

COMMITTEE MEETING TITLE JPACT

DATE 3/12/81 - 7:30am

	NAME	AFFILIATION
G	STEVE DOTTERNER	PORTLAND
G	Gil Mallory	Regional Planning Council of Clark Co
G	PAUL BAY	TRI-MET
G	Ted Spence	ODOT
M	Alex Polymanski	City of Vancouver
M	Bob Behrman	ODOT
M	JOHN FREWING	TRI-MET
M	HL MYERS	GRESHAM
M	Charlie Wilhansen	Metro
M	Robin Lundquist	Gladstone
M	Stan Skoko	Clackamas
M	LARRY COLE	CITY OF BEAVERTON
S	Ride Gustafson	
S	Andy Cotugno	
M	DENNIS BUCHANAN	MULTNOMAH COUNTY
G	GERALD EDWARDS	WSDOT
M	Wilfred Scherab	City of PORTLAND
M	Kevin V. Vesper	Clark County
M	Jim Fisher	WASH CO
G	McC Nigleh	" "
G	Armin Kuroth	Clack Co.
S	Keith Lantz	Metro
S	Bill Pettis	Metro



## 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: Amending the FY 1981 Transportation Improvement Program (TIP) to Include a Federal Aid Primary Repair Project at Highway 217 Southbound On-ramp and Beaverton-Hillsdale Highway

### I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution amending the TIP to include the subject project.
- B. POLICY IMPACT: This action will amend the TIP and enable the Oregon Department of Transportation (ODOT) to obligate federal funds to repair the facility.
- C. BUDGET IMPACT: None.

### II. ANALYSIS:

- A. BACKGROUND: The southbound on-ramp to Highway 217 at Beaverton-Hillsdale Highway has been subject to slope failures due to inadequate drainage. This project will correct the deficiency by providing an improved water drainage system and replacing the fill material with suitable granular material.

Federal Aid Primary funds will be used to implement the project.

- B. ALTERNATIVES CONSIDERED: Continued erosion of fill materials will eventually create a safety problem. Retaining walls are not needed nor cost effective since adequate drainage will accomplish the corrective action at reduced cost.
- C. CONCLUSION: Metro staff recommends adoption of the resolution.

BP/ga  
2501/214

FOR THE PURPOSE OF AMENDING THE )  
FY 1981 TRANSPORTATION IMPROVEMENT )  
PROGRAM (TIP) TO INCLUDE A FEDERAL )  
AID PRIMARY REPAIR PROJECT AT )  
HIGHWAY 217 SOUTHBOUND ON-RAMP )  
AND BEAVERTON-HILLSDALE HIGHWAY )

WHEREAS, The Metro Council, through Resolution No. 80-186 adopted the FY 1981 TIP and its Annual Element; and

WHEREAS, To comply with federal requirements, projects using federal funds must be included in the TIP; and

WHEREAS, The Oregon Department of Transportation has requested that the TIP be amended to include a slope repair project at Highway 217 and Beaverton-Hillsdale Highway; and

WHEREAS, This project will use Federal Aid Primary funds; now, therefore,

BE IT RESOLVED,

1. That the TIP and its Annual Element be amended to reflect the project and funds set forth in Exhibit A.

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

BP/ga

2499B/220

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER METROPOLITAN AREA

## PROJECT DESCRIPTION

**RESPONSIBILITY (AGENCY)** Oregon Department of Transportation  
**LIMITS** Southbound On-Ramp @ Beaverton-Hillsdale Hwy. **LENGTH** 0.1 mi.  
**DESCRIPTION** Repair a slope failure of the fill material supporting the southbound on-ramp from the Beaverton-Hillsdale Hwy. to the Beaverton-Tigard Highway. Approximately 4000 cu. yds of failed material will be removed, a water drainage system will be installed and the fill will be replaced with suitable granular material.

