viewed the Six-Year Program as a commitment by ODOT to fund the project. This is a good policy that should be continued. Furthermore, ODOT should maintain a commitment to a project once included in the Six-Year Program in the event funding is reprogrammed to other purposes and use the Six-Year Program update process to decide to drop projects.

Thank you for your consideration and assistance. We will also be submitting to you project-specific priorities.

MR:ACC:mk

CC: TPAC
JPACT

BEFORE THE COUNCIL OF
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING) RESOLUTION NO. 89-1134
THE REGION'S PRIORITY HIGHWAY) Introduced by
PROJECT IMPROVEMENTS FOR INCLUSION) Mike Ragsdale,
IN THE 1991-1996 OREGON DEPARTMENT) Presiding Officer
OF TRANSPORTATION SIX-YEAR HIGHWAY)
PROGRAM)

WHEREAS, The Joint Policy Advisory Committee on Transportation has established a preliminary 10-year transportation program of priorities and strategies; and

WHEREAS, These priorities are identified in the adopted Regional Transportation Plan (RTP); and

WHEREAS, The program sets the agenda for transportation improvements throughout the next decade; and

WHEREAS, Many of the identified improvements are required on facilities owned by the state of Oregon; and

WHEREAS, The improvements programmed on the State Highway System must be included in the Oregon Department of Transportation Six-Year Highway Improvement Program; and

WHEREAS, The Six-Year Program is currently being updated to encompass projects to be scheduled in the period 1991-1996; and

WHEREAS, The Transportation Improvement Program Subcommittee and the Transportation Policy Alternatives Committee have developed a consensus as to the region's priorities for projects to be included in the current Oregon Department of Transportation Six-Year Program update; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District reconfirms the priority of those projects currently committed for funding in the 1989-1994 ODOT Six-Year Highway Improvement Program.

2. That the Council of the Metropolitan Service District adopts the highway improvements contained in Exhibit A as the region's priorities for inclusion in the 1991-1996 Oregon Department of Transportation Six-Year Highway Improvement Program.

3. That staff be directed to forward these priorities in testimony during the appropriate hearings on the Six-Year Program update by the Oregon Transportation Commission.

4. That this action is consistent with the Regional Transportation Plan.

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1989.

Mike Ragsdale, Presiding Officer

EXHIBIT A

HIGHWAY PROJECT PRIORITIES FOR INCLUSION IN
1991-1996 ODOT SIX-YEAR PROGRAM

<u>Project Limits</u>	<u>Recommendation</u>	<u>Cost</u>
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A. Interstate Projects

I-5	Western Bypass/I-205 Int.	PE/ROW	\$12.0	
I-205	Highway 224 Interchange	PE/ROW	6.0	
I-5	Highway 217 Interchange	Construction	45.5	
I-5	Greeley - N. Banfield Ph. 1	Construction	6.0	m.
I-5	Greeley - N. Banfield Ph. 2	Construction	27.9	
I-5	Greeley - N. Banfield Ph. 3	PE/ROW	3.0	
I-5	Greeley - N. Banfield Ph. 4	PE/ROW	5.5	
I-205	Sunnybrook Interchange	Construction	9.2	
I-5	Barbur/49th/Taylor's Ferry Int.	PE/EIS	1.0	
I-405	W. Marquam - Fremont Bridge	PE	4.0	
I-5	Stafford Road Interchange	Construction	10.2	(5.2 prog.)
I-84	181st - Troutdale	Construction	67.3	(55.0 prog.)
I-205	Sunnyside Interchange	Construction	0.2	

B. Access Oregon Projects

Hwy. 99E	McLoughlin - Phases 1, 2, 3	Construction	10.5	(short- fall)
Western Bypass	I-5 to Sunset Highway	PE	5.0	
Western Bypass	Phase I (I-5 to Highway 99W)	ROW	8.9	
Western Bypass	(Boones Ferry Road) Bypass to I-5 Phase 1	PE/ROW	1.9	
Hwy. 99W	at Six Corners	Construction	5.6	(4.4 prog.)
Hwy. 99W	Highway 217 to Main	PE/ROW	1.5	
Hwy. 99W	Highway 217 Interchange	PE/ROW	4.7	
U.S. 26	Zoo - Sylvan Road Phase 1 (including Zoo ramp Ph. 2)	Construction	11.5	(5.4 prog.)
U.S. 26	Sylvan - Canyon Phase 2	Construction	11.3	
U.S. 26	Canyon - Cornell	Construction	19.2	
U.S. 26	158th/Cornell Interchange	Construction	18.5	(12.4 prog.)
U.S. 26	185th Avenue Interchange	Construction	8.1	
I-84/U.S. 26	Connection (Mt. Hood Parkway)	PE/ROW	12.0	(2.0 prog.)

EXHIBIT A
(continued)

<u>Project Limits</u>	<u>Recommendation</u>	<u>Cost</u>
Sunrise Corridor:		
Hwy. 224 Lawnfield - 135th (Unit I)	PE/ROW	10.0 (1.0 prog.)
Hwy. 212 Chitwood - Royer (Damascus) (Unit II)	PE/ROW	3.5 (1.1 prog.)
Hwy. 212 Rock Creek Jct. - MP.95 Climbing Lane (Unit II)	Construction	1.2
Hwy. 224 McLoughlin - 37th/Edison (Unit III)	PE/ROW	5.0
Hwy. 224 37th/Edison - Webster - TSM (Unit III)	Construction	0.5
Hwy. 224 37th/Edison - Webster - Widening (Unit III)	PE	0.4
Hwy. 224 Webster - Johnson (Unit III)	PE	0.4
C. <u>Other State Fund Projects</u>		
U.S. 26 Zoo - Sylvan Road Phase 1 (including Zoo ramp Ph. 2)	Construction	11.5 (5.4 prog.)
U.S. 26 Canyon - Cornell	Construction	19.2
Barbur Blvd. S.W. Third - S.W. 49th (TSM)	Construction	1.3
Powell Blvd. I-205 - 181st Phase 1 (TSM)	Construction	7-10.0
T.V. Hwy. Murray - Highway 217 (Beaverton)	PE/ROW	10.0
U.S. 26 Sylvan - Canyon Phase 2	Construction	11.3
Farmington Road Murray - 209th	Construction	11.2 (3.45 local)
Hwy. 43 Willamette Falls Dr. - Laurel	Construction	1.0
OR 213 C.C.C. - Leland	Construction	3.9
Hwy. 217 Sunset - Scholls Ferry Rd. (Ramp Metering)	Construction	0.8
Hwy. 217 Sunset - Hall Phase 1	PE/ROW	1.2
Hwy. 217 Hall Boulevard - Hall O'xing	PE/ROW	1.1
U.S. 26 Ross Island Br./West Bridgehead	PE	2.0
U.S. 26 158th/Cornell Interchange	Construction	12.0 (10.8 prog.)
Hwy. 217 Greenburg Overcrossing	PE/ROW	0.5
B.H. Hwy. Scholls Ferry - Hwy. 217 (TSM)	Construction	1.7
B.H. Hwy. Scholls/Oleson Interchange	Construction	1.0 (0.33 prog.)
Barbur Blvd. Hamilton - Terwilliger	PE/ROW	1.3

