

COMMITTEE MEETING TITLE JPACTDATE 7-9-81 — 7:30 am

NAME

AFFILIATION

G	Winston Kurth	Clack. Co.
G	Ted Spence	ODOT
G	PAUL BAY	TRI-MET
M	Bob Bathman	ODOT
M	J FRENTOZ	TRI-MET
M	Charlie Whitson	Metro
M	Emie Binner	Sunlight Energy Systems
M	LARRY COLE	CITY OF BEAVERTON
M	ED FERGUSON	WSDOT
M	AL MYERS	CITY OF GRESHAM
M	Robin Lindquist	City of Gladstone
M	<del>Robert Anderson</del>	CLATSOP COUNTY
M	LLOYD ANDERSON	PORT OF PORTLAND
S	Karen Thackston	Metro
G	John Price	FHWA
S	Bill Pettis	METRO
G	MARTIN NIZLEK	WASH CO.
G	Bebe Rucker	Multnomah County
G	GIL MALLERY	Regional Planning Council of Clack Co.
G	STEVE DOTTERER	CITY OF PORTLAND
G	RICK WALKER	CITY OF GRESHAM
S	Keith Lawton	Metro
S	Rick Gustafson	Metro
S	Andrew Cotugno	Metro
S	Peg Hennepod	Metro
G	Benny Hayes	Wash. Co.

## AGENDA MANAGEMENT SUMMARY

TO: JPACK  
FROM: Executive Officer  
SUBJECT: Allocating Interstate Transfer Funds from the Southern Corridor Reserve

### I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution distributing Southern Corridor Reserve funds to projects in Clackamas County and amending the Transportation Improvement Program (TIP).
- B. POLICY IMPACT: This action will authorize a transfer of funds from the Reserve to two new projects in Clackamas County--one on 82nd Drive and the other on Thiessen/Jennings; set up a reserve for the Thiessen/Jennings project; and require future Council action for right-of-way and construction of the Thiessen/Jennings project.
- C. BUDGET IMPACT: None.

### II. ANALYSIS:

- A. BACKGROUND: In February, 1980, the Metro Council established the Southern Corridor Reserve to cover future funding of projects which would support McLoughlin Blvd. Corridor improvements. Candidate projects at the time, and eligible to use the Reserve, included:

- Railroad Avenue/Harmony Road
- 82nd Drive and Railroad Overcrossing
- Thiessen Road

The Railroad/Harmony project was authorized by Council in January, 1981 to use some \$2.9 million of the Reserve. The current balance in the Reserve is available for use on the 82nd Drive and the Thiessen project. The 82nd Drive project is currently defined and is described in Exhibit A.

The Thiessen Road project has been refined to include Jennings Avenue (because of its proximity) as a probable adjunct to the development of balanced east-west traffic flows on these arterials and to provide future transit capabilities.

Clackamas County, working with Metro staff, has recommended that Preliminary Engineering (PE) for Thiessen/Jennings be approved at this time, with funding of right-of-way and construction being subject to future

Council action. Upon completion of PE, alternatives will be proposed to the Council which may include recommendations for improvements on one or the other, or both, arterial (Exhibit B).

- B. ~~ALTERNATIVES CONSIDERED:~~ These projects have undergone evaluation with alternatives documented in Oregon Department of Transportation's Southern Corridor study, Southeast Sub-Area Transportation Analysis.
- C. CONCLUSION: Metro staff recommends approval of the attached Resolution.

BR/srb  
3768B/256  
07/21/81



FOR THE PURPOSE OF ALLOCATING )  
INTERSTATE TRANSFER FUNDS FROM )  
THE SOUTHERN CORRIDOR RESERVE )

WHEREAS, CRAG Resolution No. BD 781213 established a Metro regional reserve to fund regional transit and highway improvements outside the City of Portland; and

WHEREAS, Resolution No. 80-132 authorized the use of this regional reserve for selected projects in the Southern Corridor and assigned funding to a Southern Corridor Reserve; and

WHEREAS, This reserve, minus previous project allocations, currently has some \$3.3 million (in December 1980 federal dollars); and

WHEREAS, Local jurisdictions working with Metro staff have recommended two projects for the use of the reserve; and

WHEREAS, These projects have previously undergone Metro staff evaluation with funding recommendations (Staff Report No. 64, February, 1980); now, therefore,

BE IT RESOLVED,

1. That the Metro Council authorizes the use of Southern Corridor Reserve funds for preliminary engineering, right-of-way and construction of 82nd Drive-Highway 212 to Gladstone/I-205 interchange.

