

JOINT RESOLUTION OF THE
COUNCIL OF THE METROPOLITAN SERVICE DISTRICT
AND OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT) RESOLUTION NO. 88-965
THE PORTLAND METROPOLITAN AREA IS)
IN COMPLIANCE WITH FEDERAL TRANS-) Introduced by Rena Cusma,
PORTATION PLANNING REQUIREMENTS) Executive Officer

WHEREAS, Substantial federal funding from the Urban Mass Transportation Administration and Federal Highway Administration is available to the Portland metropolitan area; and

WHEREAS, Urban Mass Transportation Administration and Federal Highway Administration require that the planning process for the use of these funds comply with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, Satisfaction of the various requirements is documented in Attachment "A"; now, therefore,

BE IT RESOLVED,

That the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1988.

Mike Ragsdale, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this _____ day of _____, 1988.

State Highway Engineer

ATTACHMENT A

Metropolitan Service District Self-Certification

1. Metropolitan Planning Organization Designation

The Metropolitan Service District (Metro) is the MPO designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties, Oregon.

Metro is a regional government with 12 directly elected Councilors and an elected Executive Officer. Local elected officials are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see attached membership). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose local governments" as required by USDOT.

2. Agreements

Though cooperative working agreements between jurisdictions are no longer required, several are still in effect:

- a. A basic memorandum of agreement between Metro and the Intergovernmental Resource Center (Clark County) which delineates areas of responsibility and necessary coordination and defines the terms of allocating Section 8 funds.
- b. An agreement between Tri-Met, Public Transit Division of the Oregon Department of Transportation (ODOT) and Metro setting policies regarding special needs transportation.
- c. An intergovernmental agreement between Metro, Tri-Met and ODOT which describes the roles and responsibilities of each agency in the 3C planning process.
- d. Yearly agreements are executed between Metro and ODOT defining the terms and use of Federal Highway Administration (FHWA) planning funds and Metro and Tri-Met for use of Urban Mass Transportation Administration (UMTA) funds.
- e. Bi-State Resolution -- Metro and Intergovernmental Resource Center (Clark County) jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.

3. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban boundary.

4. Transportation Plan

The Regional Transportation Plan (RTP) was adopted on July 1, 1982. The document has had one approved housekeeping update (October 1983) and is undergoing a major update. The short-range Transit Development Plan (TDP), the detailed transit operations plan for the region, was completely revised and adopted by the Tri-Met board in January 1988. The TDP is a prerequisite for approval of federal transit assistance and continued delay jeopardizes the region's certification.

5. Transportation Improvement Program

The FY 89 Transportation Improvement Program (TIP) adopted in August 1988 will be amended continuously throughout the year. Future amendments will include authorization of FY 88 Interstate Transfer funds; updates of the Section 3 Letter-of-Intent Program, the Section 9 Capital Program and the state modernization program.

6. Public Involvement

Metro maintains a continuous public involvement process through citizen members on technical advisory committees, newsletters and press releases. Major transportation projects have citizen involvement focused specifically on the special needs of the project. Of particular emphasis during FY 88 was involvement in the Southeast Corridor study. This involved creation of a special citizens committee and review by various neighborhood associations, community groups and business associates.

7. Air Quality

Oregon's State Implementation Plans for ozone and carbon monoxide were both adopted by Metro and the Environmental Quality Commission (EQC) and approved by the Environmental Protection Agency (EPA) in 1982. The region is close and may have actually attained both standards. DEQ is currently discussing the attainment status of both the ozone and the carbon monoxide standards with EPA.

The SIPs do not contain new control measures on transportation modes in order to reach attainment; rather, they rely on existing commitments, programs and federal emission controls. Current transportation efforts are focusing on increasing the transit mode split throughout the region and particularly to downtown Portland.

8. Civil Rights

Metro's Title VI submittal is certified until September 1989. In addition, the ODOT/FHWA on-site review in March 1988 found the agency to be in compliance. DBE, EEO and citizen participation all have programs in place which have been UMTA-certified.

9. Elderly and Handicapped

A Special Needs Transportation Service Plan was adopted by the Tri-Met Board in January 1988. Appropriate parts of the new Special Needs Plan were adopted as a portion of the RTP.

10. Disadvantaged Business Enterprise Program (DBE)

A revised DBE Program was adopted by the Metro Council in July 1988. Overall agency goals were set for DBE's and WBE's as well as contract goals by type. The annual goal for all Department of Transportation-assisted DBE's is 10 percent and WBE's is 2 percent. The DBE Program is very specific about the Request for Proposals, bidding and contract process. In FY 88, a major grant from UMTA provided several contracting opportunities. Of the \$375,000 grant, \$219,849 was contracted of which \$43,775 (19.9 percent) was subcontracted to DBE/WBE contractors.

11. Public/Private Transit Operators

Tri-Met and C-TRAN are the major providers of transit service in the region. Other public and private services are coordinated by these operators.

C-TRAN contracts directly for commuter service with Evergreen Stage Lines. This contract supplements Tri-Met and C-TRAN service between Portland and Vancouver.

On a test basis, private operators are providing regular service eliminated by Tri-Met. Evergreen Stage Lines is providing service on the Westover line. A private cab company (Broadway Cab) did provide the late night owl service, but terminated their service due to funding problems. Tri-Met is seeking demonstration funds from UMTA to allow for a one year transition period (from public to private operations) to rebuild patronage to former levels. In addition, the Buck Medical Service provides service on the Molalla to Oregon City line and on the Milwaukie Transit Center to Clackamas Town Center line.

Tri-Met also contracts for elderly and handicapped service with private entities such as the Broadway/Radio Cab Joint Venture and Special Mobility Services, Inc., and public agencies such as the Community Action Agencies of Clackamas and Multnomah Counties. Tri-Met also coordinates those agencies using federal programs (UMTA's 16(b) (2)) to acquire vehicles. Service providers in this category include Clackamas County Loaves and Fishes, the Jewish Community Center, Special Mobility Services, Inc. and others. Special airport transit services are also provided in the region (RAZ Transportation and Beaverton Airporter Services). Involvement with these services is limited to special issues.

Tri-Met and Metro are also implementing a work program to ensure additional private sector participation in provision of transit service as soon as practicable. Tri-Met has conducted several studies outlining the potential savings of contracting for transit service. Contracting service is a major objective of forthcoming negotiations between Tri-Met and the local transit union. In addition, Metro has contracted for a major study examining suitable modes for delivering suburban transit service in the region. The study also defined potential savings of contracting for the service.

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Metro Council Councilor George Van Bergen

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Tri-Met James E. Cowen, General Manager
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Department of Environmental
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Nick Nikkila, Administrator
Air Quality Division

CONSIDERATION OF RESOLUTION NO. 88-966 FOR THE
PURPOSE OF ADOPTING THE FY 1989 TO POST 1992
TRANSPORTATION IMPROVEMENT PROGRAM AND THE FY 1989
ANNUAL ELEMENT

Date: July 18, 1988

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

The Transportation Improvement Program (TIP) and FY 1989 Annual Element serve as the basis for receipt of federal transportation funds by local jurisdictions, the Oregon Department of Transportation (ODOT) and Tri-Met.

This TIP reflects a number of changes from last year's update due to resolutions and administrative adjustments approved during the past year and to be approved by this resolution. The primary importance of the annual TIP update is to consolidate all past actions into a current document and set forth the anticipated program for FY 1989. The FY 1989 program reflected herein is a first step in establishing actual priorities for FY 1989. A number of future actions will result in refinements to the material presented.

Adoption of the TIP endorses the following major actions:

- Past policy endorsement of projects is identified in the TIP (including projects to be funded with Interstate, Interstate Transfer, Federal-Aid Urban and Urban Mass Transportation Administration (UMTA) funds), thereby providing eligibility for federal funding.
- A process to address regional transportation priorities and funding issues related to them has been implemented by JPACT. The issues to be dealt with focus on unallocated Federal-Aid Urban funds (estimated at \$6.5 million for FY 1989 to FY 1991), the Interstate Transfer Regional Reserve (currently at \$5.1 million), the Section 3 "Trade" program (with projects lacking firm commitment) and the Six-Year Highway Improvement Program.
- Approximately \$9.4 million of Interstate Transfer funding is programmed for FY 1989 and includes all projects that will be considered for funding; actual FY 1989 priorities will be

established among these candidates later this year. Federal appropriations for the highway portion are estimated to be \$7.1 million for FY 1989.

- Some \$10.6 million of UMTA Section 3 "Trade" funds are programmed in FY 1989, of which \$5.1 million has been earmarked for bus purchases and \$3.7 million for the Sunset Transit Center. Allocation of "Trade" funds is intimately related to the Transit Development Plan (TDP) adopted by Tri-Met.
- The maximum allowable use of UMTA Section 9 funds for FY 1989 operating assistance is included (estimated to be \$3.9 million) which is slightly less than that for FY 1988 (\$4.1 million). The Section 9 program is projected in the TIP on a continuing basis through post 1991 based upon the Transit Development Plan adopted by Tri-Met.
- Private enterprise participation for UMTA Section 3 and 9 programs in accordance with Circular 7005.1. This requires that a local process be developed to encourage private providers to perform mass transportation and related services to the maximum extent feasible. See Attachment B.
- Also included as part of this submittal, but approved by a separate resolution, is the annual self-certification of compliance with federal planning requirements. The resolution certifies to UMTA and FHWA that the region's transportation planning process is complying with requirements defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.
- Evaluation of transit financial capacity which demonstrates that there are sufficient resources to meet future operating deficits and capital costs.

TPAC has reviewed the TIP and Annual Element and recommends approval of Resolution No. 88-966.

Background:

The Metro TIP describes how federal transportation funds for highway and transit projects in the Metro region are to be obligated during the period October 1, 1988 through September 30, 1989. Additionally, in order to maintain continuity, funds are estimated for years before and after the Annual Element year. This FY 1989 TIP is a refinement of the currently adopted TIP and is structured by the following major headings:

- Interstate Transfer Program
- Urban Mass Transportation Administration Programs
- Other Programs - Interstate, Primary, Bridge, Safety, State Modernization, Bike, etc.
- Federal-Aid Urban System Program

INTERSTATE TRANSFER PROGRAM

The TIP includes a fixed program amount for the Metro region of \$501,384,204 (federal) based upon the amount for the withdrawn freeways and \$731,000 of additional transit withdrawal value. This additional withdrawal value became available in April 1987 upon passage of the Surface Transportation Assistance Act (STAA) and can only be applied to transit projects. At the end of the federal fiscal year, unbuilt FY 1988 projects will automatically shift to FY 1989.