**PROJECT NAME** Southbound On-Ramp @ Beaverton-Hillsdale Hwy.  
**ID No** \_\_\_\_\_  
**APPLICANT** ODOT

## 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 \_\_\_\_\_

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

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
<b>TOTAL</b>	_____	_____	_____	145	_____	145
<b>FEDERAL</b>	_____	_____	_____	128	_____	128
<b>STATE</b>	_____	_____	_____	17	_____	17
<b>LOCAL</b>	_____	_____	_____	_____	_____	_____

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

**PRELIM ENGINEERING** \$ 9,000  
**CONSTRUCTION** 136,000  
**RIGHT OF WAY** \_\_\_\_\_  
**TRAFFIC CONTROL** \_\_\_\_\_  
**ILLUMIN, SIGNS, LANDSCAPING, ETC** \_\_\_\_\_  
**STRUCTURES** \_\_\_\_\_  
**RAILROAD CROSSINGS** \_\_\_\_\_

**TOTAL** \$ 145,000

## SOURCE OF FUNDS (%)

**FEDERAL**  
**FAUS (PORTLAND)** \_\_\_\_\_  
**FAUS (OREGON REGION)** \_\_\_\_\_  
**FAUS (WASH REGION)** \_\_\_\_\_  
**UMTA CAPITAL** \_\_\_\_\_ **UMTA OPRTG** \_\_\_\_\_  
**INTERSTATE** \_\_\_\_\_  
**FED AID PRIMARY** 88  
**INTERSTATE SUBSTITUTION** \_\_\_\_\_  
**NON FEDERAL**  
**STATE** 12 **LOCAL** \_\_\_\_\_

## LOCATION MAP

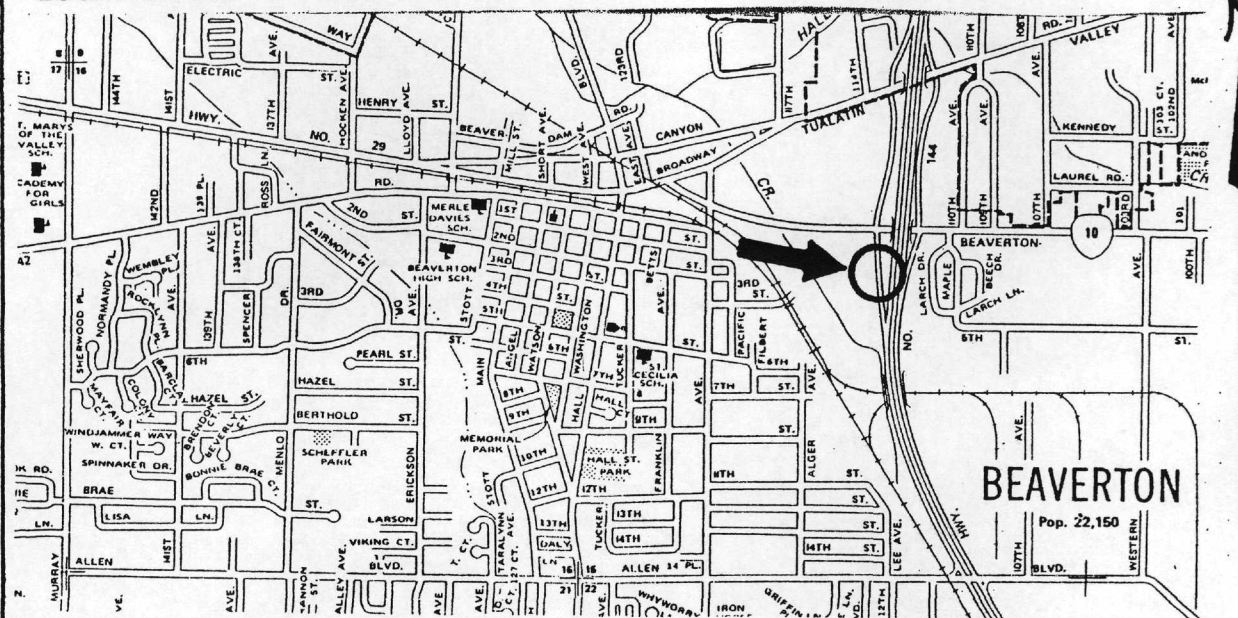


EXHIBIT "A"