Federal: \$1,020,000

2. That the Metro Council authorizes the use of the Southern Corridor Reserve for preliminary engineering (PE) for the improvement of Thiessen Road and Jennings Avenue in order to balance east-west traffic flows and provide transit capabilities.

Federal: \$ 297,500

3. That the Metro Council authorizes the establishment of a reserve fund for right-of-way and construction of the Thiessen/Jennings projects with funding allocation of these phases subject to further Council action.

Federal: \$2,022,073

4. That the Transportation Improvement Program be amended to reflect the projects and funds set forth in Exhibits A and B.

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

BP/srb  
3769B/256  
07/21/81

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND  
METROPOLITAN AREA

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Clackamas County  
LIMITS Hwy. 212 to Gladstone/I-205 Intrchg. LENGTH \_\_\_\_\_  
DESCRIPTION Improve 82nd Drive as a primary access to the  
developing industrial areas. Improvements will include  
three lanes, curbs, left and right-turn refuges, etc.  
PE will include location studies for a railroad overpass  
which will be funded in the future through the formation of  
a service district.

PROJECT NAME 82nd Drive  
ID No FAU 9653  
APPLICANT Clackamas County

## SCHEDULE

TO ODOT \_\_\_\_\_  
PE OK'D \_\_\_\_\_ EIS OK'D \_\_\_\_\_  
CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
HEARING \_\_\_\_\_ COMPL'T \_\_\_\_\_

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN  
LONG RANGE ELEMENT X TSM ELEMENT \_\_\_\_\_

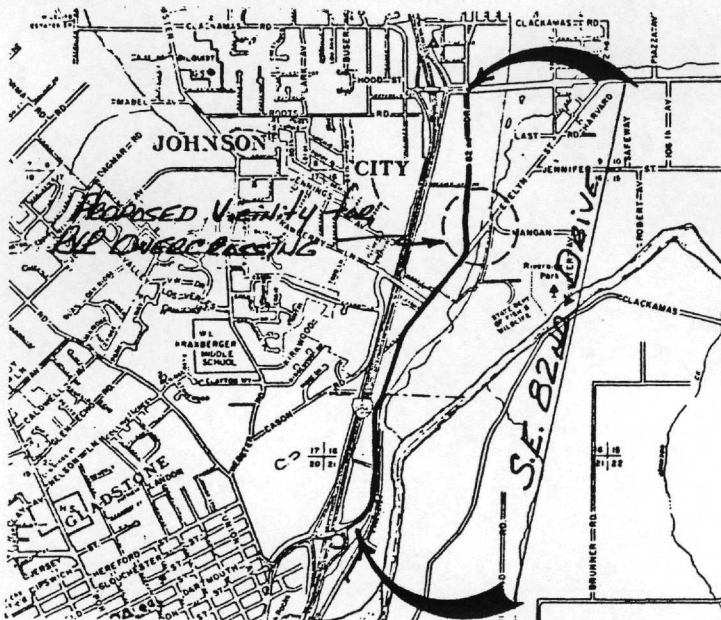
## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL	_____	_____	150	_____	1,050	1,200
FEDERAL	_____	_____	128	_____	892	1,020
STATE	_____	_____	_____	_____	_____	_____
LOCAL	_____	_____	22	_____	158	180
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 150,000  
CONSTRUCTION \* 1,050,000  
RIGHT OF WAY \_\_\_\_\_  
TRAFFIC CONTROL \_\_\_\_\_  
ILLUMIN, SIGNS, \_\_\_\_\_  
LANDSCAPING, ETC \_\_\_\_\_  
STRUCTURES \_\_\_\_\_  
RAILROAD CROSSINGS \_\_\_\_\_  
\* Excludes Overpass \_\_\_\_\_  
TOTAL \$ 1,200,000