The FY 1989 Interstate Transfer Program of approximately \$9.4 million represents the full-funding need and this, together with the projects that slip from FY 1988, is not in excess of the level of funding the region can anticipate. The noted amount is earmarked wholly for FHWA highway projects. Priorities will be established from amongst the full FY 1988 and FY 1989 programs later in the year based upon a closer estimate of funding revenues. Projects not funded in FY 1989 will be delayed; however, they will be considered for implementation in the event additional FY 1989 funds become available, or for funding in FY 1990.

With the passage of the STAA, the fiscal year availability of Interstate Transfer funds was extended from one year to two years, reducing somewhat the possibility of funds lapsing (not being used). However, its late passage in April 1987 means that the time frame for using the 1987 funds has been reduced to 1-1/2 years.

A number of revisions to the overall project allocations are incorporated including a variety of minor transfers due to cost overruns and underruns. Schedule changes to the Interstate Transfer Program consist of:

<u>Project</u>	<u>From</u>	<u>To</u>
Category I		
McLoughlin Boulevard		
Phase I -- Tacoma Overpass and Harrison River Road	1988	1990
Phase II -- Tacoma to Highway 224		
-- R/W	1988	1989
-- Const.	1989	1990
City of Portland		
McLoughlin Neighborhood Circulation	1989	1991
Marine Drive Widening	1990	1991
N. W. 21st/22nd -- Thurman	1989	1990
N. W. Circulation Improvements		Dropped
Citywide Signal System -- Final Phase	1988	1989
Airport Way II	1989	1990
Airport Way III	1990	1991

Projected Local Match:	
Stripper Well	\$ 2.54 m.
Committed Tri-Met Match (FY 88, 89)	.92
Projected Tri-Met Match (FY 90, 91, 92)	4.74
Projected State Capital Assistance (FY 90, 91, 92)	<u>7.50</u>
TOTAL LOCAL MATCH AVAILABLE	\$15.70 m.
 SURPLUS	 \$ 1.05 m.

Projects which are the responsibility of local jurisdictions to provide local match commitment and which must be available within 18 months of scheduled construction:

Local Jurisdiction Match Responsibility

	<u>Match Required</u>
Merlo Road	\$.06 m.
Transit Transfers	.41
Washington County TSM	.31
Morrison Buslane	.02
Southwest Transfers	.10
Convention Center Transit Center	.60
North Mall Extension	2.00
MAX Park-and-Ride	.50
Tigard Park-and-Ride	.26
Sunset Transit Center	1.31
Oregon City Park-and-Ride	.25
Lake Oswego Transit Center	.32
Washington Square Transit Center	.08
Lents Park-and-Ride	<u>.03</u>
TOTAL LOCAL MATCH REQUIRED	\$6.25 m.

Projected Local Match:	
Merlo Road	\$.06 m.
Transit Transfers	
Portland	.31
Tri-Met	.10
Convention Center Transit Center	.60
North Mall Extension	2.00
Sunset Transit Center	.90
Surplus State Transit Capital Assistance	<u>1.05</u>
TOTAL LOCAL MATCH AVAILABLE	\$5.02 m.
 SHORTFALL	 \$1.23 m.

Section 3 Discretionary

Under terms of the full-funding agreement, a \$5.8 million balance is still available to conclude settlement of claims and other final costs. Tri-Met has proposed a portion of this

balance for additional MAX park-and-rides at \$1.2 million in FY 1991 and \$0.8 million in FY 1992. Also programmed as candidates for Section 3 Discretionary funds is the purchase of light rail vehicles at \$6.0 million in each of the noted years.

Section 3 Discretionary funds are awarded on a competitive basis; therefore, not all projects can be considered for funding from this source. As such, only selected projects are recommended to be pursued.

Section 3 "Trade" Funding

These are funds committed through a \$76.8 million Section 3 "Letter of Intent." The funds are restricted to bus capital purposes under the terms for which they were awarded to the region but are flexible as to the particular bus capital purpose.

The \$76.8 million program in the TIP is predicated on a Letter of Intent extension of four years to 1992 and is currently allocated as itemized on Attachment A and summarized below:

Firm projects with grants approved for expenditure	\$48,391,120
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Projects programmed for grant applications next several years - 1988 to 1992:

Standard Buses	\$ 9,440,000
Merlo Road	230,000
Transit Transfers	1,643,656
Washington County TSM	1,220,000
Morrison Bus Lane	78,240
Southwest Transfers	400,000
North Mall Extension	8,000,000
Sunset Transit Center	5,220,000
Support Services	2,176,986
	<u>\$28,408,880</u>

TOTAL	\$76,800,000
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Projects requiring further consideration were added under the condition that they also would be included in the overall re-evaluation by JPACT. Priority for use of any of the remaining funds is as follows:

1. To fund cost overruns on previously approved projects within the specific jurisdiction;
2. To fund alternative projects within the specific jurisdiction; and
3. To fund alternative projects regionwide.

In any case, alternative projects must be incorporated into the Regional Transportation Plan and must be supported by Tri-Met as a logical element of the transit system. Tri-Met will be the actual grant recipient of all these funds.

Section 9/9A

These funds are committed to the region through a formula allocation. There is considerable flexibility on the use of the funds although there is a maximum allowable level that can be used for operating assistance and the remainder is generally intended for "routine" capital purposes such as bus replacement and support equipment. Actual funding levels are subject to amounts provided in the Surface Transportation Act, annual appropriations and fluctuations in the formula distribution.

Development of the Section 9 Program in the TIP was based on past actual appropriations (and obligations) for the last six years and forecast revenues for the next four years. The Section 9 TDP projects were then folded into the TIP for the forecast years.

Appropriations:

<u>Year</u>	<u>Amount</u>
1983	\$ 4,702,744
1984	13,885,152
1985	15,819,150
1986	13,272,436
1987	12,449,906
1988	10,510,582
	<u>\$ 70,639,970</u>

Less Obligations: \$ 56,483,346

Forecast:

Carryover	\$ 14,156,624
1989	10,300,000
1990	10,100,000
1991	9,900,000
1992	<u>9,900,000</u>

Total Program \$110,839,970

In summary:

1. The program has been expanded to cover five years and is consistent with the TDP.
2. The program assumes an average annual availability of funds in the amount of \$11.6 million.

3. Carryover funds have been combined with FY 1988 and FY 1989 allocations.
4. A capital reserve is identified to account for differences arising from program requirements which are greater or less than federal revenues.

SPECIAL TRANSPORTATION

Section 16(b)(2) funding authorizes UMTA to make capital grants (through the state) to private non-profit social service organizations which provide transportation services to the elderly and handicapped.

Seven new special transportation projects were added to the TIP totaling \$749,938 and covering the purchase of vehicles and equipment. These projects are targeted to providing special transportation services in the Portland metropolitan area to specific client groups not served by Tri-Met. Their inclusion was based on the need and the applicants' agreement to coordinate service with the LIFT Program. The potential recipients are:

- a. Welcome Break, Inc.
- b. Washington County Community Action Organization
- c. Volunteer Transportation Program
- d. S.E. Mental Health Network, Inc.
- e. Association of Retarded Citizens
- f. Mental Health Services West
- g. Tualatin Valley Mental Health Center

Inclusion of these projects in the TIP for FY 1988 will allow the applicants to request 16(b)(2) funding from ODOT which, in turn, will award funds following consideration of other applications throughout the state.

OTHER PROGRAMS

ODOT's preliminary 1989-1994 Six-Year Highway Improvement Program contains projects identified by a variety of means. The program is updated every two years and incorporates inputs from citizens, local governments and Highway Division staff, as well as projects carried over from the last Six-Year Program. The June 1988 draft program forms the basis for this section of the TIP which in turn is organized by funding sources:

Federal-Aid Interstate System
Federal-Aid Primary
Highway Bridge Replacement
Title II Safety Program

State Highway Funds Financing
Bicycle Transportation

It is expected that changes to the program in the TIP will be required after the Six-Year Program is adopted by the Oregon Transportation Commission in October, and as the federal funding picture evolves over the next several months.

ACCESS OREGON HIGHWAY PROGRAM

The Oregon Transportation Commission has committed some \$152.8 million over the next three years to this program. The program focuses new state revenues on routes that serve tourist destinations and truck routes as a strategy for making significant contribution to Oregon's economic revitalization. The program calls for:

	<u>PE and R/W</u>	<u>Construction</u>
1989	\$ 5.0 m.	\$ 23.7 m.
1990	5.0	68.5
1991	5.0	45.6
	<u>\$15.0 m.</u>	<u>\$137.8 m.</u>

Metro will seek funding from this source on the following projects:

- Westside Bypass
- Mt. Hood Parkway
- Sunrise Corridor

FEDERAL-AID URBAN SYSTEM PROGRAM

The FY 1989 program appearing in the TIP assumes an allocation of \$3.8 million for the year. Of this amount, the City of Portland would receive \$1.6 million and the region \$2.2 million. The TIP reflects these estimated allocations for FY 1989 through FY 1991. It also identifies the region's unallocated FAU funds. These funds could amount to some \$6.5 million over the FY 1989-FY 1991 years assuming revenues continue at the current rate. Allocation of these funds has been placed on hold pending evaluation and disposition by JPACT in relation to the regional priority-setting process.

In Resolution No. 88-952, the region agreed that each county would receive at least a "minimum allocation" based upon population (75 percent of the funds allocated based upon population, 25 percent by region priority). If this practice were to continue, the three-year accrual of unallocated funds would amount to \$6,526,428 with the following distribution to the jurisdictions:

	<u>Population</u>	<u>Percent</u>	<u>75% Minimum "Guideline"</u>
Washington County	251,991	44.2%	\$2,163,511
Clackamas County	179,260	31.4	1,536,974
Multnomah County	139,210	24.4	1,194,336
Balance			1,631,607
TOTAL	570,461	100.0%	\$6,526,428

The City of Portland receives a direct allocation based on a "fair and equitable share" formula (\$1,649,201 per year). This will amount to \$4,947,603 over the three-year period.

New projects which have been proposed in Resolution No. 88-952 have been included in the TIP pending adoption of the resolution. They are:

Baseline Road -- 10th to Murray -- PE/DEIS
Murray Boulevard -- Old Scholls Ferry to Allen -- PE/EA
Hall/McDonald Intersection Improvements
Tualatin/Sherwood Edy Road -- 99W to Nyberg
North Main Reconstruction (Gresham)
238th/242nd Avenue Improvements
82nd Drive -- Highway 212 to Gladstone/I-205

UMTA Policy on Private Enterprise Participation

On December 5, 1986, UMTA published Circular 7005.1 establishing requirements for ensuring that UMTA grantees provide for consideration of private sector involvement in transit service delivery. Included in the circular is the requirement that the metropolitan planning organization adopt policies ensuring private sector participation and certify at the time of adoption of the annual Transportation Improvement Program that all requirements are being met. In accordance with these requirements, Tri-Met's compliance with the policy to ensure private sector participation is demonstrated and endorsed by this resolution.

