



METRO

METROPOLITAN SERVICE DISTRICT

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

MEMORANDUM

Date: September 2, 1981
To: JPACT
From: Andy Cotugno *AC*
Regarding: Bi-State Policy Advisory Committee Recommendation

Attached is a resolution to the Metro Council from the Council Coordinating Committee which recommends the formation of a standing Bi-State Policy Advisory Committee. This recommendation is a result of the conclusions of the Bi-State Task Force but is intended to be a general purpose committee rather than a transportation committee. It is intended that ad hoc committees be appointed to deal with specific issues such as transportation.

The charge to the Committee is described in the second resolve. Because TPAC was concerned about transportation issues the Committee may become involved with, they endorsed the resolution with the recommendation that JPACT recommend the following addition:

Resolve 2. c.: When dealing with transportation issues, the membership of the ad hoc committee will include representatives from ODOT, WDOT, C-Trans and Tri-Met. The charge to the Committee will be reviewed and approved by JPACT and the Regional Planning Council of Clark County.

AC:lmk

Enclosure

CC: Mike Burton, Metro Councilor, District 12

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

TO: Metro Council
FROM: Council Coordinating Committee
SUBJECT: Establishing a Bi-State Policy Advisory Committee

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution proposing the establishment of a Bi-State Policy Advisory Committee.
- B. POLICY IMPACT: This proposal assures that Metro's voice will be heard and its impact felt on issues of concern that affect both Clark County and the Metro region. This action is consistent with Metro's Five Year Operational Plan.
- C. BUDGET IMPACT: Metro staff support for this Committee is available from funds designated for general departmental support in the FY 81 budget.

II. ANALYSIS:

- A. BACKGROUND: In February, 1980, the Governors of the states of Oregon and Washington established a Bi-State Task Force to make recommendations concerning metropolitan transportation problems affecting the two states. The final report of this Task Force recommended continued cooperation between Oregon and Washington jurisdictions for the purposes of resolving interstate differences.

Because the Bi-State Task Force has fulfilled its charge from the Governors, it is not the appropriate body for continued coordination. The proposed Bi-State Policy Advisory Committee will provide a forum for interstate issues.

- B. ALTERNATIVES CONSIDERED: Metro could choose not to participate. This would, however, not fulfill the recommendation of the Task Force of which Metro was a member. In addition, it would leave Metro out of any cooperative agreements developed as well as deprive the proposed committee of Metro's regional perspective.
- C. CONCLUSION: Metro staff recommends approval of the attached Resolution supporting Metro involvement in the proposed Policy Advisory Committee.

MH/srb
3918B/252
08/20/81

JOINT RESOLUTION
OF THE
METROPOLITAN SERVICE DISTRICT
AND
REGIONAL PLANNING COUNCIL OF CLARK COUNTY

FOR THE PURPOSE OF ESTABLISHING)
A BI-STATE POLICY ADVISORY)
COMMITTEE)

WHEREAS, The Governors of the states of Oregon and Washington established a Bi-State Task Force to make recommendations concerning metropolitan transportation problems affecting the two states; and

WHEREAS, The Final Report of the Bi-State Task Force established the need for continued cooperation between Oregon and Washington jurisdictions for the purposes of resolving interstate differences, encouraging coordinated policies and increasing the possibility of securing federal, state or local funding through unified actions; and

WHEREAS, The Bi-State Task Force has fulfilled its charge from the Governors and is not the appropriate body for continued coordination; and

WHEREAS, The Metro Council and the Regional Planning Council of Clark County (RPC) recognizes the need to establish such a coordinating body; now, therefore,

BE IT RESOLVED,

1. That the Metro Council and RPC hereby establishes the Bi-State Policy Advisory Committee for a trial period of eighteen (18) months.