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

TO: JPACT  
FROM: Executive Officer  
SUBJECT: Reallocating City of Portland Uncommitted Safer Off-System Road (SOSR) Funds to Regional Projects Needing Additional Funds

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of the attached Resolution allocating an estimated \$36,000 of uncommitted City of Portland SOSR funds for use on regional projects needing additional funds.
- B. POLICY IMPACT: This action will reallocate uncommitted SOSR funds from the City of Portland to the region. In addition, it will commit those jurisdictions receiving the funds to pay (make up) the portion attributable to the federal share lacking in the City of Portland's projects if final audit determines additional funds are needed.
- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: Originally, the City of Portland had five projects which were approved for use of SOSR funds. These were S. E. Woodward, 61st to 62nd, N. E. Emerson, S. W. 9th Drive, N. E. Hassalo, Hunt and Bryant and S. E. 142nd Bridge. Of these projects, N. E. Hassalo, Hunt and Bryant and S. E. 142nd Bridge were actually built. S. E. Woodward, N. E. Emerson and S. W. 9th Drive, however, were not built because of either technical problems or excessive cost.

The dropping of these projects resulted in uncommitted SOSR funds (estimated at \$36,000 subject to final audit) becoming surplus to the City of Portland. The City of Portland is willing to release the uncommitted SOSR funds for use on other projects in the region in need.

Previous Council action endorsed the recommendation that any surplus funds accruing to the City of Portland be made available to Multnomah County and the city of Gresham. Multnomah County and other participants in the SOSR program have indicated no additional need of funds (subject to final audit).

The city of Gresham has a shortfall of funds on the N. E. 2nd Street project. Reallocated funds from the City of Portland would serve to alleviate some of the shortfall and reduce excessive local match requirements.

- B. ALTERNATIVES CONSIDERED: The uncommitted funds in the City of Portland are not sufficient to assign to a project and will (if not used) be lost to the region. The other alternative is to reallocate them to the city of Gresham.
- C. CONCLUSION: Metro staff recommends adoption of the attached resolution.

AC/gl  
2546B/214

FOR THE PURPOSE OF REALLOCATING )  
CITY OF PORTLAND UNCOMMITTED )  
SAFER OFF-SYSTEM ROAD (SOSR) FUNDS )  
TO REGIONAL PROJECTS NEEDING )  
ADDITIONAL FUNDS )

WHEREAS, The Metro Council, through Resolution No. 80-140 distributed Safer Off-System Road funds; and

WHEREAS, This action also endorsed the concept of making available to Multnomah County and the city of Gresham any surplus SOSR funds accruing to the City of Portland; and

WHEREAS, The City of Portland has identified uncommitted SOSR funds in the estimated amount of \$36,000, subject to final audit; and

WHEREAS, The City of Portland is willing to release the uncommitted SOSR funds for use on other projects in the region; and

WHEREAS, Multnomah County and other participants in the SOSR Program have indicated no additional need of funds, subject to final audit; and

WHEREAS, The city of Gresham has identified a funding shortfall and has requested that the City of Portland uncommitted SOSR funds be applied to its N.E. 2nd Street project; now, therefore,

BE IT RESOLVED,

1. That the estimated amount of \$36,000 (subject to final audit) of uncommitted City of Portland's SOSR funds be reallocated for use by the city of Gresham.

2. That if additional funds are needed to close out the City of Portland's SOSR projects, the City of Portland will pay that portion of the needed additional funds attributed to local match and



the city of Gresham shall pay the portion attributable to the Federal share.

3. That the Transportation Improvement Program and its Annual Element be amended to reflect this authorization.

4. That the Metro Council finds this action in accordance with the region's continuing cooperative, comprehensive planning process and hereby gives affirmative A-95 review.