Self-Certification

Metro's certification of compliance with federal requirements is being adopted under separate resolution and will be submitted to UMTA in conjunction with this annual TIP submittal.

Financial Capacity

On March 30, 1987, UMTA issued Circular 7008.1 which requires transit agencies and MPOs to evaluate the financial ability of transit agencies to construct and operate projects proposed in the TIP. Tri-Met has performed such an analysis with the development of the TDP and with other detailed five-year financial forecasts.

The TDP identified a capital shortfall of approximately \$29 million. Part of this shortfall has been funded by the region through Metro Resolution No. 88-897 which allocated several available funding sources to reduce the TDP deficit. Funding of the remaining shortfall is dependent on the receipt of discretionary federal and state funds. In the event these funds are not received, the region would either reduce the proposed program or seek other funding sources.

Air Quality

The TIP is in conformity with the Oregon State Implementation Plan (SIP) for Air Quality adopted in 1982. Updates to the carbon monoxide and ozone plans demonstrate attainment of both standards by 1988. All projects specified in the SIP as necessary for attainment of these standards are included in the TIP. In addition, the TIP has been reviewed to ensure that it does not include actions which would reduce the effectiveness of planned transportation control measures.

Federal Transportation Funding

An overview of current federal funding has been provided in the form of Exhibit A to the staff report. The overview summarizes the federal funding sources, match, eligibility, and approval requirements necessary to procure federal funds.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 88-966.

BP/sm
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07/20/88

EXHIBIT A

Federal Transportation Funding

<u>Funding Source</u>	<u>Amount Federal/State/Local Match</u>	<u>Eligibility</u>	<u>Approval Requirements</u>
Interstate (FHWA)	\$18 m. per year statewide 92/8	For completion of previously approved segments of the Interstate system. Includes \$17.75 m. for I-205 busway.	Six-Year Program/TIP
Interstate - 4R (FHWA)	\$38 m. per year statewide 92/8	For rehabilitation and modernization of 718-mile Interstate system throughout Oregon (urban and rural).	Six-Year Program/TIP
Primary (FHWA)	\$29 m. per year statewide 88/12	For rehabilitation and modernization of 4,926 miles of major state highways throughout Oregon (urban and rural); by OTC policy 60 percent (\$18 m.) is for rehabilitation; 40 percent (\$11 m.) is for modernization.	Six-Year Program/TIP
Urban (FHWA)	\$7 m. per year statewide, including: - \$1.6 m. Portland - \$2.2 m. Portland region 88/6/6	For rehabilitation and modernization of 1,022 miles of arterials and collectors in the Portland region; eligible to be transferred to bus or rail facilities or vehicles.	TIP/OTC

<u>Funding Source</u>	<u>Amount Federal/State/Local Match</u>	<u>Eligibility</u>	<u>Approval Requirements</u>
Bridge Replacement (FHWA)	\$10 m. per year statewide 80/10/10	For rehabilitation and replacement of deficient bridges; selected on the basis of statewide bridge sufficiency rating; 15-35 percent of funds to be spent on roads off the Federal-Aid System (not arterials or collectors).	Six-Year Program/TIP
Safety (FHWA)	\$5 m. per year 90/10	For the elimination of hazardous conditions and railroad crossings.	Six-Year Program/TIP
Interstate Transfer (FHWA or UMTA)	\$501 m. in 15 years; \$39 m. left to appropriate from Congress; \$5.1 m. Regional Reserve left to allocate; \$3.2 m. McLoughlin Reserve left to allocate. 85/15	For any transit or highway capital improvement on state highways, arterials, collectors (except Interstate), including bus and rail facilities and vehicles. Priority commitment of Regional Reserve for I-505 and Banfield final costs.	TIP
Section 9 (UMTA)	\$11.6 m. per year to Tri-Met 50/50 80/20	Up to \$3.9 m. per year for operations assistance at 50/50. Balance (\$7.7 m. per year) intended for routine capital purposes at 80/20 (such as equipment, bus replacement and minor capital improvements) but is very flexible and can be used for rail purposes. Available to Portland region on a formula basis.	TDP/TIP

<u>Funding Source</u>	<u>Amount Federal/State/Local Match</u>	<u>Eligibility</u>	<u>Approval Requirements</u>
Section 3 (UMTA)	80/20	Available on a discretionary, competitive basis for major capital improvements, including fleet expansion, stations, park-and-ride lots, garages and LRT. LRT funding subject to following defined process and meeting cost-effectiveness standards.	TDP/TIP
Section 3 Letter-of-Intent (UMTA)	\$76.8 m. at \$12 m./year \$48.4 m. - grants received \$28.4 m. - programmed 80/20	"Letter-of-Intent" approved by Congress and awarded to Portland region in 1982 for funding in 1982-1988. Provided as a commitment to "bus only" improvement program in exchange for regional "trade" of Interstate Transfer funds.	TIP/TDP
Section 16(b) (2) (UMTA)	\$320,000 per year statewide 80/20	Available to private, non-profit corporations only for capital improvements required to serve elderly and handicapped. Funds are available on a statewide basis and awarded competitively by ODOT. Applicant provides local match. Proposed service in Portland region must be service that cannot be provided by Tri-Met LIFT Program.	OTC/TIP

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BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE)	RESOLUTION NO. 88-966
FY 1989 TO POST 1992 TRANSPORTA-)	
TION IMPROVEMENT PROGRAM AND THE)	Introduced by Richard Waker,
FY 1989 ANNUAL ELEMENT)	Chair, Joint Policy Advisory
)	Committee on Transportation

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

WHEREAS, In accordance with the Metropolitan Service District Intergovernmental Resource Center of Clark County Memorandum of Agreement, the Transportation Improvement Program has been submitted to the Intergovernmental Resource Center of Clark County for review and comment; and

WHEREAS, The Metropolitan Service District must certify compliance with the proposed policy on private enterprise participation in the Urban Mass Transportation Program; and

WHEREAS, The Metropolitan Service District must evaluate the program of transit projects included in the Transportation Improvement Program to ensure financial capacity; and

WHEREAS, Some 1988 Annual Element projects may not be obligated by the end of FY 1988 and the exact time for their obligation is indeterminate; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District adopts the FY 1989 Transportation Improvement Program for the urban area as contained in the Attachment to this Resolution marked Attachment A.

2. That projects that are not obligated by September 30, 1988, be automatically reprogrammed for FY 1989 for all funding sources.

3. That the Council of the Metropolitan Service District allows funds to be transferred among projects consistent with the Transportation Improvement Program Project Management Guidelines adopted by Resolution No. 85-592.

4. That the Transportation Improvement Program is in conformance with the Regional Transportation Plan and the 1982 Air Quality State Implementation Plan (Ozone and Carbon Monoxide) and that the planning process meets all requirements of Title 23-Highways and Title 49-Transportation of the Code of Federal Regulations.

5. That the Council of the Metropolitan Service District finds that Tri-Met has complied with the requirements of the region's Private Enterprise Participation Policy, adopted in August 1987. Documentation is shown in Attachment B.

6. That the Council of the Metropolitan Service District finds sufficient financial capacity, as demonstrated in the adopted Transit Development Plan, to complete the projects incorporated in the Transportation Improvement Program.

7. That the Council of the Metropolitan Service District hereby finds the projects in accordance with the Regional Transportation Plan and, hereby, gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1988.

Mike Ragsdale, Presiding Officer

ATTACHMENT A
(in Staff Report 100 File)

POLICY ON PRIVATE ENTERPRISE PARTICIPATION IN
THE URBAN MASS TRANSPORTATION PROGRAM

TRI-MET DOCUMENTATION OF COMPLIANCE FOR FY 89

INVOLVEMENT OF THE PRIVATE SECTOR

Projects included in the FY 89 annual element of the Transportation Improvement Program (TIP) have been identified through the annual Tri-Met budget process. The Tri-Met budget undergoes extensive review by a seven member Citizens Advisory Committee and a public hearing on the proposed budget is convened by the Tri-Met Board of Directors.

The grant application process for all capital projects includes direct mailing to private transportation providers of notices of opportunity for public hearing on the proposed projects. Further opportunity for comment on the projects by private sector representatives is afforded when the Transportation Policy Alternatives Committee and the Joint Policy Advisory Committee on Transportation review the projects prior to approval of the TIP.

Finally, the competitive procurement process for purchase of equipment or vehicles, and provision of services or materials for the TIP annual element projects includes distribution of notices of bid advertisements or requests for proposals to prospective private sector bidders/proposers.

All major capital projects are examined prior to formulation of site plans to be certain that joint development possibilities are maximized from the inception of the project. This analysis focuses on possibilities in the area of obtaining contributions from property owners and developers and in being certain that air rights may be utilized without undue economic penalty to the private development.

Tri-Met has continued to seek approval from the Urban Mass Transportation Administration for a demonstration grant to partially fund the private operation of service to the Hillside Community in Portland and for late night service to and from the downtown core. Tri-Met's application to the Amalgamated Transit Union for 13(c) approval, which would be the next step toward approval and funding, has not been approved. It is hoped that a resolution to this blockage will be a by-product of the contract negotiations which are expected to commence in August.

In order to increase coordination and information sharing with the private sector, the Oregon Transit Association and its President, Dick Feeney, have been attempting to expand membership to include more private transportation providers. Newly recruited members include Broadway Cab and Transportation, Buck Medical Services, Evergreen Stage Lines, Inc., Greyhound Lines and Special Mobility

Services. The involvement of these private operators in the Oregon Transit Association and their participation in the annual conference in October should significantly increase the coordination between public transit and the private sector.

PROPOSALS FROM THE PRIVATE SECTOR

Tri-Met has received no unsolicited proposals from the private sector during the last year and Tri-Met offered no RFP's for the provision of transportation service. During FY 89 Tri-Met intends to issue RFP's for the Elderly and Disabled Service and three fixed-route services which are presently contracted to private industry. These contracts will be worth approximately 2.5 million dollars per year.

IMPEDIMENTS TO COMPETITION

The major impediment to holding more service out for competition continues to be the labor union's opinion that only elderly and disabled services can be contracted out under the existing labor contract. However, an arbitration hearing held on July 23, 1987 resulted in a decision that Tri-Met could appropriately continue to use contractors to operate two fixed routes in Clackamas County.

Tri-Met is making an increase in contracted service a high priority item in the labor negotiations which will commence shortly.

STATUS OF PRIVATE SECTOR COMPLAINTS

Tri-Met has received no private sector complaints regarding privatization in the past year.

PLANNING PROJECTS

Following the Tri-Met Board's direction, Tri-Met staff developed a report on Four Alternatives For Cost Effective Service To Outlying Areas. This report described how Tri-Met contracted service, local transportation districts, shared-ride taxicab service and private vehicles could be used to provide more cost effective service in low density area. The costs of these alternatives will be compared with the fully allocated costs for Tri-Met service which are being developed at this time.