2. That the Charge to the Committee is as follows:
 - a. To provide a forum at which policy-makers from the two states can express views and discuss metropolitan problems of mutual concern.
 - b. To provide a forum for the creation of ad hoc committees as needed to resolve specific problems of mutual concern.
 - c. To develop recommendations for consideration by the Metro Council and the RPC.
3. That the membership of the Committee shall include:
 - a. A member of the Metro Council
 - b. A member of the RPC.
 - c. A Multnomah County Commissioner.
 - d. A Clark County Commissioner.
 - e. A member of the Portland City Council.
 - f. A member of the Vancouver City Council.

4. That the Committee is to be co-chaired by the representatives from RPC and Metro. They may convene the Committee by mutual agreement, but at least once annually. All other rules shall be determined by the members themselves.

5. That staff from RPC and Metro will prepare the Agenda for each meeting, will complete all other tasks necessary to ensure that Committee members are notified of the meetings and provided with necessary information, and will see that the meetings are recorded. The allocation of staff time and other resources to specific projects the Committee may choose to pursue will be at the discretion of the member jurisdictions.

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

TO: JPACT
FROM: Executive Officer
SUBJECT: Adopting the FY 1982-1985 Transportation Improvement Program and the FY 1982 Annual Element

I. RECOMMENDATIONS:

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

II. ANALYSIS:

- A. BACKGROUND: The Metro TIP describes how federal transportation funds for highway and transit projects in the Metro region are to be obligated during the period October 1, 1981, through September 30, 1982. Additionally,

in order to maintain continuity, funds are estimated for years before and after the Annual Element year. The FY 82 TIP is a refinement of the currently adopted TIP and involves the following significant actions:

Interstate Transfer Funding

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

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

Banfield Funding

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

Westside Corridor Funding

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

Federal Aid Urban

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

Section 5 - Transit Operating Assistance

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

Five-Year Transit Development Program

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

Interstate Funds

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

Air Quality

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

Projects have been developed through cooperative participation of the cities and counties in the region, the states and Tri-Met. The TIP Subcommittee has prepared the recommended TIP for FY 1981. The new projects are incorporated into the TIP with this update:

- E. Burnside widening - 90th to 94th
- W. Burnside TSM - west of 14th
- N.W. Industrial Rideshare Program

- Portland Willamette Greenway Trail
 - Portland Transit Transfer Improvements
 - Terminal 4 Road
 - Beaverton Transit Center
 - Westside Transit TSM
 - Portland Transit TSM
-

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

KT/gl
88B/135

FOR THE PURPOSE OF ADOPTING THE FY)
1982-1985 TRANSPORTATION IMPROVE-)
MENT PROGRAM AND THE FY 1982)
ANNUAL ELEMENT)
)

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

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

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

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

BE IT RESOLVED,

1. That the Metro Council adopts the TIP for the urban area as contained in the Attachment to this Resolution marked Exhibit "A."

2. That projects that are not obligated by September 30, 1981, be automatically reprogrammed for FY 1982 for all funding sources.

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

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

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

KT/srb
0087B/135
08/27/81

AGENDA MANAGEMENT SUMMARY

TO: Metro Council
FROM: Executive Officer
SUBJECT: Adopting the FY 1982-1985 Transportation Improvement Program and the FY 1982 Annual Element

I. RECOMMENDATIONS:

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

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

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

II. ANALYSIS:

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

Interstate Transfer Funding

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

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

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Section 5 - Transit Operating Assistance

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Five-Year Transit Development Program

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

Interstate Funds

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

Air Quality

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

New Projects

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

- E. Burnside - 90th to 94th

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

Interstate Transfer Funding = \$187,000

- W. Burnside T.S.M.

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

Interstate Transfer Funding = \$66,000

- N.W. Industrial Area Ridesharing Program

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

Interstate Transfer Funding = \$85,000

- Willamette Greenway Trail

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

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

Interstate Transfer Funding = \$650,000

- Transit Transfer Project

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

Interstate Transfer Funding = \$2,775,000

- Terminal 4 Road

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

Interstate Transfer Funding = \$400,000

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

- Beaverton Transit Center

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

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

Section 3 Funding = \$1,140,800

- Westside Transit T.S.M.