EXHIBIT A
(continued)

<u>Project Limits</u>	<u>Recommendation</u>	<u>Cost</u>
T.V. Hwy. Murray - 21st Phase 1 (TSM)	PE	2.5
T.V. Hwy. 21st - Oak	Construction	3.1 (4.8 other \$)
Scholls Ferry Highway 217 - Murray	Construction	7.5 (3.8 prog.)

C. Other State Fund Projects (continued)

Macadam Avenue at Taylors Ferry	PE/ROW	0.4
Macadam Avenue Taylors Ferry - Bancroft (TSM)	PE	1.0
Hwy. 99E Union/Grand Viaduct	Construction	14.4 (HBR poss.)
U.S. 30 N. Columbia - Lombard via 60th	Construction	3.5
U.S. 26 185th Avenue Interchange	Construction	8.1
Graham Road Structure Widening	Construction	2.8
Hwy. 47 Forest Grove Bypass	Construction	5.6 (2.8 prog.)

D. State Operations Fund

That the state establish, on a regional basis, an operations fund to be used for intersections and other small scale operations improvements for new projects and to supplement HES funds.

E. Freeway Management Techniques

That ODOT initiate and implement over time the freeway management techniques, including ramp metering, identified in the November 1987 Freeway Congestion Management Report prepared by ODOT Region I.

Table 1

New Project Rankings for the 1991-1996 Six-Year Program Update

Facility	Project Limits	Project Description	1987 V/C	Rating (Points)	1987 Accident Rate	Rating (Points)	1987 VHD	Rating (Points)	1998 V/C	Rating (Points)	1998 VHD	Rating (Points)	1998 V/C	Recent Development	Rating (Points)	Est. Cost	2005 VMT/VI	Cost per 2005 VMT	Rating (Points)	Total (Points)
McLoughlin Boulevard	Units 1, 2, 3	Shortfalls	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
*T.V. Highway	Beaverton E/W	Interchange and Arterial Imps.	1.01	High (3 pts.)	234%	High (3 pts.)	18.7	High (3 pts.)	1.15	High (3 pts.)	35.9	High (3 pts.)	Yes	Yes	High (3 pts.)	\$10.0 m.++	\$16.9 m.	\$ 0.59	Med. (2 pts.)	20
*Ross Island Bridge	West Bridgehead	Reconstruct, Access	1.30	High (3 pts.)	110%	Med. (2 pts.)	19.2	High (3 pts.)	1.59	High (3 pts.)	21.2	High (3 pts.)	Yes	Yes	High (3 pts.)	50.0 m.	4.1 m.	12.20	Low (1 pt.)	18
*Union/Grand Viaduct	Division - ramps	Widening	1.00	High (3 pts.)	75%	Low (1 pt.)	24.4	High (3 pts.)	1.15	High (3 pts.)	28.7	High (3 pts.)	Yes	Yes	High (3 pts.)	14.4 m.	6.4 m.	2.26	Low (1 pt.)	17
*I-205/Sunnyside	Interchange	NB Off-Ramp Widening	0.8	Med. (2 pts.)	0%	Low (1 pt.)	5.8	Med. (2 pts.)	1.03	High (3 pts.)	7.2	Low (1 pt.)	Yes	Yes	High (3 pts.)	0.2 m.	3.3 m.	0.06	High (3 pts.)	15
*Sandy Boulevard	41st - 102nd	TSM	.94-.32	Low (1 pt.)	222%-75%	High (3 pts.)	4.3	Low (1 pt.)	1.03-.38	Med. (2 pts.)	15.0	Med. (2 pts.)	No	No	Low (1 pt.)	4.0 m.	18.8 m.	0.21	High (3 pts.)	13
*I-205/Park Place	Interchange	EB Off-Ramp	1.0	High (3 pts.)	345%	High (3 pts.)	5.1	Med. (2 pts.)	1.05	High (3 pts.)	6.0	Low (1 pt.)	Yes	Yes	High (3 pts.)	1.5 m.	1.38 m.	1.09	Low (1 pt.)	16
*Steel Bridge	East Bridgehead	Circulation, Access	.9	Med. (2 pts.)	56%	Low (1 pt.)	0.5	Low (1 pt.)	0.92	Low (1 pt.)	0.6	Low (1 pt.)	Yes	Yes	High (3 pts.)	5.0 m.	4.5 m.	1.10	Low (1 pt.)	10
*I-5/Hyberg	Interchange	SB-EB RTL	.67	Low (1 pt.)	74%	Low (1 pt.)	4.6	Low (1 pt.)	0.84	Low (1 pt.)	5.6	Low (1 pt.)	No	Yes	Med. (2 pts.)	0.2 m.	5.3 m.	0.04	High (3 pts.)	10
*Highway 47	Council Creek - Hwy. 47 Bypass	Widen	.2	Low (1 pt.)	107%	Med. (2 pts.)	0.0	Low (1 pt.)	0.65	Low (1 pt.)	0.0	Low (1 pt.)	No	No	Low (1 pt.)	5.6 m.	20.7 m.	0.27	High (3 pts.)	10
*U.S. 30	Kittridge - WCL	TSM	.61	Low (1 pt.)	26%	Low (1 pt.)	0.0	Low (1 pt.)	0.72	Low (1 pt.)	1.5	Low (1 pt.)	No	No	Low (1 pt.)	2.5 m.	19.9 m.	0.13	High (3 pts.)	9
*I-5/N. Kerby	Interchange	NB Off-Ramp	.45	Low (1 pt.)	101%	Med. (2 pts.)	2.3	Low (1 pt.)	0.54	Low (1 pt.)	3.3	Low (1 pt.)	No	No	Low (1 pt.)	2.8 m.	2.3 m.	1.22	Low (1 pt.)	8
*I-5	Columbia - Portland	Capacity, Ramps	.5	Low (1 pt.)	15%	Low (1 pt.)	0.2	Low (1 pt.)	0.51	Low (1 pt.)	0.2	Low (1 pt.)	No	No	Low (1 pt.)	3.0 m.	1.2 m.	2.50	Low (1 pt.)	7
Highway 47 (Highway 8)	Bypass	Construct/Re-route Hwy. 47	1.03	High (3 pts.)	92%	Low (1 pt.)	14.6	Med. (2 pts.)	1.14	High (3 pts.)	21.5	Med. (2 pts.)	Yes	No	Med. (2 pts.)	5.6 m.	12.5 m. (e)	.44 (e)	High (3 pts.)	16
I-5/Lower Boones Ferry	Interchange	Reconstruct Ramps	1.0	High (3 pts.)	82%	Low (1 pt.)	5.0 (e)	Med. (2 pts.)	1.06	High (3 pts.)	7.0	Low (1 pt.)	Yes	Yes	High (3 pts.)	4.7 m.	6.0 m.	.78	Med. (2 pts.)	15