## LOCATION MAP



## SOURCE OF FUNDS (%)

FEDERAL  
FAUS (PORTLAND) \_\_\_\_\_  
FAUS (OREGON REGION) \_\_\_\_\_  
FAUS (WASH REGION) \_\_\_\_\_  
UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
INTERSTATE \_\_\_\_\_  
FED AID PRIMARY \_\_\_\_\_  
INTERSTATE \_\_\_\_\_  
SUBSTITUTION \_\_\_\_\_  
NON FEDERAL  
STATE \_\_\_\_\_ LOCAL 15

EXHIBIT "A"



# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND  
METROPOLITAN AREA

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Clackamas County

LIMITS To be determined LENGTH N/A

DESCRIPTION Conduct preliminary engineering for Thiessen Road and Jennings Avenue roadway improvements in order to balance east/west traffic flows (including transit). Alternatives to be considered include widening, signalization, pedestrian amenities, access, roadway base, etc. and will be formulated in the PE phase.

PROJECT NAME Thiessen/Jennings

ID No FAU 9698/FAU 9674

APPLICANT Clackamas County

## SCHEDULE

TO ODOT \_\_\_\_\_

PE OK'D \_\_\_\_\_ EIS OK'D \_\_\_\_\_

CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_

HEARING \_\_\_\_\_ COMPL'T \_\_\_\_\_

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN  
LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT X

## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL			350		2,379	2,729
FEDERAL			296		2,024	2,320
STATE						
LOCAL			54		355	409