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

Section 3 Funding = \$1,259,600

- Portland Transit T.S.M.

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

Section 3 Funding = \$1,259,600

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

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

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

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

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

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

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

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

BE IT RESOLVED,

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

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

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

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

ADOPTED by the Council of the Metropolitan Service District this 24th day of September, 1981.

Presiding Officer

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



METROPOLITAN SERVICE DISTRICT

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

September 10, 1981

Rick Gustafson
EXECUTIVE OFFICER

Metro Council

Jack Deines
PRESIDING OFFICER
DISTRICT 5

Betty Schedeen
DEPUTY PRESIDING
OFFICER
DISTRICT 7

Bob Oleson
DISTRICT 1

Charlie Williamson
DISTRICT 2

Craig Berkman
DISTRICT 3

Corky Kirkpatrick
DISTRICT 4

Jane Rhodes
DISTRICT 6

Ernie Bonner
DISTRICT 8

Cindy Banzer
DISTRICT 9

Bruce Etlinger
DISTRICT 10

Marge Kafoury
DISTRICT 11

Mike Burton
DISTRICT 12

Mr. Anthony Yturri, Chairman
Oregon Transportation Commission
122 Transportation Building
Salem, Oregon 97310

Dear Commissioner Yturri:

On behalf of the Portland metropolitan area and Metro's Joint Policy Advisory Committee on Transportation (JPACT), I would like to commend the Oregon Department of Transportation on a job well done. Early this year, Metro adopted priorities for use of \$21 million of Interstate Transfer funds and later for \$12.6 million of "supplemental" funding. These priorities were set as a result of a severe funding shortfall to ensure that the most critical projects were built, not simply the ones that were easiest to prepare for construction. Both sets of priorities included projects that were actually scheduled near the September 30, 1981 deadline for obligating the funds and proved to be difficult to complete in time.

JPACT and the affected local jurisdictions recognize that many of these projects were difficult to complete in time due to a very heavy workload and very difficult deadlines. Not only did ODOT staff have \$33.6 million in Portland area Interstate Transfer projects to complete, but they also prepared \$80 million of other state-wide Federal Aid projects in the same timeframe. In addition to the sheer volume of work involved, a number of projects had unique problems that required a special effort to resolve. In particular, difficulties were encountered acquiring right-of-way in time to allow the following projects to be cleared by FHWA to proceed to construction:

- . 221st/223rd - this new arterial in Gresham is essential as an alternate route around downtown Gresham, allows a major new shopping center to proceed and will provide access to a Banfield LRT station.
- . Nyberg Road - this will provide a bypass around central Tualatin for traffic accessing I-5.
- . Oswego Creek Bridge - this will replace an existing trouble spot on Highway 43 in Lake Oswego.

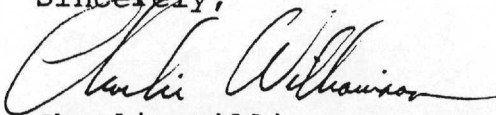
Mr. Anthony Yturri
September 10, 1981
Page 2

In addition, final plans were completed in time after last minute changes on the following projects:

- . 158th - this new arterial in Washington County will provide access to major new residential and industrial areas.
- . Hall Boulevard - these intersection improvements will improve the operation of this Beaverton minor arterial.

These and the rest of the finalized Interstate Transfer projects are critical to the prosperity of this region. Please express our thanks to the ODOT staff.