* Data supplied by ODOT
+ Data supplied by Metro
++ Reflects ODOT participation

TABLE 2

INTERSTATE PROJECT PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>	
<u>High</u>						
I-5	Greeley - N. Banfield Phase I	Ramp mods; new local street	19	Construction	—	\$ 6.0 m.
I-5	Western Bypass/I-205 Interchange	Construction	19	PE/ROW	Insufficient time available to construct in six-year period.	12.0
I-205	Highway 224 Interchange	Reconstruction	19	PE/ROW	Insufficient time available to construct in six-year period.	6.0
I-5	Highway 217 Interchange	Reconstruction	18	Construction	—	45.5
I-5	Greeley - N. Banfield Phase II	Widen to 6 lanes	18	Construction	—	27.9
I-5	Greeley - N. Banfield Phase III	Braided ramps	18	PE/ROW	Construction of Phases 1 and 2 will allow lengthening of schedule.	3.0
I-5	Greeley - No. Banfield Phase IV	SB frontage road	18	PE/ROW	Construction of Phases 1 and 2 will allow lengthening of schedule.	5.5
I-205	Sunnybrook Interchange	Construction of split diamond	17	Construction	—	9.2
I-5	Barbur/49th/Taylor's Ferry Int.	To be determined	17	PE/EIS	Project has yet to be defined.	1.0
I-405	W. Marquam - Fremont Bridge	To be determined	16	PE	Project has yet to be defined.	4.0
I-5	Stafford Road Interchange	Widening	15	Construction	Required for Phase 1 of W. Bypass.	10.2 (5.2 funded)
I-84	181st - Troutdale	Widen to 6 lanes; new ints. at 207th and 238th	10	Construction	Accelerate priority due to U.S. 26 Connector priority.	67.3 (55.0 funded)
I-205	Sunnyside Interchange	NB Off-ramp widening	15	Construction	Deferred part of original project.	0.2
<u>Medium</u>						
I-5	Multnomah - Terwilliger	NB weave and merge	16	—	—	
I-205	Airport Way - Sunnyside	Ramp metering	16	—	—	
I-205	Park Place Interchange	EB Off-Ramp improvements	16	—	—	
I-5	Hood Avenue - Terwilliger	SB Climbing Lane	15	—	—	
I-5	Lower Boones Ferry Interchange	Widening	15	—	—	
<u>Low</u>						
I-205	Gladstone Interchange	Widening	13	—	—	
I-205	Highway 43 Interchange	Widening	11	—	—	
I-5	Nyberg Road Interchange	SB-EB RTL	10	—	—	
I-5	Wilsonville Interchange	Reconstruction	10	—	FEIS FY 91	
I-5	Charbonneau Interchange	Widening	8	—	—	
I-5	N. Kerby Avenue	NB Off-ramp	8	—	Privately funded PE should proceed.	
I-5	Columbia - Portland Boulevard	Capacity, ramps	7	—	—	

TABLE 3

ACCESS OREGON PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>	
<u>High</u>						
Hwy. 99E W. Bypass W. Bypass	Units 1, 2, 3 I-5 to Sunset Highway Phase I (I-5 to Highway 99W)	Shortfalls Construct 4-lane facility Construct 4-lane facility	N/A PE 21 ROW	Construction PE ROW	Cover shortfalls on committed Insufficient time to go to construction in six-year period.	\$9.9-11.6 m. 5.0 8.9
U.S. 26	Zoo - Sylvan Road Phase I (including Zoo ramp II)	Complete WB Climbing Lane	20	Construction	—	11.5 (5.4 prog.)
U.S. 26	Canyon - Cornell	Widen to 6 lanes	20	Construction	—	19.2
U.S. 26 I-84/ U.S.26	Sylvan - Canyon Phase 2 Connection	Widen; construct CD roads Construct 4-lane facility	19 19	Construction PE/ROW	— Insufficient time to go to construction in six-year period.	11.3 12.0 (2.0 prog.)
Hwy. 224 Hwy. 224 Hwy. 224	McLoughlin - 37th/Edison 37th/Edison - Webster Phase I Extension (Lawnfield - 135th)	Widen to 6 lanes Reconfigure, signal intertie Construct 4-lane facility	18 12 18	Construction Construction PE/ROW	— Required for previous project. Insufficient time to go to construction in six-year period.	5.0 0.5 10.0 (1.0 prog.)
W. Bypass U.S. 26	(Boones Ferry Rd.) Bypass - I-5/Stafford Phase I 158th/Cornell Interchange	Widen to 3 lanes Reconstruct interchange	17 17	Construction Construction	Connected to I-5/Stafford and Bypass Phase 1 —	1.9 18.5 (12.4 prog.)
Hwy. 99W	at Six Corners	Reconfigure interchange	17	Construction	Connected to Tualatin/Sherwood/ Edy Road project.	5.6 (5.4 prog.)
Hwy. 99W Hwy. 99W Hwy. 212	Highway 217 to Main Hwy. 217 Interchange Chitwood - Royer (Damascus)	Reconfigure; widen Reconstruct Widen or couplet	19 17 14	PE/ROW PE/ROW PE/ROW	Insufficient time to go to construction in six-year period.	1.5 4.7 3.5 (1.1 prog.)
Hwy. 224	37th/Edison - Webster Phase 2	Widen to 6 lanes	12	PE	Moved up to allow all Hwy. 224 PE to proceed at same time.	0.4
Hwy. 224	Webster - Johnson	Widen to 6 lanes	11	PE	(See previous project.) 216th/219th segment; construction is subject to meeting land use requirements.	0.4
Hwy. 26	185th Interchange	Reconstruct	15	Construction	Connected to 185th widening.	8.1