PRIVATE ENTERPRISE PARTICIPATION POLICY

Dispute Resolution Process

A protest based upon Tri-Met's Private Enterprise Participation Policy must be received in writing by the Executive Director of Public Services or his designee no later than 10 working days following any decision or recommendation. The decision of the Executive Director of Public Services can be appealed by written communication to the General Manager or his designee within 10 working days of receiving notice of the Executive Director's decision. Tri-Met must in each case render a decision within 10 working days of receipt of the protest or appeal.

The protest or appeal must be in writing, include a detailed explanation of the basis of the protest or appeal, and state the course of action that the protesting party thinks Tri-Met should take. Any interpretation of UMTA regulations can be appealed to UMTA following the Tri-Met steps.

This dispute resolution process is not applicable to RFQ/RFP or bid protests which have their own procedures.

CENTRAL EASTSIDE INDUSTRIAL COUNCIL

P.O. Box 14251
Portland, Oregon 97214
(503) 232-1012

RECEIVED JUL 25 1988

Officers 1988

President
Rick Parker, Jr.
United Finance Company

Vice-President/Treasurer
Donald Schmidt
Nygaard, Pems, Hoffman,
PC

Chairman of Board
B. B. Bounell
Bounell, Chaffy & Marshall

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Bradshaw Auto Service, Inc.

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Shieffer Furniture Company

Greg Wentworth
Wentworth Chevrolet

July 20, 1988

Lawretta Morris, President
Portland Planning Commission
1120 S.W. Fifth Avenue
Portland, Or. 97204

Dear Mrs. Morris:

This is to advise you that the Board of Directors of Central Eastside Industrial Council at a special meeting held July 8, 1988, reviewed the report of the Eastbank Freeway Options Study Committee and the various alternatives.

You may recollect the CEIC's position on the freeway is as follows:

The City of Portland should initiate a public process to establish a blueprint to mitigate Interstate 5's appearance and impact on the waterfront. The blueprint should define incremental steps of mitigation within the existing property ownership of the Oregon Department of Transportation and without interfering with the already approved East Marquam Interchange Project.

After due deliberation, the Board by unanimous vote of those present, felt that the proposal presented by the Oregon Department of Transportation on June 27, 1988 to the Eastbank Freeway Options Study Committee, and the informal report to the City Council of the City of Portland on July 12, 1988, most closely met all the criteria established by the City Council in its resolution creating the study committee. The ODOT proposal meets the criteria set forth by the committee as well as meeting the needs of CEIC as expressed above. In addition, it addresses the concerns of the Central City Plan. The CEIC Board therefore passed the following resolution:



RESOLVED

If federally fundable and buildable within the time frame of the current East Marquam Interchange project -- CEIC endorses the concept of the alternative presented by the Oregon Department of Transportation to the Eastbank Freeway Options Study Committee on June 27, 1988, which plan is dated June 23, 1988. If the plan is not federally fundable or buildable within the time frame of the current project, then the proposed East Marquam Interchange should proceed without delay.

Sincerely,



Rick Parker, Jr.
President

cc: Jane Cease, Chairperson
Portland City Council
Governor Goldschmidt
Oregon Department of Transportation
Portland Development Commission
Joint Polict Advisory Committee on Transportation



METRO

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

July 14, 1988

Mr. Michael P. Hollern, Chairman
Oregon Transportation Commission
c/o Brooks Resources
P.O. Box 6119
Bend, Oregon 97708

Dear Mr. Hollern:

The Joint Policy Advisory Committee on Transportation has reviewed the draft Six-Year Highway Improvement Program and appreciates the opportunity to comment. We recognize the difficult task facing the Commission to balance numerous priorities with limited resources.

In general, we think the draft program is a good reflection of the region's priorities in light of federal funding cut-backs. We are particularly pleased to see an initial commitment to the three regional corridors included in the Access Oregon Program. We recognize that the major regional corridors are the state routes in the Portland region that are of the greatest significance to ODOT and believe that the Access Oregon Program will help advance these priorities.

There are, however, several improvements to the major regional corridors that we feel should be addressed in this Six-Year Program update:

Sunset Highway - As you know, the region is pursuing a highway/LRT improvement package for the Sunset Highway Corridor. You have reported this in the past as the region's #1 transit priority and have yourself expressed the importance of both highway and LRT improvements in this corridor. We would hope to see a stronger funding commitment toward this statement of priority. If the region is successful in funding the LRT project within the next six years, it will be important to fund the highway components of the corridor improvement in order to ensure project coordination. If the LRT is not funded, it will be even more critical to proceed with needed highway improvements to relieve a worsening traffic condition.

Sunrise Corridor - We are encouraged by ODOT's initial commitment to the Sunrise Corridor but ODOT has not gone far enough. Project development is included for the segment east of I-205 (to U.S. 26) but not west of I-205 (to McLoughlin Boulevard). Project development must proceed for both

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Mr. Michael Hollern
July 14, 1988
Page 2

segments to ensure they are compatible with one another. In addition, the priority segment for implementation is the segment east of I-205 and an initial commitment toward right-of-way acquisition must be included in the Six-Year Program. This area is constrained by existing development and will become more constrained by further development.

It is very important that a specific alignment be quickly defined and right-of-way acquisition be undertaken soon thereafter to avoid increased costs due to development and to not cause undue hardship on private properties due to uncertainty and to ensure Camp Withycombe is cleared in time. We are requesting \$17 million be programmed.

I-405 Reconnaissance - We had requested a relatively minor funding commitment to conduct a reconnaissance engineering study of I-405 in central Portland to assist in defining the long-term improvement requirements in this area. It is particularly important to clearly define these improvements soon because of the interrelationship with a) the Southeast Corridor Study and the issue of Willamette River bridge capacity; b) the Sunset LRT project and traffic connections between the Sunset Highway and I-405; and c) impacts on I-5 and I-405 due to planned development in the north Macadam Avenue area. Assistance from ODOT in conducting the I-405 Reconnaissance study will ensure proper coordination with these other efforts.

I-84 - 181st to Troutdale - As proposed in the draft, this project has been divided in two units with the first scheduled for construction and the second dropped from consideration (included in the "Considered" section). With the cutbacks in federal funds, we understand the necessity to segment this project but we are concerned about the loss of Interstate completion funds and don't think that you intend to drop Unit 2. Instead, we recommend retaining it in the Six-Year Program and at least proceeding with right-of-way acquisition.

Gresham Parkway - Like the Sunrise Corridor, the proposed connector between I-84 and U.S. 26 is one of the major corridor priorities for the region and we are pleased at ODOT commitment to begin preliminary engineering. However, like the Sunrise Corridor, this area is constrained by existing development and will become more constrained by further development. As such, we recommend including an initial commitment toward right-of-way acquisition to avoid increased costs due to development and to not cause undue hardship on private properties due to uncertainty.

Bridge Replacement Funds (HBR) - Although not directly included in the draft Six-Year Program, ODOT is currently proposing a change in the method of allocating HBR funds to "off-system" bridges. Rather

Mr. Michael Hollern
July 14, 1988
Page 3

than prioritizing bridge projects based upon the sufficiency rating, a funding cap per jurisdiction is proposed that would penalize the Portland region. Specifically, the funding amount previously committed to the Terwilliger and Hawthorne Bridges would be reduced. Since June 1986, ODOT has had a signed agreement with Multnomah County for the replacement of the transition structure for the Hawthorne Bridge. The proposed policy change violates the technical ranking process used to select the project as a high priority. Further, we feel that a cap inappropriately singles out the Portland region because of the size of the bridges under the responsibility of these jurisdictions. We recommend that you retain the current method that strictly considers the merits of the projects.

State Operations Fund - We previously recommended that ODOT establish an Operations Fund on a regional basis to be used for small scale intersection and other operation improvements. We again urge you to consider this to allow each region to be responsive to small project needs as they arise. In this manner, small cost-effective improvements can be used to better manage the operation of the highway system and gain better usage of other major project investments. Similar funding priority to park-and-ride lots and a freeway traffic management program are cost-effective methods of managing the transportation system.

Economic Opportunity Fund - We support your proposal to establish a \$5 million per year Opportunity Fund. We feel that this would allow the state to be responsive when a road improvement is critical to finalizing an economic development proposal.

ODOT Arterials - Although we recognize that the major corridors are the priority emphasis in the Six-Year Program, smaller ODOT facilities are also in need of improvements for which other funding remains inadequate. If ODOT is not going to consider funding these types of improvements through the Six-Year Program, then support and assistance in developing alternate funding programs are essential. Some key priorities that were requested but not included are as follows:

Powell Boulevard - east of I-205
Graham Road in Troutdale
Farmington Road
Scholls Ferry Road
NE 60th Avenue @ NE Portland Highway

Other Priorities - In addition to the above noted recommendations, the "high" priority recommendations adopted by JPACT and previously presented to the Oregon Transportation Commission are as follows:

Mr. Michael Hollern
July 14, 1988
Page 4

- . I-5/Highway 217/Kruse Way Interchange - CON
- . I-205/Sunnyside/Sunnybrook Interchange - CON
- . I-5/Capitol Highway Interchange - PE
- . U.S. 26/185th Avenue Interchange - CON

Any consideration and assistance that ODOT could provide in advancing these projects would be appreciated. JPACT reviewed and approved these comments at their July 14, 1988 meeting.

Sincerely,

George Van Bergen

George Van Bergen, Vice Chair
Joint Policy Advisory Committee
on Transportation

GV:lmk

CC: Rick Kuehn, ODOT Regional Engineer



GLADYS McCOY, Multnomah County Chair

Room 134, County Courthouse
1021 S.W. Fourth Avenue
Portland, Oregon 97204
(503) 248-3308

July 13, 1988

Mr. Michael P. Hollern, Chairman
Oregon Transportation Commission
c/o Brooks Resources
P.O. Box 6119
Bend, OR 97708

Dear Mr. Hollern:

Multnomah County would like to commend the efforts of the commission in allocating limited resources to the vast numbers of transportation needs throughout the state. The Six Year Program process has allowed the public and local jurisdictions the opportunity to share their insight regarding the needs in their area. In many instances these needs have been adequately addressed in the proposed FY 1989-1994 Six Year Program, and in general ODOT has been responsive to local concerns. We feel however, there are several projects originally recommended by the county and identified as a priority by Metro which warrant comment and further consideration.

The East Multnomah County area is the gateway to two of the major tourist attractions in the state; The Columbia River Gorge and the Mt. Hood Recreational areas. Improvement of the Interstate and state system to reach these attractions is important not only to the vitality of the county but to the state as well.

1. I-84 Improvement 181st - Troutdale*

The proposed program shows only a portion of the improvement (Unit 1 181st-207th) scheduled in this Six Year Program. Additionally the construction year for that unit has been moved from 1991 to 1993. Unit 2 of the project is not identified for construction in this Six Year Program. In fact, its only included in the section "to be considered."