BP/ga  
2504B/215

## 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: Amending the FY 81 Transportation Improvement Program to Include Preliminary Engineering for Westside Corridor Highway Projects

### I. RECOMMENDATIONS:

- A. **ACTION REQUESTED:** Recommend Council adoption of the attached Resolution amending the Transportation Improvement Program (TIP) to include Federal Highway Administration (FHWA) Interstate Transfer funding for the highway elements of the Westside Corridor project.
- B. **POLICY IMPACT:** If approved, these funds would be used for project planning on a series of arterial street projects in the Westside Corridor which are needed to provide for the service levels upon which the transit options are based.
- C. **BUDGET IMPACT:** If awarded, the grant would be for \$70,000 (\$59,500 federal share) of which \$30,000 (\$25,500 federal share) would carry over into FY 82.

### II. ANALYSIS:

- A. **BACKGROUND:** In September 1979, a major effort began to define and implement a workable transportation system on the Westside. It was understood that highway improvements were as important as transit improvements.

The current study on the Westside (funded by Urban Mass Transportation Administration (UMTA) Interstate Transfer) has identified three major areas of needed highway improvements: 1) physically-related improvements such as a Sunset climbing lane, ramp metering and reconstruction of the Sylvan interchange; 2) Supportive arterial improvements such as ramp metering on Hwy 217, interchange realignment, street widening and signalization; and 3) alternative arterial concept evaluation which would collect traffic counts and traffic assignment simulations.

This FHWA project would perform project planning on 23 possible improvements including design concepts, reconnaissance engineering and costing, preliminary environmental assessment, selection of implementation options and project management and public involvement.

- B. ALTERNATIVES CONSIDERED: The UMTA grant was basically for study of transit alternatives and did not include highway alternatives. In order to complete the project, preliminary engineering needs to be done on identified highway/street alternatives. This project application is the only means to fund this work.
- C. CONCLUSION: Metro staff recommends adoption of this Resolution amending the TIP to include this project.

AC/ga  
2519B/214

FOR THE PURPOSE OF AMENDING )  
THE TRANSPORTATION IMPROVEMENT )  
PROGRAM TO INCLUDE FUNDING FOR )  
HIGHWAY ELEMENTS OF THE )  
WESTSIDE CORRIDOR PROJECT )

WHEREAS, The Metro Council in September 1979 determined that the Westside Corridor was a high priority for transit and highway improvements; and

WHEREAS, The UMTA Interstate Transfer grant was basically to be used to study transit options and did not include detailed highway/street studies; and

WHEREAS, In order to complete the project successfully certain highway/street options must be detailed more fully; now, therefore,

BE IT RESOLVED,

1. That the Metro Council authorizes amending the FY 81 Transportation Improvement Program (TIP) to include \$70,000 for this project (\$59,500 federal share) from the previous allocation of funding for Metro Systems Planning.

2. That the funding priorities for FY 81 highway projects be amended to delete \$170,000 for the Bi-State analysis and include \$59,500 for the highway element of the Westside Corridor project.

3. That the Executive Officer is authorized to apply for and accept these funds.

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

## 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:         Bi-State Task Force  
SUBJECT:      Endorsing the Conclusions of the Bi-State Task Force

### I. RECOMMENDATIONS:

- A.    ACTION REQUESTED: Recommend Council adoption of the attached Resolution endorsing the conclusions of the Bi-State Task Force.
- B.    POLICY IMPACT: This Resolution would establish the following policy direction for interstate travel between Portland and Vancouver:
- A third highway bridge is not a cost-effective solution to the problems; rather, Transportation Systems Management (TSM) actions are more appropriate.
  - As with all major travel corridors, congestion will continue during peak periods.
  - In the long-term, congestion will be affected by the type and amount of land development; in the short-term, by the opening of I-205 and TSM improvements.
  - The most important priority to improve travel conditions is to ensure already "committed" projects are actually implemented; particularly the I-205, I-5/Slough bridge and I-5/S.R. 14 interchange.
  - Arterial circulation patterns should be designed around access to two bridges (I-5 and I-205).
  - Major transit and rideshare expansions are needed; the feasibility of light rail transit (LRT) to provide the needed transit expansion in a cost-effective manner should be examined further.
  - Continued cooperation between jurisdictions in Oregon and Washington is necessary (Note: the Bi-State Task Force will ask Metro and Clark County RPC to establish an Interstate Coordination Committee at a later date).