Medium

- NONE -

TABLE 3

ACCESS OREGON PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
		<u>Low</u>			
Hwy. 212	Rock Creek Junction - Chitwood	11	Widen to 4 lanes	FEIS FY 92	
Hwy. 212	Lani Lane - U.S. 26 Phase I	11	Widen to 2 lanes	FEIS FY 92	
Hwy. 212	Lani Lane - U.S. 26 Phase II	11	Widen to 4 lanes	FEIS FY 92	
Hwy. 212	School Rd. - Lani Ln. (Boring)	9	Widen or couplet	FEIS FY 92	
Hwy. 212	Royer - 242nd	8	Widen to 4 lanes	FEIS FY 92	
Hwy. 212	242nd - School Road	8	Widen to 4 lanes	FEIS FY 92	
U.S. 26	Helvetia Int. Phase 2	8	All capacity at interchange	Construction FY 94	
U.S. 26	Jackson Interchange	7	Construct interchange	ROW FY 94	
Hwy. 212	at U.S. 26	7	Improve interchange	FEIS FY 92	

TABLE 4

OTHER STATE FUNDING SOURCE PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
		<u>High</u>			
U.S. 26	Zoo - Sylvan Phase I (including Zoo ramp II)	Complete WB Climbing Lane	20	Construction	\$11.5 m.
U.S. 26	Canyon - Cornell	Widen to 6 lanes	20	Construction	19.2
Barbur Blvd.	S.W. Third - S.W. 49th	TSM	20	Construction	1.3
Powell Blvd.	I-205 - 181st Phase 1	TSM	20	Construction	7-10
T.V. Hwy.	Murray - Highway 217	Interchange and E/W arterials	20	PE/ROW	Development of project scope and financial plan required. 10.0
U.S. 26	Sylvan - Canyon Phase 2	Widen; all CD roads	19	Construction	11.3
Farmington Road	Murray - 209th	Widen to 3-5 lanes	19	Construction	Local \$ committed (\$3.45 m.). 11.2
Hwy. 43	Willamette Falls Dr. - Laurel	TSM; intersections	19	Construction	1.0
OR 213	C.C.C. - Mulino	Widen	19	Construction	3.9
Hwy. 217	Sunset - Scholls Ferry Road	Ramp meter	18	Construction	0.8
Hwy. 217	Sunset - Hall Phase I	Auxiliary lanes	18	PE/ROW	1.2
Hwy. 217	Hall Boulevard - Hall O'xing	Widen to 6 lanes	18	PE/ROW	1.1
U.S. 26	Ross Island Br./West	Reconstruct access	18	PE/ROW	Project development required 5.0
U.S. 26	158th/Cornell Interchange	Reconstruct interchange	17	Construction	12.0 (10.8 prog.)
Hwy. 217	Greenburg O'xing	Widen to 7 lanes	17	PE/ROW/CON	2.0
B.H. Hwy.	Scholls Ferry - Highway 217	TSM	17	Construction	1.7
B.H. Hwy.	Scholls/Oleson Interchange	Reconfigure interchange	17	Construction	1.0 (0.33 prog.)
Hwy. 99E	Union/Grand Viaduct	Widen	17	Construction	Tied to committed East Marquam project. 14.4
Barbur Blvd.	Hamilton - Terwilliger	SB Climb Lane	17	PE/ROW	1.3
T.V. Hwy.	Murray - 21st Phase I	TSM	17	PE	2.5
T.V. Hwy.	21st - Oak	Widening	17	Construction	(e) (4) and local \$ committed (\$4.8 m.) 3.1
Scholls Ferry	Hwy. 217 - Murray (incl. WB lane; FC Br. & 135th Ph. I)	Widen	16	Construction	Local \$ committed 7.5 (3.8 prog.)
Macadam Ave.	at Taylors Ferry	Reconfigure; TSM	17	PE/ROW	Project needs to be defined. 0.4
Macadam Ave.	Taylors Ferry - Bancroft	TSM	17	PE	Project needs to be defined. 1.0
Highway 47	Forest Grove Bypass	Relocate route	16	PE/ROW/CON	MSTIP \$ committed 5.6 (2.8 prog.)

TABLE 4 (continued)

OTHER STATE FUNDING SOURCE PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>	
<u>High (continued)</u>						
U.S. 30	N. Columbia - Lombard at 60th	Reconfigure	11	Construction	Last piece of corridor truck-route program.	3.5
U.S. 26	185th Interchange	Reconstruct	15	Construction	Connected to 185th widening.	8.1
Graham Rd.	Col. S. Highway - I-84	Widen structure	11	Construction	Connected to I-84 widening and 257th project.	2.8
<u>Medium</u>						
Hwy. 99W Scholls Ferry Hall Blvd. McLoughlin Blvd. Barbur Blvd. Sandy Blvd. B.H. Hwy. Oregon City Bypass Durham Road Sandy Blvd.	Main - Tualatin Road Highway 217 - Hall Phase II Scholls Ferry - Durham Phase I Hanson - River Road at Hamilton Interchange at 12th/Burnside Interchange at Capital/Bertha at Beaver Creek Road Hall - 72nd 41st - 102nd	TSM Widen TSM Widen to 5 lanes Reconfigure Reconfigure Reconfigure Construct interchange Widen to 3 lanes TSM	15 15 15 15 14 14 14 14 13 13		Some intersections in construction	
<u>Low</u>						
Hwy. 43 Boones Ferry Rd. McLoughlin Steel Bridge	at Terwilliger Extension Tualatin River Bridge Bypass at Arlington East Bridgehead	Intersection TSM Widen to 3-4 lanes Intersection Circulation, access	12 12 11 10			