The entire project represents the last section of the Interstate System in the state not constructed to interstate standards. Congress has made it clear that projects that represent the interstate system under the Interstate Completion Program must be completed within the life of the current Surface Transportation Act. Aside from the time limitations imposed by Congress, future traffic and current reconstruction needs make this project critical.

Mr. Michael P. Hollern, Chairman
July 13, 1988
Page Two

Prior commitment by the state of Construction of the improvement by 1991 in the last Six Year Program met that goal. The construction schedule for I-84 from 181st to Troutdale in the proposed program does not.

Construction of the entire improvement to I-84 from 181st to Troutdale should be restored in this current Six Year Program Update at a cost of \$70 million.

2. I-84 - US 26 Connection (Gresham Parkway)*

This project is identified as an Access Oregon Project and is listed in the development section of the proposed Six Year Program with final environmental documents scheduled for 1991. Funding for right-of-way has not been identified.

This project is integral to the growing tourist industry of the state. Traffic projections suggest the need for this facility is in the next ten years. For construction to occur in that time frame, environmental work and right-of-way must be funded in this Six Year Program. The planned facility will have a major impact to the area, and, by not beginning right-of-way acquisition soon after location has been determined, development opportunities will be missed and an unofficial moratorium on building will be in place. *

3. UPRR (Graham Road) Bridge 6967

This project appears again in the development section of the proposed program with field survey not to be completed until FY 1993. In fact this project has been in the development section for the past two updates. This structure is located at the eastern terminus of the I-84 improvement and serves as the means of access to the county arterial system. Since the last update, we have completed construction of 257th Avenue, a major N/S arterial of approximately 70 feet that meets the structure at the south end and construction of two major truck stops are completed at the north end. Because this structure is integral to the functioning of the arterial and interstate system we recommend this project be included with the I-84 Unit 2 (207th to Troutdale) improvement. >

Although not directly included in the draft Six Year Program, the change in status of the Hawthorne Bridge Transition Structure and allocation of HBR funds to that project is of considerable concern to the county and the region.

* Received endorsement from the Oregon Tourism Alliance as critical projects on corridors important to improve access to tourist destinations.

Mr. Michael P. Hollern, Chairman
July 13, 1988
Page Three

4. Hawthorne Bridge (HBRR Allocation)

Since June 1986 we have had an agreement with the Oregon Department of Transportation to reconstruct the east approach transition structure of the Hawthorne Bridge, for \$5,710,000. We have received notice from ODOT that due to budget constraints a reduction of the allocation to \$2,500,000 is being considered. Additionally a change in the method of allocation has been proposed that would limit any one jurisdiction's funding level to 20% of Oregon's yearly allocation or \$2.0 million.

The proposed reduction and change in policy has significant ramifications for Multnomah County. We are responsible for six Willamette River Bridges within the Portland city limits. These structures have a higher rehabilitation and/or replacement cost than any other local jurisdictions because of age, type of structure and traffic volumes.

The Hawthorne Bridge Transition Structure has had a sufficiency rating of 9 since 1982. It was constructed in the early 1950's as a temporary structure only. The county has spent \$290,000 between 1982 and 1987 on the timber trestle and will spend an additional \$200,000 this year for repairs and maintenance items to maintain legal load carrying capacity until the scheduled 1990 replacement.

The proposed change in policy precludes us from replacing the structure, in fact, our access to adequate federal funds for major structure work is virtually eliminated.

We strongly recommend that the Commission endorse the method of HBRR fund allocation that considers the merit and technical ranking of all projects and maintains funds for the replacement of the Hawthorne Bridge Transition Structure.

Sincerely,


Gladys McCoy, Chair
Board of County Commissioners

GM:SL:rj

cc: Bob Bothman, Director ODOT

Don Forbes, State Highway Engineer

Rick Kuehn, Metro Region Engineer

East Multnomah County Transportation Committee

JPACT



CLACKAMAS COUNTY

Board of Commissioners

ED LINDQUIST
CHAIRMAN

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COMMISSIONER

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CHIEF EXECUTIVE OFFICER

July 13, 1988

Mr. Richard Waker
Metro
2000 SW First Avenue
Portland, Oregon 97201-5398

SUBJECT: Letter to Mike Hollern On the ODOT
Draft 6 Year Program

Dear Richard,

I have reviewed your July 7 letter to Mike Hollern in the JPACT packet and request you revise Clackamas County's section as follows:

Sunrise Corridor - We are encouraged by ODOT's initial commitment to the Sunrise Corridor but ODOT has not gone far enough. Project development is included for the segment east of I-205 (to U.S. 26) but not west of I-205 (to McLoughlin Boulevard). Project development must proceed for both segments to ensure they are compatible with one another. In addition, the priority segment for implementation is the segment east of I-205 and an initial commitment toward right-of-way acquisition must be included in the Six-Year Program. This area is constrained by existing development and will become more constrained by further development.

It is very important that a specific alignment be quickly defined and right-of-way acquisition be undertaken soon thereafter to avoid increased costs due to development and to not cause undue hardship on private properties due to uncertainty and to ensure Camp Withycombe is cleared in time. We are requesting \$17 million be programmed. We would also like to point out the Access Oregon indicators that the Commission looked at a few months ago put the Sunrise Corridor at the #1 priority in terms of traffic, trucks, etc.

We feel this would be the most expeditious way to accomplish the project. We would also like to reaffirm the need for the Marquam Ramp project and the need for the I-5 to McLoughlin Connection. The I-5 McLoughlin connection is a critical piece to the Sunrise Corridor as well as the Tacoma Overpass widening along McLoughlin.

Highway 212 Climbing Lane from Rock Creek Junction to 172nd

Currently this project is programmed in the 6 Year Plan for Development only. This is a critical project and will help relieve a dangerous situation in the Sunrise Corridor. We would like to ask for Construction funds for this climbing lane.

Sunnybrook and I-205 Split Diamond Interchange

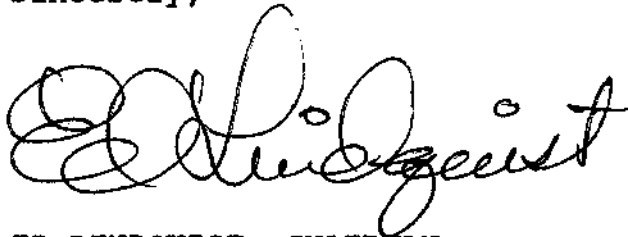
We would like to request ODOT to program \$1 million for right-of-way acquisition in the 6 Year Plan for hardship cases and also construction funds be programmed for this most critical interchange in Clackamas County.

Wilsonville and I-5 Interchange

The I-5 and Wilsonville Interchange has been dropped from the Development section. We would like to ask you to reinstate this project and to continue with the Environmental Impact Statement.

Please call me if you have questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Ed Lindquist". The signature is fluid and cursive, with a large initial "E" and "L".

ED LINDQUIST, CHAIRMAN
Board of County Commissioners

l/gS/713:elk

c: Wade Byers
George Van Bergen



CLACKAMAS COUNTY

Department of Transportation & Development

WINSTON BURT
EXECUTIVE DIRECTOR

RICHARD DOPP
DIRECTOR
OPERATIONS & ADMINISTRATION

TOM WINGSTADEN
DIRECTOR
PLANNING & DEVELOPMENT

TESTIMONY TO THE OREGON TRANSPORTATION COMMISSION FOR CLACKAMAS
COUNTY/CITIES 6 YEAR PROGRAM REQUEST

JULY 15, 1988

BY

ED LINDQUIST, CHAIR

CLACKAMAS COUNTY COMMISSION

INTRODUCTION

Clackamas County is rapidly growing as a place to live and work. According to certified state population estimates, in 1987 the County's population increased by 6,900 people making Clackamas the fastest growing County in Oregon for the year and accounting for nearly one-quarter total population growth in the State. Rapid commercial employment growth is occurring along the County's I-5 and I-205 Corridors. Wilsonville, and the Clackamas Town Center Area are among the fastest growing areas in Oregon, they currently have a higher day time working population than residential population.

The Sunrise Center, near the crossroads of I-205 and the Milwaukie Expressway, currently contains nearly 2,000,000 sq. ft. of retail and office space, including a regional shopping mall, a major hospital, three hotels with 600 rooms, and Portland's largest church.

Along with the increase of home, work, and shopping trips, I-205 is beginning to surpass I-5 as the major north/south interstate route. 100,600 vehicles could be counted on I-205 near the Milwaukie Expressway on any given day in 1987 - a considerable amount since I-205 was only opened in 1983.

The I-205 and Highway 212 interchange is one of the worst in the State. We have reviewed the draft 6 Year Highway Program and would like to compliment the Commission and staff on an excellent job in coordinating this huge effort. However, we do have revisions we would like you to consider.

RECOMMENDED CHANGES TO THE DRAFT 6 YEAR PLAN

Project #1 - The I-205 and Lester Road Interchange

This project is currently underfunded by \$2 million in the Draft 6 Year Plan. We would like to request full FAI funding of \$6.1 million not the \$4.04 million which is programmed in the Draft. We would like to request you to program over the next 5 years these additional funds.

We would also like to remind the Transportation Commission past commitments they have made to this project were to bid it in 1988 and complete it in 1989.

Project #2 - Sunrise Corridor

The Highway 224 portion from 99E to I-205 of the Sunrise Corridor is not programmed in the Development Section. We would like to request that the entire Sunrise Corridor be programmed for development. We also would like to request the Environmental Impact Statement when it be carried out be done on a section from 99E to Rock Creek Junction in Phase I and Phase II be done from

LOCAL
PART

Development

1/20/88

Rock Creek Junction to US 26. We feel this would be the most expeditious way to accomplish the project. We would also like to reaffirm the need for the Marquam Ramp project and the need for the I-5 to McLoughlin Connection. The I-5 McLoughlin connection is a critical piece to the Sunrise Corridor as well as the Tacoma Overpass widening along McLoughlin.

We would also like to request ODOT to establish right-of-way funds for Phase I of the Sunrise Corridor and to ensure that Camp Withycombe is cleared. We feel \$17 million should be programmed as a minimum request for these purposes. As you know, the Hwy. 212 and I-205 interchange is one of the worst freeway interchanges in the State and Phase I of the Sunrise Corridor is meant to relieve this interchange. We would also like to point out that we have the support of the North Clackamas Chamber, the North Clackamas Employers Association which represents 12,000 jobs in Clackamas County, and the support of the entire Hwy. 212 Industrial area for this critical Corridor. It is critical that Phase I be developed and right-of-way be acquired as soon as possible. We feel that without Phase I and the Sunrise Corridor, Clackamas County stands to lose a substantial portion of jobs and take an economic development punch in the shorts!