In summary, the Transportation Improvement Strategy to be included in the RTP for this corridor should consist of two freeways (I-5 and I-205), each connecting to a Columbia River bridge with significant improvements to the I-5 freeway, plus significant increases in transit and

rideshare services. The feasibility of LRT to provide the increased transit service will be addressed during FY 82.

- C. BUDGET IMPACT: These conclusions are, in part, the result of a \$50,000 grant received by Metro from the U. S. Department of Transportation (USDOT) and, in part, the result of a study by the Washington Department of Transportation (WDOT). The Bi-State Task Force had anticipated initiating a \$200,000 study (\$170,000 federal share) funded from Interstate Transfer funding. However, since most of the needed information was generated by the WDOT study, this amount is being reduced to \$70,000 (\$59,500 federal share). The balance of \$110,500 of Interstate Transfer funding will be returned to the Portland Reserve from which it was allocated. The remaining study will be conducted by Metro during FY 82. Local match contribution will be divided 50 percent from Washington and Oregon jurisdictions. In addition, a minor cost for staff support to a newly created Bi-State Coordination Committee would be incurred.

## II. ANALYSIS:

- A. BACKGROUND: The question of the need for a third Columbia River crossing has long been an unresolved issue in the Portland/Vancouver metropolitan area. The issue has been studied by several jurisdictions including recent studies by the USDOT and the WDOT.

In late 1979, the Governors of Oregon and Washington established a Bi-State Task Force with an overall charge to develop policy recommendations for the following:

- An acceptable multi-modal program for project implementation which will adequately correct outstanding corridor transportation problems.
- Institutional mechanisms necessary for elected and appointed officials of the two states to appropriately address corridor transportation problems.
- Financing to implement the recommended improvement program.

During the course of its deliberations, the Task Force relied on two studies:

1. The WDOT assessment of transportation alternatives to correct interstate travel problems in the Portland/Vancouver corridor. The alternatives evaluated included:

- a. the existing system plus committed improvements;
- b. the addition of low-cost TSM improvements to improve traffic flow and transit service;
- c. the addition of a third highway bridge; and
- d. the addition of an LRT facility connecting Vancouver to the Banfield/Coliseum LRT station.

WDOT concluded that a third bridge would not relieve I-5 congestion and is too high in cost to serve the level of traffic that would be carried and that LRT would also not relieve traffic congestion. The Task Force concurred with their conclusion that a third bridge should not be pursued.

In regard to LRT, they recognized that it could not solve the congestion problem, but they recommended that LRT not be fully eliminated from consideration. Rather, they suggested that it be examined as a potential cost-effective method to increase transit service.

2. The Task Force contracted with a consultant to examine the following issues:
  - a. to evaluate the "technical" transportation problems, the adequacy of past studies and the shortcomings of existing committed improvements;
  - b. to clarify policy issues associated with interstate travel; and
  - c. to evaluate alternative institutional and funding arrangements.

The Task Force concurred with the conclusions of the consultant that transportation problems had been adequately addressed and that, despite what transportation improvements are implemented, congestion will continue to be a peak-hour problem in this corridor. The Task Force also concluded that existing institutional and funding arrangements for implementation of highway, transit and rideshare actions are adequate but that minor adjustments are needed to better coordinate planning. At the conclusion of the Task Force's work, Metro and Clark County RPC will be asked to adopt a resolution creating a Bi-State Coordination Committee. This Committee would be advisory to the Metro Council and Clark County RPC, consist of the same representation as now exists on the Bi-State Task Force and meet every six months. The agenda would be drawn up by Metro and Clark County RPC staffs to deal with issues of interstate significance.