OTHER STATE FUNDING SOURCE PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
<u>Low (continued)</u>					
Scholls Ferry	at Old Scholls/135th Phase II	Reconfigure	14	*	Need lessened by Phase 1.
Hwy. 217	Hall - Hall O'xing	Widen to 6 lanes	16		Need lessened by Phase 1.
Hwy. 99W	I-5 to Highway 217	Widen to 7 lanes	21		Deferred until after Ph. 1 Bypass opens.
T.V. Hwy.	Murray to 21st Phase II	Widen to 6-7 lanes	17		Deferred until Ph. 1 completed, Farmington and Baseline improved.
Boones Ferry Rd.	I-5 to Tualatin River	Widen to 3 lanes	11		
Boones Ferry Rd.	at Tualatin River	Widen to 3 lanes	11		
Boones Ferry Rd.	W. Bypass - I-5/Stafford Ph. II	Widen to 5 lanes	13		Need lessened by Phase 1.
Scholls Ferry Rd.	Murray - Beef Bend	Widen to 4-5 lanes	11		
Scholls Ferry Rd.	Beef Bend - Western Bypass	Widen to 4-5 lanes	12		Don't need until W. Bypass Phase 2.
Farmington Road	209th - Western Bypass	Widen to 3 lanes	10		
Hall Blvd.	Scholls Ferry - Durham Phase II	Widen to 3 lanes	14		Need lessened by Phase 1.
Barbur Blvd.	Front - Hamilton	Add SB lane	17		Deferred in favor of transit expansion.
Sandy Blvd.	99 - 121 (105 - 109)	TSM; interchangeimps.	11		
Sandy Blvd.	121st - 181st	Widen to 5 lanes	9		
Sandy Blvd.	181st - 244th Phase I	TSM	10		
Sandy Blvd.	181st - 244th Phase II	Widen to 3 lanes	8		
McLoughlin Blvd.	Ross Island Br. - Harold Ph. 3B	Widen to 3 lanes	18		Deferred in favor of transit expansion.
McLoughlin Blvd.	Harold - Tacoma Phase IV	Widen to 3 lanes	19		Deferred in favor of transit expansion.
82nd Avenue	Division - Schiller	Widen	11		

TABLE 4 (continued)

OTHER STATE FUNDING SOURCE PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
<u>Low (continued)</u>					
Hwy. 47	Council Creek - Hwy. 47 Bypass	Widen	10		
82nd Avenue	Killingsworth - Division	Widen	10		
82nd Avenue	Crystal Springs - Schiller	Widen	11		
Powell Blvd.	I-205 - 181st Phase II	Widen to 4-5 lanes	17	Need lessened by Phase 1.	
U.S. 30	Kittridge - WCL	TSM	9		
U.S. 26	Helvetia Phase II Interchange	Widen interchange	8	Construction FY 94	
U.S. 26	Jackson Road	Construct interchange	7	ROW FY 94	

PO Box 5160
Aloha, OR 97006
October 6, 1989

Mike Ragsdale
Chair, JPACT
2000 SW First Avenue
Portland, OR 97201

Dear Mike,

Sensible Transportation Options for People strongly urges JPACT to remove projects involving the Western Bypass from its priorities for inclusion in the 1991-1996 ODOT Six-Year Program in both the Interstate and Access Oregon categories.

We urge this action for three reasons:

1. The proposed Western Bypass may not be legal, since the required land-use planning has not yet been performed. A decision is due from the Land Use Board of Appeals October 13.
2. The proposed Western Bypass is not the most cost-effective solution to Washington County's traffic problems. For substantiation of this claim, please refer to STOP's analysis (released September 26) of Metro's Southwest Corridor Study, which concludes that the recommended 216th Bypass provides no significant transportation advantages over the 217/Sunset alternative, yet costs \$95 million more.
3. Funding for the proposed Western Bypass is premature. ODOT has recently initiated "The Western Bypass Study", a two-year-plus evaluation of transportation alternatives to solve Washington County's traffic problems. According to ODOT, this study "begins by reviewing all reasonable corridors and taking a hard look at light rail, transit, and other methods of reducing demands on highways." How can JPACT recommend the inclusion of Western Bypass projects in ODOT's Six-Year Program before the results of this study are known?

Clearly, the region is not prepared to move forward with any of these items:

- I-205/Western Bypass Interchange (PE/ROW)
- I-5 to Sunset Highway (PE)
- I-5 to Highway 99W (ROW)
- (Boones Ferry Road) Bypass to I-5 (PE/ROW)

Combined, these items total \$27.8 million. Is it not fiscally irresponsible to recommend investing this amount in a project that may never be built? With half of the area's Regional Transportation Plan unfunded, surely this money could be put to better use elsewhere.

Cordially,

Meeky Blizzard
Meeky Blizzard
President, STOP

cc: Andy Catugno

REGIONAL TRANSPORTATION ACTION PLAN

I. Strategy Development and Issue Management

Objectives

- A. Determine LRT/Arterial Program split of Vehicle Registration Fees.
- B. Determine definition of projects/programs that are to be used for the campaign.
- C. Determine timing of Vehicle Registration Fee election and the implementing agency(ies).
- D. Integrate other revenue needs into overall strategy.
- E. Adjust strategy as needed.

Work Program

- A. Undertake survey work (see Appendix "A") in late September to:
 1. Establish baseline statewide data on the constitutional amendment.
 2. Analyze regional preference regarding (a) the amount of the fee and (b) the use of the fee to determine how to maximize probability of success.
- B. Analyze political factors relating to the campaign such as:
 1. Projections of other ballot issues likely over the next 15 months and their impacts on the Constitutional Amendment and Fee Imposition elections.
 2. The likely demographics of the various election dates and their impact on the T-2000 ballots.
 3. Other timing issues.
- C. Analyze financial considerations affecting the packaging of the overall program including:
 1. The financial needs of the LRT program.

2. The likelihood and usefulness of video lottery revenue.
 3. How to work with the Lottery Commission to implement the video lottery, if it is pursued.
 4. The bondability of the extended payroll tax.
 5. The options on how to use the vehicle registration fees.
 6. The bondability of the vehicle registration fee.
 7. The role of public/private co-venture financing.
 8. The financial needs of the arterial program and methods of securing needed revenue if not available through the vehicle registration fee.
 9. Future state legislation affecting financial resources including: (a) extending the payroll tax to schools, (b) to federal employees, (c) securing state LRT match and regional transit capital assistance.
- D. Analyze the schedules of the Westside LRT PE/DEIS/FEIS, Milwaukie LRT AA and I-205 LRT AA to determine strategic linkages.
- E. Analyze on-going events, activities and issues to determine needs/adjustments to the overall strategy.

Products

- A. Decision on LRT projects/program on ballot (November 1989).
- B. Decision on arterial projects/program on ballot (November 1989).
- C. Decision on amount of fee to be requested (November 1989).
- D. Decision on implementing agency (November 1989).
- E. Decision on timing of imposition election (November 1989).
- F. Decision on the 1991 state legislative program (September 1990).
- G. Decision on source of arterial fund if not vehicle

registration fee (November 1989).

- H. Agreements on the use and strategy of pursuing other existing revenue sources such as the video lottery, extended payroll tax, etc.
- I. Decision on a financial strategy.
- J. Decision on an overall program strategy.
- K. Adjustments to overall strategy (as needed).
- L. Ballot titles and statements.

Organization

- A. T-2000 Technical Management Committee provides staff work. T-2000 Strategy Development Sub-committee prepares recommendation.
- B. T-2000 approves recommendation and transmits to JPACT.
- C. JPACT adopts regional policy.
- D. Implementing agency(ies) adopt implementing ordinances.