Sincerely,



Charlie Williamson
Metro Councilor, District 2
Chairman, JPACT

CW:AC:lmk

COMMITTEE MEETING TITLE JPACT

DATE 9-10-81 7:30 am

	NAME	AFFILIATION
G-	John Price	FHWA
G-	GIL MALLERY	RPC
S	Bruce Peters	Metro
G	Bebe Rucker	Mult Co.
G	STEVE DOTTERNER	CITY OF PORTLAND
M	Walter Schuch	✓ ✓ ✓
M	Vernon W. Veysey	Clark County
M	Dick Potomnowski	City of Vancouver
S	Audrey Cotugno	Metro
Malt	DENNIS BUCHANAN	MULT COUNTY
M	ROBIN LINDQUIST	GLADSTONE
M	JOHN FREMINK	TRI-MET
M	C. WILLIAMSON	METRO
M	LARRY COLE	BEAVERTON
M	ED FERGUSON	WSDOT
M	Jim Fisher	WASH County
G	Ted Spence	ODOT
G	JERRY MARKESINO	CITY OF PORTLAND
G	Sarah Salazar	Port of Portland
G	Vic RHODES	CITY OF PORTLAND
G	Greg Kullberg	City of Portland
S	Keith Lawlor	Metro
G	PAUL BAY	TRI-MET
G	Martin Nizlek	Washington County



METRO

METROPOLITAN SERVICE DISTRICT

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

MEMORANDUM

Date: October 2, 1981

To: JPACT

From: Andrew Cotugno *AC*

Regarding: Comments on ODOT Six-Year Plan

ODOT has developed an update to their Six-Year Plan and will be conducting public hearings during the month of October. This update represents a reduced program from previous years with a large number of projects being deleted due to insufficient funding. The significant projects in this metropolitan area that are proposed to be deleted from the program are as follows:

<u>Project</u>	<u>Cost</u>	<u>Federal Funds</u>
- I-5/Slough Bridge/Delta Park Interchange	\$ 57.0m.	\$ 52.0m.
- I-5/East Marquam and Water Avenue Inter.	62.0m.	57.0m.
- I-405 Ramps to Yeon Avenue	22.4m.	21.0m.
- I-84 Reconstruction east of I-205, including Interchange @ 181st Avenue	23.4m.	21.5m.
- I-84 Reconstruction east of 181st Avenue	28.3m.	26.0m.
- I-5 Ramp Reconstruction - Marquam Bridge to Fremont Bridge	94.6m.	87.0m.
- T.V. Highway in Hillsboro	1.0m.	.8m.
	<u>\$288.7m.</u>	<u>\$265.3m.</u>

Clearly, these projects represent a significant portion of the region's transportation plan and comments to the Oregon Transportation Commission are necessary. The following are comments for JPACT's consideration:

1. Several of the large projects can be divided into smaller phases to allow the more critical elements to proceed and to reduce the difficulty of programming one large project that uses the full annual funding allocation. In particular, the following actions should be considered.
 - East Marquam Interchange -- The Water Avenue ramp can be constructed in advance of the McLoughlin Boulevard connection, thereby enhancing access to the Central Eastside industrial area.
 - The Slough Bridge project can be broken into several phases to allow that project to be implemented incrementally.

- The I-84/181st Avenue interchange can be constructed in advance of the I-84 widening, thereby providing a better connection to the 181st/Burnside principal arterial and providing access to industrial development along the Columbia River.
- 2. ODOT should reconsider the timing of the \$89 million (\$82 million of Interstate funds) I-82 project in Eastern Oregon (and Eastern Washington) and should evaluate the feasibility of implementing a phased project. If this project is delayed, improvements vital to the economic health of Portland could be advanced, such as completing I-205 within a shorter time-frame and/or advancing the I-405 ramps, Water Avenue ramp, Slough Bridge, Greeley Avenue ramps and North Tigard/South Tigard projects.
- 3. ODOT should pursue discretionary Interstate funds available for the completion of "critical gaps" to advance I-205. In addition, ODOT should retain a "backup" program of projects in the event additional discretionary funds are available.
- 4. ODOT should ensure that their program for use of State funds includes previous match commitments toward Interstate Transfer funded projects.
- 5. If the Six-Year Plan results in the loss of federal funds due to insufficient State match, ODOT should consider releasing these funds for use by local jurisdictions.

In addition to forwarding these comments to the Oregon Transportation Commission, individual jurisdictions and JPACT members are urged to express your views directly at the public hearings and Commission meetings.

AC:lmk