The Committee is recommended to report to the Metro Council rather than the Joint Policy Advisory Committee on Transportation (JPACT) to allow it to consider issues other than transportation. The Task Force is also recommending that TPAC membership be expanded to include staff from the newly formed Clark County Public Transit Benefit Area.

B. ALTERNATIVES CONSIDERED:

- Regarding transportation alternatives, the following alternatives were considered: committed improvements, the addition of TSM actions, a third bridge, LRT (see "Background" for evaluation of alternatives).
- Regarding institutional arrangements for planning, the following alternatives were considered: a Bi-State Compact, a single MPO, a new committee reporting to JPACT and the Clark County RPC, a new committee reporting to the Metro Council and Clark County RPC, expand TPAC to include the new Clark County Public Transit Benefit Area and status quo. The single MPO and Bi-State Compact were discarded as being administratively and politically infeasible. Establishment of the Bi-State Coordination Committee under the auspices of JPACT was discarded because it would limit the subject matter to strictly transportation issues.

C. CONCLUSION: Adoption of the conclusions of the Bi-State Task Force represents a realistic view of the interstate corridor. It reaffirms the priority for committed projects, recognizes the fact that some level of congestion will persist and recognizes that a major investment in a third bridge that does not solve the problem is unwise. It also capitalizes on the success of the Task Force to accomplish policy coordination by establishing a similar committee on an on-going basis.

AC/gl  
2547B/214



FOR THE PURPOSE OF ENDORSING )  
THE CONCLUSIONS OF THE BI-STATE )  
TASK FORCE )

WHEREAS, The Bi-State Task Force on Transportation was established by the Governors of Oregon and Washington in order to identify the interstate travel needs of the metropolitan area and to prepare the projects, activities and funding needed to meet those needs; and

WHEREAS, the Metropolitan Service District was a member of the Bi-State Task Force; and

WHEREAS, The Bi-State Task Force has reviewed and/or directed a number of studies in order to respond to the charge of the two Governors, including recent studies by the Washington Department of Transportation, and the U. S. Department of Transportation on the feasibility of a third highway bridge and earlier studies identifying alternative improvements prepared by WDOT, ODOT and CRAG; and

WHEREAS, The Bi-State Task Force, using a grant from USDOT, has conducted a review of the adequacy of the currently programmed transportation projects and the need for additional projects, as well as funding sources and implementation procedures for those projects; and

WHEREAS, The WDOT study has concluded that congestion will exist in the I-5 Corridor during peak travel periods, as in other major corridors of the region; and

WHEREAS, Each of the WDOT, USDOT and Bi-State studies have concluded that a third highway bridge is not a cost-effective solution at this time; and

WHEREAS, The WDOT and Bi-State studies concluded that Transportation Systems Management (TSM) projects, increased transit and ridesharing and the already committed projects will meet the travel needs of interstate travel; and

WHEREAS, The current transportation funding limitations will make it difficult to complete the currently committed transportation projects; and

WHEREAS, Consideration of the appropriateness of transitways as effective means of providing transit services should be considered as part of the Regional Transportation Plan (RTP); and

WHEREAS, The Bi-State Task Force has concluded that a permanent Bi-State organization is necessary to carry out interstate cooperation; now, therefore,

BE IT RESOLVED,

1. That the Metro Council adopts the Bi-State Task Force's Recommended Conclusions on Portland/Vancouver Interstate Transportation (Attachment A).
2. That the Metro Council accepts the Work Program (Attachment B) as a revision of the previous Bi-State Work Program.
3. That the Metro Council concurs with the establishment of a Bi-State Coordinating Committee, agrees to serve on such a Committee, and agrees to work out the organization and scope of such a Committee with Clark County Regional Planning Council.