II. Establishment and Management of Campaigns

Objectives

- A. Create and activate campaign organization for Constitutional Amendment.
- B. Create and activate campaign organization for the imposition of the vehicle registration fee.

Work Program

- A. Name Constitutional Amendment Campaign Committee.
- B. Name Fee Imposition Campaign Committee.
- C. Fund raise for constitutional amendment campaign.
- D. Fund raise for fee imposition campaign.
- E. Select Campaign staff for Constitutional Campaign.

- F. Select campaign staff for Fee Imposition campaign.
- G. Manage Constitutional Amendment Campaign.
- H. Manage Fee Imposition campaign.

Products

- A. Constitutional Amendment campaign activated (October 1989 - May 1990).
- B. Fee imposition campaign activated (as determined).

Organization

- A. T-2000 Campaign Sub-Committee prepares campaign committee recommendation.
- B. T-2000 approves recommendation and recruits membership.
- C. Campaign committee selects staff, sets campaign strategy, fund raises and manages campaign.

III. Intergovernmental Agreements

Objectives

- A. Establish a consensus between the counties, Portland, METRO and Tri-Met on how funds will be cooperatively administered.
- B. Establish regional land use policy supportive of the LRT program.

Work Program

- A. Draft Intergovernmental Agreement required to impose the vehicle registration fee.
- B. Draft regional land use compact including Regional Transportation Plan language.

Products

- A. Executed agreements (Draft December 1989).
- B. Regional Transportation Plan Amendments (Draft December 1989)

Organization

- A. City, counties, METRO and Tri-Met Sub-Committee prepares recommendation.
- B. Recommendations reported to T-2000.
- C. Recommendations approved by JPACT.
- D. Recommendations adopted by city, counties, METRO and Tri-Met.

IV. Public Information and Outreach

Objective

- A. To implement a coordinated information/marketing campaign by public bodies in support of the regional transportation action plan.

Work Program

- A. Undertake a MAX marketing program within the region.
- B. Implement a T-2000 speakers bureau.
- C. Implement a statewide OTC speakers bureau.
- D. Coordinate other related public information programs.

Products

- A. On-going public information marketing and outreach programs by OTC on Constitutional Amendment.
- B. On-going Tri-Met marketing program on MAX.
- C. Series of events on Tri-Met's award as best transit district.
- D. Meetings with AAA and other key groups.

Organization

- A. T-2000 Technical Management Committee provides staff work.
- B. T-2000 Public Information and Outreach Sub-Committee prepares recommendation.

- C. T-2000 approves recommendation and transmits to implementing agencies.

V. State Road Issues

Objectives

- A. Integrate regional finance strategy with state road finance activities.

Work Program

- A. Assist in state road finance update.
- B. Assist in preparing the next state gas tax bill.
- C. Participate in the state truck cost responsibility study.

Products

- A. 1991 Bill re: state gas tax.
- B. 1991 Bill re: truck cost responsibility.

Organization

- A. State road finance study update to be prepared by the Road Finance Study Committee. Regional recommendations to the Study Committee proposed by JPACT.
- B. Truck study to be prepared by Legislative Fiscal Office and ODOT.
- C. 1991 state gas tax bill to be prepared by ACC, LOC, and OTC. Regional recommendations by JPACT.
- D. Recommendations from above studies to be reported to T-2000. T-2000 will determine how to integrate its strategy with these efforts.

APPENDIX "A"

I. Constitutional Amendment

A. Key Issues to be tested:

1. Basic theme(s) to be used in marketing/public information.
 - (a) Local control
 - (b) Transportation
2. Factors to be addressed in ballot title.
3. Percent who would vote yes in selected demographic categories.

B. Sample

- (a) Size 1000 - 1200 statewide.
- (b) Motivated voters.
- (c) Demographics
 - (1) Age
 - (2) Area of State
 - (3) Income
 - (4) Party

II. Imposition of Fee

A. Key issues to be tested:

1. Sensitivity to the amount of the fee (\$10 - \$15).
2. LRT only vs. LRT plus arterials.
3. Generic program vs. specific projects.
4. Description of generic program (LRT and road).
5. Specific project lists (LRT and road).
6. Factors to be addressed in ballot title.

7. Percent who would vote yes in selected demographic categories.
8. How to explain the legitimacy of using the vehicle registration fee (or the overall funding program).
9. How to explain overall financial strategy.

B. Sample:

Sub-set of statewide sample.

III: NOTE:

- A. Timing and financial requirements may require fielding the survey in to segments. If this approach is adopted, then the Constitutional Amendment and Fee Imposition questions would be fielded in Stage 1 for only the metropolitan region. Stage 2 would field Constitutional Amendment questions to the state outside of the Portland region.

JOINT IRC/METRO RESOLUTION

FOR THE PURPOSE OF establishing a Portland-Vancouver High Capacity Transit Task Force with the responsibility of overseeing the preparation of the Bi-State Transportation Study, including the I-5 High Capacity Transit Component and the I-205 High Capacity Transit Study.

WHEREAS, the Intergovernmental Resource Center is a voluntary association of thirty-one public and private agencies within southwest Washington organized for the purpose of providing a public forum for policy discussion of issues of regional significance and a program of continuing comprehensive planning; and

WHEREAS, the Metropolitan Service District is a regional government with twelve directly elected councilors and an elected executive officer serving the area of Clackamas, Multnomah and Washington Counties in the State of Oregon; and

WHEREAS, IRC was designated by the Governor of the State of Washington as the Metropolitan Planning Organization (MPO) for Clark County, effective January 1, 1979; and

WHEREAS, Metro was designated by the Governor of the State of Oregon as the Metropolitan Planning Organization (MPO) for the urbanized areas of Clackamas, Multnomah, and Washington Counties, effective November 6, 1979; and

WHEREAS, the IRC Board of Directors has established a Transportation Policy Committee to develop regional transportation policies subject to the review and approval of the full Board of Directors; and

WHEREAS, the Metro Council through the Joint Policy Advisory Committee on Transportation provides local elected officials direct involvement in the transportation planning and decision process; and

WHEREAS, the 1990 UWP for both IRC and Metro has been amended to include a Bi-State I-5 transportation study budget at an estimated \$611,000; and

WHEREAS, the U.S. Congress is expected to redefine the Milwaukie/Portland corridor as the Oregon City/Vancouver corridor for the purposes of future UMTA Alternative Analysis; and

WHEREAS, the overall purpose of the Bi-State Transportation Study is to initiate a long-range system planning analysis for developing a bi-state transportation system with the focus on identifying high capacity transit options in the I-5 corridor appropriate for maintaining future cross river accessibility; and