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 350,000

CONSTRUCTION \_\_\_\_\_

RIGHT OF WAY \_\_\_\_\_

TRAFFIC CONTROL \_\_\_\_\_

ILLUMIN, SIGNS, \_\_\_\_\_

LANDSCAPING, ETC \_\_\_\_\_

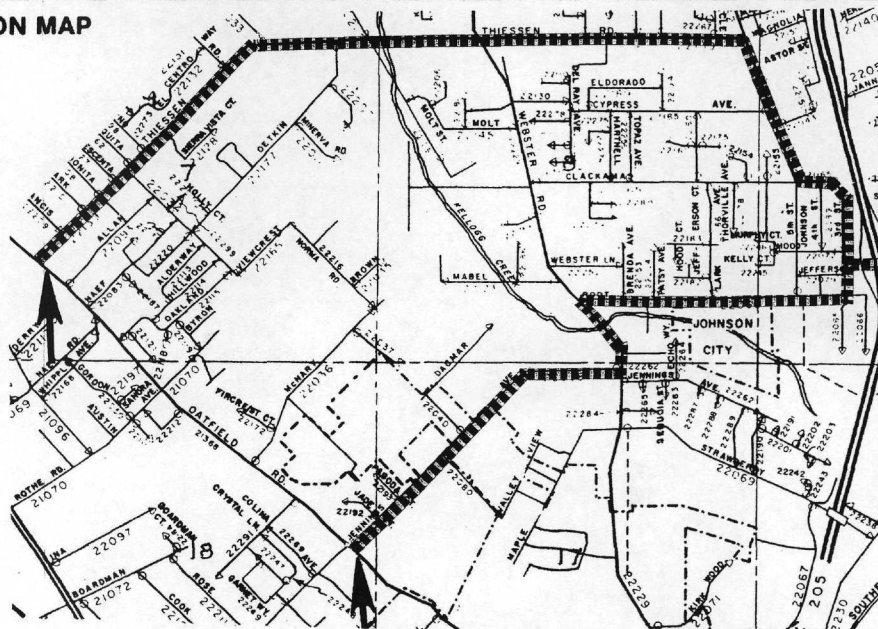
STRUCTURES \_\_\_\_\_

RAILROAD CROSSINGS \_\_\_\_\_

RESERVE 2,378,900

TOTAL \$ 2,728,900

## LOCATION MAP



## SOURCE OF FUNDS (%)

### FEDERAL

FAUS (PORTLAND) \_\_\_\_\_

FAUS (OREGON REGION) \_\_\_\_\_

FAUS (WASH REGION) \_\_\_\_\_

UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_

INTERSTATE \_\_\_\_\_

FED AID PRIMARY \_\_\_\_\_

INTERSTATE \_\_\_\_\_

SUBSTITUTION 85

### NON FEDERAL

STATE \_\_\_\_\_ LOCAL 15

EXHIBIT "B"

## 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: Allocating Interstate Transfer Funds From the Westside  
Corridor Highway Reserve

### I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution distributing Westside Corridor Highway Reserve funds to seven projects in Washington County and amending the Transportation Improvement Program (TIP).
- B. POLICY IMPACT: This action will allocate the entire \$7.7 million Westside Corridor Highway Reserve. It supplements funding for five existing projects and authorizes funding for two new projects identified by the Westside Corridor project. These highway improvements support all of the alternatives under consideration by the Westside Corridor project. This action is consistent with Metro's Five Year Operational Plan and Regional Corridor Improvement Strategy.
- C. BUDGET IMPACT: None.

### II. ANALYSIS:

- A. BACKGROUND: The Westside Corridor project has recently completed a highway analysis and identified a program of highway improvements that are needed no matter which Westside transit alternatives are selected. The Westside Corridor Planning Management Group, at the request of the affected jurisdictions, has prioritized seven of these projects.

The recommended improvements include five previously authorized projects which have insufficient funding. These projects and their recommended funding supplements are:

Project	Current TIP Authorization*	Additional Federal Funding
185th--Sunset to Walker	\$1,045,635	\$ 665,000
158th/Jenkins--Sunset to Murray	2,039,711	950,000
Cornell Road--E. Main to Elam Young Parkway	1,899,077	236,000
Allen Boulevard--Murray to Hwy. 217	2,362,178	920,000
Barnes Road--Sunset to Leahy	574,886	1,397,000
TOTAL	\$7,921,487	\$4,168,000

\*ALL FUNDING SOURCES



Additionally, two new projects have been identified which have no funding authorization:

<u>Project</u>	<u>New Federal Funding</u>
Cornell Road--Elam Young Parkway to Cornelius Pass Road (New)	\$1,250,000
Murray Boulevard--Jenkins to Sunset (New)	<u>2,302,227</u>
TOTAL	<u>\$3,552,227</u>

Together with locally funded improvements to Cornell east of Cornelius Pass Road and previously funded regional improvements west of Elam Young Parkway, this Cornell Road improvement will provide an improved major arterial connecting the Sunset Highway and Hillsboro. The improvements to Murray Boulevard will provide a major arterial bypass around Beaverton via the Sunset Highway.

The Council established the Westside Corridor Reserve to assure funding for highway projects which are required to meet Westside Corridor objectives. The recommended action complies with that intent.

- B. ALTERNATIVES CONSIDERED: These projects are required regardless of which Westside transit alternative is selected.
- C. CONCLUSION: Metro staff recommends approval of the attached Resolution.

BP/srb  
3776B/256  
7/23/81

FOR THE PURPOSE OF ALLOCATING )  
INTERSTATE TRANSFER FUNDS FROM )  
THE WESTSIDE CORRIDOR HIGHWAY )  
RESERVE )

WHEREAS, CRAG Resolution No. BD 781213 established a Metro Regional Reserve to fund regional transit and highway improvements outside the City of Portland; and

WHEREAS, Resolution No. 80-132 authorized the use of this Regional Reserve for selected projects in the Westside Corridor and assigned funding to a Westside Corridor Reserve; and

WHEREAS, This Reserve currently has some \$7.7 million (in December, 1980 federal dollars); and

WHEREAS, The Westside Corridor project has recently completed a highway analysis that identified a program of needed highway improvements that support all of the Westside transit alternatives; and