We would also like to point out the Access Oregon indicators that the Commission looked at a few months ago put the Sunrise Corridor as the #1 priority in terms of traffic, trucks, etc. In looking through the Draft 6 Year Program we find some other Access Oregon routes have right-of-way funds programmed for them whereas the Sunrise Corridor, being the #1 does not have right-

of-way funds programmed for it. For example, the Westside Corridor has \$17 million in right-of-way funds programmed for it. Project #3 - Highway 212 Climbing Lane from Rock Creek Junction to 172nd

Currently this project is programmed in the 6 Year Plan for Development only. This is a critical project and will help relieve a dangerous situation in the Sunrise Corridor. We would like to ask for Construction funds for this climbing lane.

Project #4 - Sunnybrook and I-205 Split Diamond Interchange

This project services the largest shopping center in the State of Oregon, the Clackamas Town Center at 1.3 million square feet. An additional 600,000 square feet of commercial/office is currently under construction, adjacent to the Clackamas Town Center. In 1985 6 million cars alone accessed this shopping center and about 100,000 vehicles a day use I-205. We are concerned that without this project the I-205 Freeway in this area will breakdown within the next 5 years.

We would like to request ODOT to program \$1 million for right-of-way acquisition in the 6 Year Plan for hardship cases and also construction funds be programmed for this most critical interchange in Clackamas County.

The OTC should also be aware that this interchange also requires \$14 million in additional local road projects. Of this amount \$9 million will be raised locally through tax increment funds and another \$5 million will be sought through other means such as a benefit assessment district. We do not believe though any other project in the State has such a high degree of local government and private sector financial contributions.

CRITICAL PROJECT

INTERCHANGE PROJECT #5 - WILSONVILLE AND I-5 INTERCHANGE

The I-5 and Wilsonville Interchange has been dropped from the Development section. We would like to ask you to reinstate this project and to continue with the Environmental Impact Statement. We recommend that the design of the Stafford and I-5 Interchange along with the I-5 and Wilsonville Interchange has already been tied together and it would be difficult to design Stafford without continuing to pursue the Wilsonville Interchange.

r/ga/712:elk

Last page of Clackamas Co. etc.

ACCESS OREGON RANKINGS BY ADT

(Indicates Total Traffic on the Route)

Highway	Name	ADT
1. OR 217	Beaverton-Tigard	66,390
• 2. OR 224	Sunrise Corridor	40,000
• 3. New	Westside Bypass	35,000
• 4. New	I-84 Connection	22,000
• 5. OR 99 /18	Portland-Lincoln City	6,720
• 6. US 30	Portland-Astoria	5,070
• 7. OR 42	Coos Bay-Roseburg	4,570
8. US 26	Sunset	4,540
• 9. US 97	California-Madras	4,450
10. US 20	Corvallis-Newport	4,000
11. OR 126	Florence-Eugene	3,650
• 12. US 26	Mt. Hood	3,630
• 13. OR 22	Salem-Bend	3,390
• 14. OR 38	Anlauf-Reedsport	3,380
15. OR 201	Cairo-Nyssa	3,300
• 16. OR 58	Willamette	2,790
• 22. OR 82	Wallowa Lake	1,640
• 25. US 20	Central Oregon	940

• Currently in Access Oregon Program

ACCESS OREGON RANKINGS BY TRUCKS / DAY

(Indicates Economic Activity on the Route)

Highway	Name	Trucks / Day
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• 6. OR 58	Willamette	860
• 7. US 30	Portland-Astoria	840
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WASHINGTON
COUNTY,
OREGON

July 15, 1988

Oregon Transportation Commission
Oregon Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Washington County and its cities have participated extensively in the development of the 1989-1994 Six Year Highway Improvement Program. We would like to commend your staff on their efforts and express our appreciation for considering projects of importance to residents within Washington County, the region and the state. We feel that the program reflects significant staff work and coordination with local governments.

We are extremely pleased to see that the proposed Six Year Program recognizes the critical need to initiate developmental and right-of-way efforts on the Tualatin-Hillsboro Corridor. As well, we are pleased to see that the Six Corners project is included for construction. Both projects are important facilities of statewide significance which we feel will further the economic objectives of the Oregon Comeback.

As an overall comment, Washington County and its cities feel that the latest Six Year Program addresses many of our long-standing needs on state facilities. We would, however, like to draw your attention to the following projects which we feel either need to be clarified or considered further.

o Sunset Highway (US 26)

We are unclear as to the status of this project in the latest draft. It is our understanding ODOT will be coordinating its Sunset Highway design efforts with the development of the Sunset Light Rail project being developed by TriMet. There is no specific reference to this project on Sunset Highway in the latest draft. We would urge you to explicitly identify this effort in the Six Year Program.

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The County has extensively participated in discussions with ODOT on the status of minor state highways in this Six Year Program. We recognize that emphasis has been placed on highways and corridors of statewide significance and, that to a certain extent, improvements to minor state highways have been spread out over a longer period of time. We would like to note, however, that

Oregon Transportation Commission
July 15, 1988
Page Two

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Scholls Ferry Road (Murray to Fanno Creek): Washington County voters have approved \$1,770,000 of local funds for this project. This draft of the Six Year Program includes this project for construction in FY 1990. We appreciate your continued support for this important roadway project.

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Scholls Ferry/Beaverton-Hillsdale/Oleson Road Intersection: Washington County voters have approved \$100,000 of local funds for this intersection project. This draft does not include this project. This intersection has one of the highest accident rates in the County and would seem to be a liability for all. Project Development, at minimum, should begin as soon as possible.

We appreciate your consideration of the projects noted above in light of the significant local contributions which are available for these improvements.

We would also like to express our support for the Immediate Opportunity Fund which has been proposed. We support the intent of such a program and feel that it will enhance economic development opportunities throughout the state.

Oregon Transportation Commission
July 15, 1988
Page Three

In conclusion, we would like to express our appreciation for your assistance and for your staff's efforts in preparing this program. We look forward to continuing to work with you and your staff in the future as these projects evolve.

Sincerely,



Bonnie Hays
Chair
Washington County Transportation Coordinating Committee

BH/FA:pf

c: Bob Bothman, Director, ODOT
Rick Kuehn, Region 1 Engineer, ODOT
Bruce Warner, Director, DLUT
Washington County Transportation Coordinating Committee

(doc: FA-1July)

X-11A



July 13, 1988

Oregon Transportation Commission
Salem, Oregon

RE: Proposed 1989-1994 6-Year Highway Improvement Program

We have had an opportunity to review the proposed 6-Year Highway Improvement Program dated June, 1988. We find that the proposed program has correctly identified high priority transportation needs in the Tigard area and will provide funding for those projects with the highest priority. We encourage adoption of the project lists and schedule as proposed.

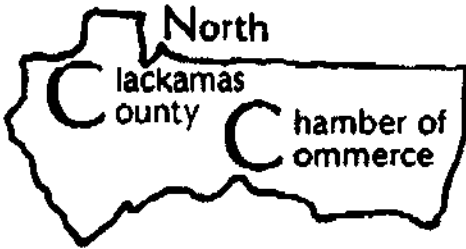
In adopting this program, we encourage the Commission to consider the level of funding on one project. That project is on the Scholis Highway (OR 210) between Murray Blvd. and Fanno Creek. The project is identified in the 6-Year program as Map Index No. 050. This project is funded in part by a levy approved by the voters of Washington County in 1986. In order to complete this project as presented to the voters in 1986, some additional state funding is necessary. Following completion of preliminary design work, the OSHD staff now estimates the total project cost at nearly 7 million dollars. The 6-Year program provides only 3.7 million dollars for this project. Improvements to this important regional highway have been given a high priority by the Washington County Transportation Coordinating Committee. We urge the Commission to provide full funding for this voter supported project.

Sincerely,

A handwritten signature in cursive script that reads "Tom Brian".

Tom Brian
Mayor

br/5913D



"The Chamber
Means Business"

15010 S.E. McLoughlin Blvd. - Milwaukie, OR 97267 - 654-7777

July 14, 1988

Mike Hollern, Chairman
Oregon Department of Transportation
135 Transportation Bldg.
Salem, OR 97310

*Read by Jack Smith
at
7/15/88
OTC meeting*

It has been brought to the attention of the North Clackamas County Chamber of Commerce that the final draft of the Six-Year Highway Improvement Program does not contain the funding needed for some projects that we feel are instrumental to economic development in Clackamas County.

The Chamber's Board of Directors has gone on record supporting the revisions to the Six-Year Program that Clackamas County Department of Transportation is requesting be considered. The Board urges the Commission to carefully review the information presented on the five specific projects in the written testimony of Clackamas County Commissioner Ed Lindquist.

We know that the Commission and the Department staff have to consider the many highway needs throughout the state; however, we feel that Clackamas County, as the fastest growing county in Oregon, has some unique transportation needs that require priority consideration in highway funding. The solutions to these transportation needs are vital not only to Clackamas County, but also to its economic impact on the entire region.

Again, we urge you to reconsider the transportation needs of Clackamas County before adopting the final Six-Year Highway Improvement Program.

Sincerely,

Ted Canfield

Ted Canfield
President

CITY OF GRESHAM

Community & Economic Development Department
1333 N.W. Eastman Parkway
Gresham, Oregon 97030-3825
(503) 661-3000

July 14, 1988

Mr. Michael P. Hollern, Chairman
Oregon Transportation Commission
c/o Brooks Resources
PO Box 6119
Bend, OR 97708

Dear Mr. Hollern:

The City of Gresham and cities in east Multnomah County had the opportunity to share with the Commission their priorities for the Six-Year Program update in February this year. At that time with the support and testimony of the business community we identified a number of priorities for funding consideration.

In light of the numerous transportation needs throughout the state, we understand the difficulty in addressing all of the priorities of one jurisdictional area. The proposed Six-Year Program, however, falls short in addressing what we perceive to be our highest priorities.

East Multnomah County is the gateway to the Columbia River Gorge and Mt. Hood recreational areas. In line with the governor's proposal for the Oregon Comeback, direct access to these beautiful scenic areas is paramount.

The I-84 improvement from 181st to Troutdale is critical to providing that access. Only Unit 1 (181st to 207th) is identified in the proposed Six-Year Program. This is inadequate for several reasons.

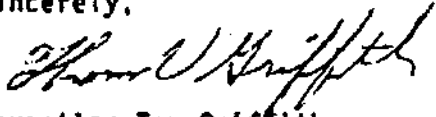
1. The entire improvement (181st to Troutdale) is the only remaining portion of the interstate system not up to interstate standards. In the existing Six-Year Program Federal Aid Interstate funds have been allocated to this project. Under the Federal Interstate Completion Program those funds must be allocated prior to the end of the existing Surface Transportation Act. Therefore, Unit 2 must be included in this program to ensure allocation of the Federal Aid Interstate funds within the timeframe limitation imposed by Congress.
2. The I-84-U.S. 26 connector (Gresham Parkway) is critical to improved access to the Mt. Hood recreational areas. Funds through the environmental phase have been allocated to that project. Unit 2 of the I-84 improvement is the critical link at the northern end of the project and for that reason must be included in this update if the location decision of the I-84-U.S. 26 connector (Gresham Parkway) is to be finalized within the next six years.