WHEREAS, the Bi-State Transportation Study objectives include such tasks as "evaluate existing bi-state travel needs and traffic impacts on I-5 and I-205," "identify Transportation System Management (TSM) strategies," "develop a methodology for assessing the impacts of bi-state accessibility on economic development," and "examine alternative LRT options including King Boulevard and Clark County extensions"; and

WHEREAS, Tri-Met is to begin an UMTA Alternative Analysis/DEIS in the I-205 corridor between the Clackamas Town Center and Portland International Airport at an estimated cost of \$1,031,000; and

WHEREAS, C-TRAN is to begin a North Corridor compatibility analysis and a systems study in preparation for a future Alternative Analysis/DEIS in the I-205 corridor between Airport Way and Vancouver Mall at an estimated cost of \$401,000; and

WHEREAS, C-TRAN's North Corridor compatibility analysis will examine the issue of future connectivity between alternatives to the south and north of Airport Way, including such activities as transitway engineering, transit patronage and traffic impacts; and

WHEREAS, C-TRAN's system planning in the I-205 corridor will include the definition of plausible transit options (TSM, Bus, Busway, LRT), evaluation of financial feasibility and conduction of an extensive public information process; and

WHEREAS, it is in the best interest of all concerns to ensure that these critically important transportation study efforts are fully coordinated within the Portland/Vancouver Metropolitan Area, so as to ensure that the studies result in recommendations which will enhance the functionality of the regional transportation system.

NOW, THEREFORE, BE IT RESOLVED that the Portland-Vancouver High Capacity Transit Task Force is established to oversee the preparation of the Bi-State Transportation Study including the I-5 High Capacity Transit Component and the I-205 High Capacity Transit Study.

BE IT FURTHER RESOLVED AS FOLLOWS:

1. The responsibility for oversight is to be limited to the following obligations:
 - (a) Provide overall coordination to ensure consistency of approach, data and conclusions;
 - (b) Provide active monitoring of timeliness for individual study components to ensure overall completion schedules for the Bi-State Study and the I-205 Corridor Study are maintained;

- (c) Provide advocacy for regional transportation system approach;
 - (d) Provide political sensitivity to the treatment of public policy issues; and
 - (e) Provide for the creation of a technical subcommittee to assist in the coordination of the complex technical issues.
2. That the High Capacity Transit Task Force, in performing its oversight responsibilities in connection with the northern corridor transportation study efforts, will be guided by the administrative policies indicated below.
- (a) That the chairmanship of the task force shall be shared between the IRC and Metro representatives;
 - (b) That the task force may convene monthly but will meet at least quarterly;
 - (c) That the meeting location will be rotated between Washington and Oregon;
 - (d) That IRC and Metro staff will jointly prepare agendas, and meeting notifications;
 - (e) That agenda packets will be accessible to task force members one week prior to all meeting dates;
 - (f) That the technical committee will meet as necessary to maintain the completion schedule agreed to by IRC and Metro;
 - (g) That it may be appropriate to include a broader range of agencies on the Technical Committee than is represented on the High Capacity Transit Task Force; and
 - (h) That IRC staff will be charged with keeping the IRC Transportation Policy Committee briefed on the process of the study and similarly Metro staff will brief JPACT.
3. That the membership of the High Capacity Transit Task Force for overseeing the transportation study efforts shall include elected officials from the organizations listed below. In the case of the Washington and Oregon Departments of Transportation, the District Administrators shall be the representative. Alternates may participate on the task force in the absence of the regular member. However, alternates shall be limited to elected officials or the executive directors from the member jurisdiction.

Intergovernmental Resource Center
Metropolitan Service District
Clark County
Multnomah County
City of Vancouver
City of Portland
C-TRAN
Tri-Met
Clackamas County
Washington State Department of Transportation
Oregon Department of Transportation

4. That any fiscal and contractual agreement that may be developed to initiate the various study components remains the sole responsibility of the funding agencies or their designee; and that in those cases where multi-jurisdictions funding exist, the agency providing the largest financial contribution will serve as the fiscal agent, and contract official.

ADOPTED this ____ day of _____ by the Intergovernmental Resource Center and the Metropolitan Service District.

IRC Chair, Jane Van Dyke

Metro Presiding Officer, Mike Ragsdale

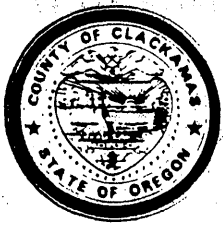
ATTEST:

ATTEST:

Gil Mallery, Executive Director
Intergovernmental Resource Center

Rena Cusma, Executive Officer
Metropolitan Service District

jointres



CLACKAMAS COUNTY

Board of Commissioners

September 28, 1989

Joint Policy Advisory Committee on Transportation
c/o Metro
2000 S.W. First Avenue
Portland, OR 97201-5398

DARLENE MOOLEY
CHAIRMAN

DALE HARLAN
COMMISSIONER

ED LINDQUIST
COMMISSIONER

MICHAEL F. SWANSON
CHIEF EXECUTIVE OFFICER

Clackamas County feels that ultimate voter acceptance of the proposed increase in motor vehicle registration fees to fund transportation improvements will depend on JPACT's ability to offer an improvement package which:

- . Has regionwide appeal (includes major projects in each county).
- . Captures the voter's imagination (such as building a regional light rail transit (LRT) system).
- . Is perceived as a "good buy" (leverages federal dollars or offers a high return for a relatively low cost).
- . Can be constructed within the short term (10 years).
- . Is well understood, perceived as necessary, and environmentally sound.

Clackamas County is concerned that:

- . The proposed \$15 increase in the motor vehicle fee is not adequate to fund a combined LRT/arterials improvement package. The Westside LRT would likely use more than one-half of the motor vehicle fee revenue for several years, leaving little to distribute to arterials.
- . An arterials-only package might have broad voter appeal (Clackamas County could support such a package) but using motor vehicle fee revenue for arterials leaves the region with very limited LRT funding options.
- . A Westside-only LRT package would have little chance of regionwide voter acceptance. Although the Westside LRT is a much-needed project, Eastside voters would be unlikely to support it.

Clackamas County feels that a regionwide LRT-only package would have a very good chance of voter acceptance if another LRT project in addition to the Westside is added to the regional short-term package. An Oregon City to Vancouver LRT line is years behind the Westside LRT in planning and engineering, could not be constructed within the next ten years, and is not likely to fit within our regional budget. However, the I-205 LRT project, from Clackamas Town Center to Portland International Airport, can be built within a short timeframe due to its relatively low cost and readiness to construct. It is perceived as a "good buy" according to a voter acceptance poll and currently has a \$17 million reserve.