WHEREAS, Several of these highway improvements have been funded, in part, and require new or additional funds for full implementation; and

WHEREAS, The Westside Corridor Reserve was established to support regional projects relating to the Westside project; now, therefore,

BE IT RESOLVED,

1. That the Metro Council authorizes the use of the Westside Corridor Reserve for the following seven projects:

<u>Project</u>	<u>Federal Funding Authorization</u>
185th--Sunset to Walker	\$ 665,000
158th/Jenkins--Sunset to Murray	950,000
Cornell Road--East Main to Elam Young Parkway	236,000
Cornell Road--Elam Young Parkway to Cornelius Pass Road (New)	1,250,000
Allen Boulevard--Murray to Highway 217	920,000
Barnes Road--Sunset to Leahy	1,397,000
Murray Boulevard--Jenkins to Sunset (New)	<u>2,302,227</u>
	\$7,720,227

2. That the Transportation Improvement Program be amended to reflect the projects and funds set forth above and in Exhibits A and B.

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

BP/srb  
3778B/256  
07/23/81



# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND  
METROPOLITAN AREA

## PROJECT DESCRIPTION

**RESPONSIBILITY (AGENCY)** City of Hillsboro/Washington County  
**LIMITS** East City Limits to Cornelius Pass Rd **LENGTH** 1.0 mi.  
**DESCRIPTION** Improve Cornell Road between the noted limits to maintain roadway continuing underway in Cornell Phase I. Improvements will include four travel lanes, turn lanes at intersections, bike lane, and signals at strategic intersections.

**PROJECT NAME** Cornell Road - Phase II  
**ID No** FAU 9022  
**APPLICANT** City of Hillsboro/ Washington County

## SCHEDULE

**TO ODOT** \_\_\_\_\_  
**PE OK'D** \_\_\_\_\_ **EIS OK'D** \_\_\_\_\_  
**CAT'Y** \_\_\_\_\_ **BID LET** \_\_\_\_\_  
**HEARING** \_\_\_\_\_ **COMPL'T** \_\_\_\_\_

**RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN**  
**LONG RANGE ELEMENT** \_\_\_\_\_ **TSM ELEMENT** X

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

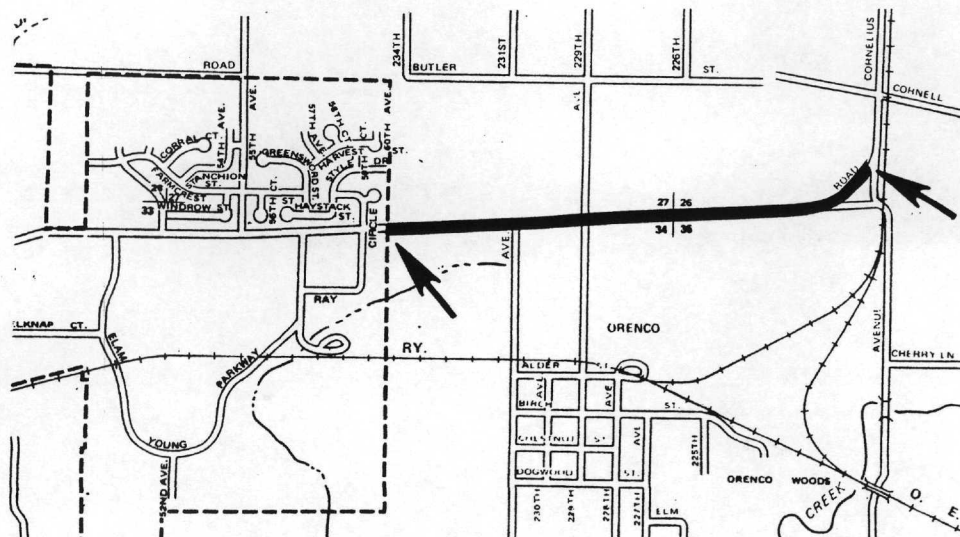
**PRELIM ENGINEERING** \$ 210,000  
**CONSTRUCTION** 840,000  
**RIGHT OF WAY** 420,600  
**TRAFFIC CONTROL** \_\_\_\_\_  
**ILLUMIN, SIGNS,** \_\_\_\_\_  
**LANDSCAPING, ETC** \_\_\_\_\_  
**STRUCTURES** \_\_\_\_\_  
**RAILROAD CROSSINGS** \_\_\_\_\_

## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
<b>TOTAL</b>			210	421	840	1,470
<b>FEDERAL</b>			179	357	714	1,250
<b>STATE</b>			31	64	126	220
<b>LOCAL</b>						

**TOTAL** \$ 1,470,600

## LOCATION MAP



## SOURCE OF FUNDS (%)

**FEDERAL**  
**FAUS (PORTLAND)** \_\_\_\_\_  
**FAUS (OREGON REGION)** \_\_\_\_\_  
**FAUS (WASH REGION)** \_\_\_\_\_  
**UMTA CAPITAL** \_\_\_\_\_ **UMTA OPRTG** \_\_\_\_\_  
**INTERSTATE** \_\_\_\_\_  
**FED AID PRIMARY** \_\_\_\_\_  
**INTERSTATE** \_\_\_\_\_  
**SUBSTITUTION** 85  
**NON FEDERAL**  
**STATE** \_\_\_\_\_ **LOCAL** 15

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND  
METROPOLITAN AREA

## PROJECT DESCRIPTION

**RESPONSIBILITY (AGENCY)** City of Beaverton/Washington County  
**LIMITS** Jenkins Road to Sunset Highway **LENGTH** 1.3  
**DESCRIPTION** Recommended improvements include widening Murray Boulevard to four lanes with curbs/bikeway; relocation further south of eastbound ramps to Sunset Highway; and provision for a southbound left-turn lane to eastbound ramp.

**PROJECT NAME** Murray Blvd.-  
Jenkins to Sunset Highway  
**ID No** FAU 9067  
**APPLICANT** City of Beaverton/  
Washington County

## SCHEDULE

**TO ODOT** \_\_\_\_\_  
**PE OK'D** \_\_\_\_\_ **EIS OK'D** \_\_\_\_\_  
**CAT'Y** \_\_\_\_\_ **BID LET** \_\_\_\_\_  
**HEARING** \_\_\_\_\_ **COMPL'T** \_\_\_\_\_

**RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN**  
**LONG RANGE ELEMENT** \_\_\_\_\_ **TSM ELEMENT** X

## FUNDING PLAN BY FISCAL YEAR (\$000)

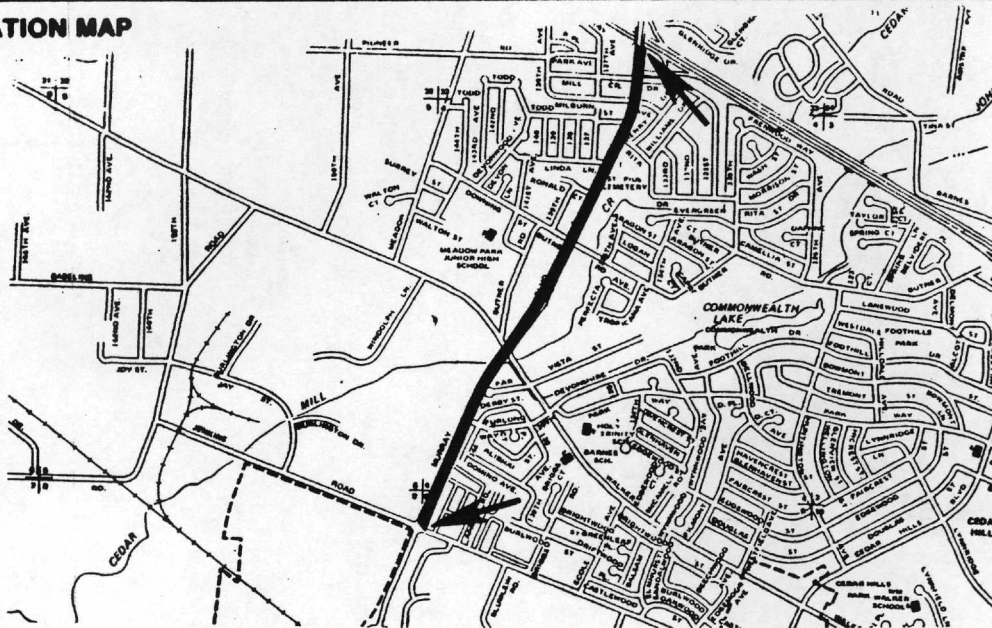
	FY 81	FY 82	FY 83	FY 84	FY 85	TOTAL
<b>TOTAL</b>		353		824	1,532	2,709
<b>FEDERAL</b>		300		700	1,302	2,302
<b>STATE</b>						
<b>LOCAL</b>		53		124	230	407