Ltr/M. Hollern
Page 2

Finally, I would like to close with a comment regarding the I-84-U.S. 26 connector. The project has received significant public review to date and is scheduled to receive more through the corridor analysis and environmental process planned by the state. This project will have a major impact to the state and region but most significantly to the local area. It is critical that the development process include adequate funds for right-of-way to ensure that we don't lose development opportunities or impose development restrictions while we wait for a future Six-Year Program update to secure right-of-way funds.

I appreciate your consideration of these projects.

Sincerely,



Councilor Tom Griffith
Gresham City Council

TG:

cc Bob Bothman, ODOT Director
Don Forbes, State Highway Engineer
Dick Kuehn, Metro Region Engineer
East Multnomah County Transportation Commission
JPACT

4597V



GLADYS McCOY, Multnomah County Chair

Room 134, County Courthouse
1021 S.W. Fourth Avenue
Portland, Oregon 97204
(503) 248-3308

July 13, 1988

Mr. Michael P. Hollern, Chairman
Oregon Transportation Commission
c/o Brooks Resources
P.O. Box 6119
Bend, OR 97708

Dear Mr. Hollern:

Multnomah County would like to commend the efforts of the commission in allocating limited resources to the vast numbers of transportation needs throughout the state. The Six Year Program process has allowed the public and local jurisdictions the opportunity to share their insight regarding the needs in their area. In many instances these needs have been adequately addressed in the proposed FY 1989-1994 Six Year Program, and in general ODOT has been responsive to local concerns. We feel however, there are several projects originally recommended by the county and identified as a priority by Metro which warrant comment and further consideration.

The East Multnomah County area is the gateway to two of the major tourist attractions in the state; The Columbia River Gorge and the Mt. Hood Recreational areas. Improvement of the Interstate and state system to reach these attractions is important not only to the vitality of the county but to the state as well.

1. I-84 Improvement 181st - Troutdale*

The proposed program shows only a portion of the improvement (Unit 1 181st-207th) scheduled in this Six Year Program. Additionally the construction year for that unit has been moved from 1991 to 1993. Unit 2 of the project is not identified for construction in this Six Year Program. In fact, its only included in the section "to be considered."

The entire project represents the last section of the Interstate System in the state not constructed to interstate standards. Congress has made it clear that projects that represent the interstate system under the Interstate Completion Program must be completed within the life of the current Surface Transportation Act. Aside from the time limitations imposed by Congress, future traffic and current reconstruction needs make this project critical.

Mr. Michael P. Hollern, Chairman
July 13, 1988
Page Two

Prior commitment by the state of Construction of the improvement by 1991 in the last Six Year Program met that goal. The construction schedule for I-84 from 181st to Troutdale in the proposed program does not.

Construction of the entire improvement to I-84 from 181st to Troutdale should be restored in this current Six Year Program Update at a cost of \$70 million.

2. I-84 - US 26 Connection (Gresham Parkway)*

This project is identified as an Access Oregon Project and is listed in the development section of the proposed Six Year Program with final environmental documents scheduled for 1991. Funding for right-of-way has not been identified.

This project is integral to the growing tourist industry of the state. Traffic projections suggest the need for this facility is in the next ten years. For construction to occur in that time frame, environmental work and right-of-way must be funded in this Six Year Program. The planned facility will have a major impact to the area, and, by not beginning right-of-way acquisition soon after location has been determined, development opportunities will be missed and an unofficial moratorium on building will be in place. *

3. UPRR (Graham Road) Bridge 6967

This project appears again in the development section of the proposed program with field survey not to be completed until FY 1993. In fact this project has been in the development section for the past two updates. This structure is located at the eastern terminus of the I-84 improvement and serves as the means of access to the county arterial system. Since the last update, we have completed construction of 257th Avenue, a major N/S arterial of approximately 70 feet that meets the structure at the south end and construction of two major truck stops are completed at the north end. Because this structure is integral to the functioning of the arterial and interstate system we recommend this project be included with the I-84 Unit 2 (207th to Troutdale) improvement. >

Although not directly included in the draft Six Year Program, the change in status of the Hawthorne Bridge Transition Structure and allocation of HBR funds to that project is of considerable concern to the county and the region.

* Received endorsement from the Oregon Tourism Alliance as critical projects on corridors important to improve access to tourist destinations.

Mr. Michael P. Hollern, Chairman
July 13, 1988
Page Three

4. Hawthorne Bridge (HBRR Allocation)

Since June 1986 we have had an agreement with the Oregon Department of Transportation to reconstruct the east approach transition structure of the Hawthorne Bridge, for \$5,710,000. We have received notice from ODOT that due to budget constraints a reduction of the allocation to \$2,500,000 is being considered. Additionally a change in the method of allocation has been proposed that would limit any one jurisdiction's funding level to 20% of Oregon's yearly allocation or \$2.0 million.

The proposed reduction and change in policy has significant ramifications for Multnomah County. We are responsible for six Willamette River Bridges within the Portland city limits. These structures have a higher rehabilitation and/or replacement cost than any other local jurisdictions because of age, type of structure and traffic volumes.

The Hawthorne Bridge Transition Structure has had a sufficiency rating of 9 since 1982. It was constructed in the early 1950's as a temporary structure only. The county has spent \$290,000 between 1982 and 1987 on the timber trestle and will spend an additional \$200,000 this year for repairs and maintenance items to maintain legal load carrying capacity until the scheduled 1990 replacement.

The proposed change in policy precludes us from replacing the structure, in fact, our access to adequate federal funds for major structure work is virtually eliminated.

We strongly recommend that the Commission endorse the method of HBRR fund allocation that considers the merit and technical ranking of all projects and maintains funds for the replacement of the Hawthorne Bridge Transition Structure.

Sincerely,


Gladys McCoy, Chair
Board of County Commissioners

GM:SL:rj

cc: Bob Bothman, Director ODOT

Don Forbes, State Highway Engineer

Rick Kuehn, Metro Region Engineer

East Multnomah County Transportation Committee

JPACT



CLACKAMAS COUNTY

Department of Transportation & Development

WILFRED KURTZ
EXECUTIVE DIRECTOR

RICHARD DOPP
DIRECTOR
OPERATIONS & ADMINISTRATION

TOM VANDEKAMPEN
DIRECTOR
PLANNING & DEVELOPMENT

TESTIMONY TO THE OREGON TRANSPORTATION COMMISSION FOR CLACKAMAS
COUNTY/CITIES 6 YEAR PROGRAM REQUEST

JULY 15, 1988

BY

ED LINDQUIST, CHAIR

CLACKAMAS COUNTY COMMISSION

INTRODUCTION

Clackamas County is rapidly growing as a place to live and work. According to certified state population estimates, in 1987 the County's population increased by 6,900 people making Clackamas the fastest growing County in Oregon for the year and accounting for nearly one-quarter total population growth in the State. Rapid commercial employment growth is occurring along the County's I-5 and I-205 Corridors. Wilsonville, and the Clackamas Town Center Area are among the fastest growing areas in Oregon, they currently have a higher day time working population than residential population.

The Sunrise Center, near the crossroads of I-205 and the Milwaukie Expressway, currently contains nearly 2,000,000 sq. ft. of retail and office space, including a regional shopping mall, a major hospital, three hotels with 600 rooms, and Portland's largest church.

Along with the increase of home, work, and shopping trips, I-205 is beginning to surpass I-5 as the major north/south interstate route. 100,600 vehicles could be counted on I-205 near the Milwaukie Expressway on any given day in 1987 - a considerable amount since I-205 was only opened in 1983.

The I-205 and Highway 212 interchange is one of the worst in the State. We have reviewed the draft 6 Year Highway Program and would like to compliment the Commission and staff on an excellent job in coordinating this huge effort. However, we do have revisions we would like you to consider.

RECOMMENDED CHANGES TO THE DRAFT 6 YEAR PLAN

Project #1 - The I-205 and Lester Road Interchange

This project is currently underfunded by \$2 million in the Draft 6 Year Plan. We would like to request full FAI funding of \$6.1 million not the \$4.04 million which is programmed in the Draft. We would like to request you to program over the next 5 years these additional funds.

We would also like to remind the Transportation Commission past commitments they have made to this project were to bid it in 1988 and complete it in 1989.

Project #2 - Sunrise Corridor

The Highway 224 portion from 99E to I-205 of the Sunrise Corridor is not programmed in the Development Section. We would like to request that the entire Sunrise Corridor be programmed for development. We also would like to request the Environmental Impact Statement when it be carried out be done on a section from 99E to Rock Creek Junction in Phase I and Phase II be done from

KAL
PART

development

Rock Creek Junction to US 26. We feel this would be the most expeditious way to accomplish the project. We would also like to reaffirm the need for the Marquam Ramp project and the need for the I-5 to McLoughlin Connection. The I-5 McLoughlin connection is a critical piece to the Sunrise Corridor as well as the Tacoma Overpass widening along McLoughlin.

NOTES

We would also like to request ODOT to establish right-of-way funds for Phase I of the Sunrise Corridor and to ensure that Camp Withycombe is cleared. We feel \$17 million should be programmed as a minimum request for these purposes. As you know, the Hwy. 212 and I-205 interchange is one of the worst freeway interchanges in the State and Phase I of the Sunrise Corridor is meant to relieve this interchange. We would also like to point out that we have the support of the North Clackamas Chamber, the North Clackamas Employers Association which represents 12,000 jobs in Clackamas County, and the support of the entire Hwy. 212 Industrial area for this critical Corridor. It is critical that Phase I be developed and right-of-way be acquired as soon as possible. We feel that without Phase I and the Sunrise Corridor, Clackamas County stands to lose a substantial portion of jobs and take an economic development punch in the shorts!

We would also like to point out the Access Oregon indicators that the Commission looked at a few months ago put the Sunrise Corridor as the #1 priority in terms of traffic, trucks, etc. In looking through the Draft 6 Year Program we find some other Access Oregon routes have right-of-way funds programmed for them whereas the Sunrise Corridor, being the #1 does not have right-

of-way funds programmed for it. For example, the Westside Corridor has \$17 million in right-of-way funds programmed for it.

Project #3 - Highway 212 Climbing Lane from Rock Creek Junction to 172nd

Currently this project is programmed in the 6 Year Plan for Development only. This is a critical project and will help relieve a dangerous situation in the Sunrise Corridor. We would like to ask for Construction funds for this climbing lane.