Adding the I-205 LRT project to the Westside LRT project offers an opportunity to present to the voters a new and exciting LRT improvement program that would benefit all three counties within a ten year time period.

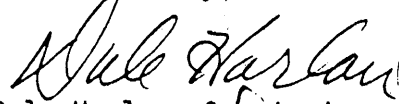
For these reasons, the Clackamas County Board of Commissioners respectfully requests that JPACT:

- Produce an LRT-only or arterial-only package (not a combined LRT/arterials package) and that JPACT develop a funding strategy for the remaining mode.
- Develop a specific list of projects that offers the voter clarity in price and location.
- Should JPACT choose LRT, include I-205 in an LRT short-term plan with a time commitment equivalent to the Westside.
- Include a Vancouver to Oregon City corridor to immediately follow the completion of the Westside and I-205.
- Enhance the attractiveness of I-205 LRT by developing a federal initiative that includes specific language for inclusion in the 1991 transportation program to:
 - Make the project eligible for Section 3.
 - Reiterate the federal government's commitment to exclusive transit in the corridor.
 - Include the Clackamas Town Center as a joint development opportunity that could accomplish similar transit objectives as project Break-even.
- Request the State of Oregon make a similar contribution to that given the Banfield and that being considered for the Westside.
- Allocate the \$5 million Banfield reserve to the I-205 LRT corridor to signify JPACT's commitment to this corridor. In exchange for this \$5 million JPACT commitment, Clackamas County Development Agency will make every effort to provide an equivalent sum of its own resources to the project.
- Request Metro and Tri-Met to modify their work programs to work with The Hahn Company, the Clackamas County Development Agency, the Schurgin Development Co. and the Port of Portland to develop an LRT access plan for the development and intensification of the Clackamas Town Center, Clackamas Promenade, and the Portland International Airport.

Clackamas County makes these requests in the true spirit of regional support and cooperation. We make these requests to enhance voter appeal, maintain financial prudence, provide social equity, and maintain a political willingness to participate in advancing the JPACT's regional transportation improvement strategy.

BOARD OF COUNTY COMMISSIONERS


Darlene Hooley, Chair


Dale Harlan, Commissioner


Ed Lindquist, Commissioner

JANE HARDY CEASE
MULTNOMAH COUNTY
DISTRICT 10

REPLY TO ADDRESS INDICATED:

Senate Chamber
Salem, OR 97310
 2425 NE Hancock
Portland, OR 97212

COMMITTEES
Chairperson:
Revenue & School Finance
Vice-Chairperson:
Government Operations &
Elections
Member:
Transportation
Water Policy
Rules
Legislative Administration

OREGON STATE SENATE
SALEM, OREGON
97310

October 11, 1989

Senator Bill Kennemer
18808 SE Mildred Way
Milwaukie, OR 97267

Dear Bill:

I received your letter requesting my support for I-205 light rail at JPACT. I wanted to share my concerns with you because I'm reluctant to push for only I-205 at this time.

I believe that we should work toward a fully regional light rail system. I'm convinced it is a sound way to provide the trip capacity we need. Combined with a freeway and arterial system, light rail is a cost effective way of meeting the region's transportation needs.

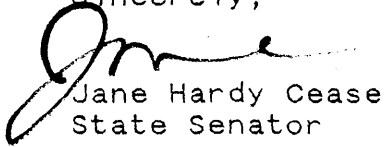
The Transportation 2000 Committee has been asked by JPACT to advise the regional body of a sound course to use in developing light rail.

The danger in pursuing the course that Clackamas County is on, related to I-205, is divisiveness on an issue where we will all need to work together to convince both the Congressional delegation and our voters to approve funds. There are many corridors to consider. The west side corridor must take next priority. After that the "Sunrise" Milwaukie corridor, I-5 north to Vancouver, I-205 from the airport to Oregon City, a Lake Oswego link, and a Tigard line are all important pieces of the future system, one which I hope we can all support together.

It's my feeling that we should await the advisory committee's recommendations to JPACT rather than approaching JPACT on an ad hoc basis.

I hope that Clackamas County is willing to work together in that manner.

Sincerely,



Jane Hardy Cease
State Senator

cc: JPACT
Portland area legislators

JHC/ems

COMMITTEE MEETING TITLE JPACT

DATE 10/12/89

NAME	AFFILIATION
G- BARBARA BUSH	1600 Pennsylvania Ave
G- BRUCE WARNER	WASH. COUNTY
G- <u>Walt Ruck</u>	Wasa. County
G- <u>Lee Hames</u>	TRI-MET
G- TOM VANDERZANDEN	CLACKAMAS COUNTY
G- ROD SANDOZ	"
G- Kathleen Maloney	1000 Friends of Oregon
G- Mucky Buzzard	STOP
S- HARLAN MILLER	METRO - FHWA
S- Keith Lawton	Metro.
MA- RICHARD DEZWIN	METRO
Med. Robert Goldfield	Daily Journal of Commerce
G- David Knowles	Metro Council
M- Wade Byers	Cities in Clack. Co
M- Fred Hansen	DEQ
M- Bonnie Hays	Wash. County
M- Marge Schount	Cities in Mult. Co
S- Andy Cotugno	Metro
G- Bebe Rucker	Port of Portland
G- Ted Spence	ODOT
S- Ethan Seltzer	Metro

COMMITTEE MEETING TITLE

JPACT

DATE

10/12/89

NAME

AFFILIATION

NAME	AFFILIATION
M- Earl Blumenauer	City of Portland
M- Don Adams	ODOT
M- George Van Bergen	Metro
M- Savelle Anderson	Mult. Co.
M- Ed DeLuca	Clackamas Co.
G- Susan M. Robert	East Mult's Cities
M- Gary Demich	WSDOT
M- Louren	Tri/met
M- Scott A. Collier	City of Vancouver
M- Clifford Clark	City of Clack Co.
G- Craig J. Lomax	City of Clack Co.
G- Leslie R. White	C-TRAN
G- Jim Malley	Intergovernmental Resource Center
G- KIM CHIN	C-TRAN
G- Danny Moore	ODOT- Transit
S- Richard Brandman	Metro
G- STEVE DOTERRER	PORTLAND Forest Park N.A.
G- Molly O'Kelly	
G- Chris Beck	Portland
S- Bill FETTIS	METRO
G- LAWRENCE BENEDICT	STOUDT FOR METRO
G- Peter F Fry	CEIC
G- Keith Ahola (Growth)	WSDOT