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

**PRELIM ENGINEERING** \$ 353,000  
**CONSTRUCTION** 1,531,500  
**RIGHT OF WAY** 824,000  
**TRAFFIC CONTROL** \_\_\_\_\_  
**ILLUMIN, SIGNS, LANDSCAPING, ETC** \_\_\_\_\_  
**STRUCTURES** \_\_\_\_\_  
**RAILROAD CROSSINGS** \_\_\_\_\_

**TOTAL** \$ 2,708,500

## LOCATION MAP



## SOURCE OF FUNDS (%)

### FEDERAL

**FAUS (PORTLAND)** \_\_\_\_\_  
**FAUS (OREGON REGION)** \_\_\_\_\_  
**FAUS (WASH REGION)** \_\_\_\_\_  
**UMTA CAPITAL** \_\_\_\_\_ **UMTA OPRTG** \_\_\_\_\_  
**INTERSTATE** \_\_\_\_\_  
**FED AID PRIMARY** \_\_\_\_\_  
**INTERSTATE** \_\_\_\_\_  
**SUBSTITUTION** 85

### NON FEDERAL

**STATE** \_\_\_\_\_ **LOCAL** 15

MARK O. HATFIELD, OREG., CHAIRMAN

TED STEVENS, ALASKA  
LOWELL P. WEICKER, JR., CONN.  
JAMES A. MC CLURE, IDAHO  
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LAWTON CHILES, FLA.  
J. BENNETT JOHNSTON, LA.  
WALTER D. HUDDLESTON, KY.  
QUENTIN N. BURDICK, N. DAK.  
PATRICK J. LEAHY, VT.  
JIM SASSER, TENN.  
DENNIS DE CONCINI, ARIZ.  
DALE BUMPERS, ARK.

## United States Senate

COMMITTEE ON APPROPRIATIONS

WASHINGTON, D.C. 20510

July 7, 1981

J. KEITH KENNEDY, STAFF DIRECTOR  
THOMAS L. VAN DER VOORT, MINORITY STAFF DIRECTOR

Mr. Charlie Williamson  
Metro Councilor, District 2  
Metropolitan Service District  
527 S.W. Hall Street  
Portland, Oregon 97201

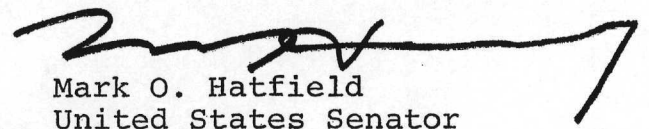
Dear Mr. Williamson:

Thank you for your recent letter enclosing the Resolution adopted by the Joint Policy Advisory Committee on Transportation.

I am most appreciative of the kind words expressed in the Resolution and I am pleased to note the number of high priority projects in the Tri-Metropolitan area that will be undertaken with the supplemental funds. Please be assured that I will continue to work toward an improved transportation system for the State of Oregon and I look forward to our joint efforts in the future to achieve that end. Thank you again for writing.

Kindest regards.

Sincerely,



Mark O. Hatfield  
United States Senator

MOH/slm