Project #4 - Sunnybrook and I-205 Split Diamond Interchange

This project services the largest shopping center in the State of Oregon, the Clackamas Town Center at 1.3 million square feet. An additional 600,000 square feet of commercial/office is currently under construction, adjacent to the Clackamas Town Center. In 1985 6 million cars alone accessed this shopping center and about 100,000 vehicles a day use I-205. We are concerned that without this project the I-205 Freeway in this area will breakdown within the next 5 years.

We would like to request ODOT to program \$1 million for right-of-way acquisition in the 6 Year Plan for hardship cases and also construction funds be programmed for this most critical interchange in Clackamas County.

The OTC should also be aware that this interchange also requires \$14 million in additional local road projects. Of this amount \$9 million will be raised locally through tax increment funds and another \$5 million will be sought through other means such as a benefit assessment district. We do not believe though any other project in the State has such a high degree of local government and private sector financial contributions.

Interchange Project #5 - Wilsonville and I-5 Interchange

The I-5 and Wilsonville Interchange has been dropped from the Development section. We would like to ask you to reinstate this project and to continue with the Environmental Impact Statement. We recommend that the design of the Stafford and I-5 Interchange along with the I-5 and Wilsonville Interchange has already been tied together and it would be difficult to design Stafford without continuing to pursue the Wilsonville Interchange.

r/ga/712:elk

Last page of Clackamas Co. etc.

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Scholls Ferry/Beaverton-Hillsdale/Oleson Road Intersection: Washington County voters have approved \$100,000 of local funds for this intersection project. This draft does not include this project. This intersection has one of the highest accident rates in the County and would seem to be a liability for all. Project Development, at minimum, should begin as soon as possible.

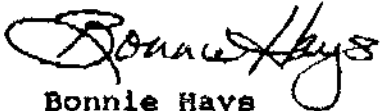
We appreciate your consideration of the projects noted above in light of the significant local contributions which are available for these improvements.

We would also like to express our support for the Immediate Opportunity Fund which has been proposed. We support the intent of such a program and feel that it will enhance economic development opportunities throughout the state.

Oregon Transportation Commission
July 15, 1988
Page Three

In conclusion, we would like to express our appreciation for your assistance and for your staff's efforts in preparing this program. We look forward to continuing to work with you and your staff in the future as these projects evolve.

Sincerely,



Bonnie Hays
Chair
Washington County Transportation Coordinating Committee

BH/FA:pf

c: Bob Bothman, Director, ODOT
Rick Kuehn, Region 1 Engineer, ODOT
Bruce Warner, Director, DLUT
Washington County Transportation Coordinating Committee

(doc: FA-1July)

X-TVA



July 13, 1988

Oregon Transportation Commission
Salem, Oregon

RE: Proposed 1989-1994 6-Year Highway Improvement Program

We have had an opportunity to review the proposed 6-Year Highway Improvement Program dated June, 1988. We find that the proposed program has correctly identified high priority transportation needs in the Tigard area and will provide funding for those projects with the highest priority. We encourage adoption of the project lists and schedule as proposed.

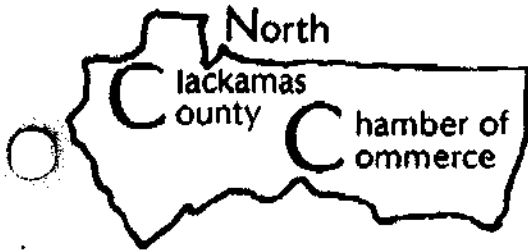
In adopting this program, we encourage the Commission to consider the level of funding on one project. That project is on the Scholls Highway (OR 210) between Murray Blvd. and Fanno Creek. The project is identified in the 6-Year program as Map Index No. 050. This project is funded in part by a levy approved by the voters of Washington County in 1986. In order to complete this project as presented to the voters in 1986, some additional state funding is necessary. Following completion of preliminary design work, the OSHD staff now estimates the total project cost at nearly 7 million dollars. The 6-Year program provides only 3.7 million dollars for this project. Improvements to this important regional highway have been given a high priority by the Washington County Transportation Coordinating Committee. We urge the Commission to provide full funding for this voter supported project.

Sincerely,

Tom Brian

Tom Brian
Mayor

br/5913D



"The Chamber Means Business"

15010 S.E. McLoughlin Blvd. - Milwaukie, OR 97267 - 654-7777

July 14, 1988

Mike Hollern, Chairman
Oregon Department of Transportation
135 Transportation Bldg.
Salem, OR 97310

*Read by Jack Smith
at
7/15/88
OTC meeting*

It has been brought to the attention of the North Clackamas County Chamber of Commerce that the final draft of the Six-Year Highway Improvement Program does not contain the funding needed for some projects that we feel are instrumental to economic development in Clackamas County.

The Chamber's Board of Directors has gone on record supporting the revisions to the Six-Year Program that Clackamas County Department of Transportation is requesting be considered. The Board urges the Commission to carefully review the information presented on the five specific projects in the written testimony of Clackamas County Commissioner Ed Lindquist.

We know that the Commission and the Department staff have to consider the many highway needs throughout the state; however, we feel that Clackamas County, as the fastest growing county in Oregon, has some unique transportation needs that require priority consideration in highway funding. The solutions to these transportation needs are vital not only to Clackamas County, but also to its economic impact on the entire region.

Again, we urge you to reconsider the transportation needs of Clackamas County before adopting the final Six-Year Highway Improvement Program.

Sincerely,

Ted Canfield
President



CITY OF GRESHAM

Community & Economic Development Department
1333 N.W. Eastman Parkway
Gresham, Oregon 97030-3825
(503) 661-3000

Y-717

July 14, 1988

Mr. Michael P. Hollern, Chairman
Oregon Transportation Commission
c/o Brooks Resources
PO Box 6119
Bend, OR 97708

Dear Mr. Hollern:

The City of Gresham and cities in east Multnomah County had the opportunity to share with the Commission their priorities for the Six-Year Program update in February this year. At that time with the support and testimony of the business community we identified a number of priorities for funding consideration.

In light of the numerous transportation needs throughout the state, we understand the difficulty in addressing all of the priorities of one jurisdictional area. The proposed Six-Year Program, however, falls short in addressing what we perceive to be our highest priorities.

East Multnomah County is the gateway to the Columbia River Gorge and Mt. Hood recreational areas. In line with the governor's proposal for the Oregon Comeback, direct access to these beautiful scenic areas is paramount.

The I-84 improvement from 181st to Troutdale is critical to providing that access. Only Unit 1 (181st to 207th) is identified in the proposed Six-Year Program. This is inadequate for several reasons.

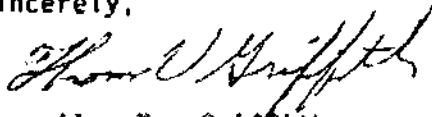
1. The entire improvement (181st to Troutdale) is the only remaining portion of the interstate system not up to interstate standards. In the existing Six-Year Program Federal Aid Interstate funds have been allocated to this project. Under the Federal Interstate Completion Program those funds must be allocated prior to the end of the existing Surface Transportation Act. Therefore, Unit 2 must be included in this program to ensure allocation of the Federal Aid Interstate funds within the timeframe limitation imposed by Congress.
2. The I-84-U.S. 26 connector (Gresham Parkway) is critical to improved access to the Mt. Hood recreational areas. Funds through the environmental phase have been allocated to that project. Unit 2 of the I-84 improvement is the critical link at the northern end of the project and for that reason must be included in this update if the location decision of the I-84-U.S. 26 connector (Gresham Parkway) is to be finalized within the next six years.

Ltr/M. Hollern
Page 2

Finally, I would like to close with a comment regarding the I-84-U.S. 26 connector. The project has received significant public review to date and is scheduled to receive more through the corridor analysis and environmental process planned by the state. This project will have a major impact to the state and region but most significantly to the local area. It is critical that the development process include adequate funds for right-of-way to ensure that we don't lose development opportunities or impose development restrictions while we wait for a future Six-Year Program update to secure right-of-way funds.

I appreciate your consideration of these projects.

Sincerely,



Councilor Tom Griffith
Gresham City Council

TG:

cc Bob Bothman, ODOT Director
Don Forbes, State Highway Engineer
Dick Kuehn, Metro Region Engineer
East Multnomah County Transportation Commission
JPACT

4597V

COMMITTEE MEETING TITLE JPACT

DATE 8-11-88

NAME	AFFILIATION
M- Wade Byers	Cities of Clackamas County
G (alt) Bill Stack	Cities of Clackamas Cities (alt)
M- Tom Brian	Cities of Washington Co. (Mayor/Tyler)
M- Bob BOTHMAN	ODOT
M- George Dan Boyson	Metro
M- Margorie K. Schunk	Cities of Mult County
M- Jim Owen	Tri / Met
M- RICHARD WAKER	METRO
S- Andy Cohen	metro
M- Ed [unclear]	Clackamas County
M- Bob Woodell	Part of Portland
M- Earl Blumenauer	Portland
M- Rachelle Anderson	Multnomah County
G. Leanne Maccala	League of Women Voters
G- Ted Jensen	OPUR
G- FELICIA TRADER	CITY OF PORTLANDS - TRANSPORTATION
G- SERNIE Bottomly	HES AUCoin
G- Bebe Pucker	Port of Portland
G- John Hauser	Task Force on Metro. Reg. Government
S- Karen Thackston	Metro
G (alt) Carter MacNicol	Port
G- BRUCE VIKNER	MCO
G (alt) Rick Kuehn	ODOT
-- Don Barney	Barney & Worth, Inc.

COMMITTEE MEETING TITLE _____

DATE _____

NAME

AFFILIATION

✓G- VERN RYLES	C.E.I.C.
✓G- Anne McLaughlin	C.A.P.
✓G- STEVE DOTTERER	CITY OF PORTLAND STAFF
✓G- Lee Hames	TRI-MET
✓G- Bob Staley	city of Portland
✓G- Ron Householder	DEQ
✓G- Steve Schlickman	RTA - Chicago
✓G- GRACE Crumican	Mother Theresa's farm release program
✓G- Herman Asarnow	Univ. of Portland
✓G- Susan Long	Senator Hatfield - Portland
✓G- SEAN O'HOLLAREN	SENATOR HATFIELD - WASHINGTON, DC.
Media Robert Goldfield	DJC
✓G- David Kusner	Pacific Development
✓G- ERNIE BONNER	Riverfront for People
✓G- Peter F Fry	Central Eastside Industrial Council
Media James Meyer	Dwight
✓G- Valerie Buel	Cong. Ron Wyden Office
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✓G- Richard Brandina	Metro
✓G- Dennis Gilman	CEIC/RFP
✓G- Lee LaFontaine	Public Transit Div.
✓G- JESSICA MARLITT	METRO Council Staff
✓G- Jane Cease	State Senator