AC/gl

2543B/214

## ATTACHMENT A

### Recommended Conclusions on Portland/Vancouver Interstate Transportation:

1. A third highway bridge across the Columbia River is not a cost-effective solution to the interstate travel problems of the metropolitan area at this time. Transportation Systems Management (TSM) is the appropriate highway strategy in the foreseeable future. A third highway bridge by itself does not provide significant traffic capacity increases for interstate travel unless it is accompanied by major new highway corridors on each side of the river.
2. As with all major travel corridors in the metropolitan area, congestion will continue to be characteristic of travel in the I-5 Corridor, particularly in the peak travel periods. In the short term, the level of congestion experienced will be reduced by the opening of the I-205 and by TSM actions (such as ramp metering).
3. In the long term, the level of congestion will also be affected by the type and amount of land development. While Clark County development will have the greatest impact on interstate corridor congestion, decisions concerning the development of Hayden Island and similar areas will also affect congestion levels on I-5.

4. To improve interstate travel conditions, the most important priority is to ensure that the already "committed" projects are actually constructed. Of particular importance are the I-205, ODOT's Slough Bridge and I-5 North projects and the S.R. 14 interchange in Washington. The region should make every effort to achieve federal and state funding for these projects.
5. The arterial circulation patterns on each side of the Columbia River should be designed around access to two bridges (I-5 and I-205). Arterial circulation needs should be studied by the appropriate local jurisdictions on each side of the river.
6. Major transit and rideshare service expansions will be needed to accommodate the expected growth in interstate travel. As part of the development of the Regional Transportation Plan (RTP), the potential of a transitway to produce greater ridership and operating cost savings should be examined.
7. Continued cooperation and consultation between the states and regional agencies are necessary so that transit and ridesharing services are offered to the interstate travelers and to ensure that capital improvement programs are coordinated.

## ATTACHMENT B

### BI-STATE TRANSIT ASSESSMENT

#### OBJECTIVES:

1. To determine the long-range feasibility for fixed-guideway investment in the I-5 and/or I-205 corridors between Clark County, Washington, and Oregon.
2. To establish the transit improvement strategy for the Bi-State corridor including designation of regional trunk routes to be implemented in the short term.
3. To identify potential rights-of-way to protect for future consideration for construction of a fixed-guideway facility.

#### TASKS:

1. Develop transit networks for at least four alternative systems: bus trunk routes in the I-5 and I-205 corridors, LRT in the I-5 corridor, LRT in the I-205 corridor, and LRT in the I-5 and I-205 corridors.
2. Determine the capital cost, operating cost, ridership and other socio-economic costs and benefits for each alternative.
3. Determine the interdependence of service expansion in the I-5 and I-205 corridors and the travel impact on other segments of the transit and highway system (i.e., I-205 south of the Banfield Freeway, the Banfield Freeway and LRT, and McLoughlin Blvd.).
4. Evaluate the interdependence of service to interstate transit riders and local transit riders.

A decision will occur on LRT feasibility at the conclusion of Task 4 before proceeding.

5. Identify alternative routes for fixed-guideway construction in the I-5 and I-205 corridors and evaluate for compatibility with surrounding existing and planned land uses and ability to protect right-of-way for future construction.
6. Recommend routes for construction of fixed guideway in the long-range and short-term implementation of regional trunk routes.
7. Obtain consensus from affected jurisdictions.

#### PRODUCTS:

1. Technical Memorandum evaluating the long-range feasibility of fixed-guideway construction.

2. Technical Memorandum evaluating alternative routes in the I-5 and I-205 corridors for fixed-guideway construction.
3. Recommended improvement strategy identifying the fixed-guideway corridor(s) to include in the Regional Transportation Plan (RTP), specifying short-term regional trunk routes and identifying rights-of-way to be protected.

**RELATIONSHIP TO OTHER ELEMENTS:**

This work element has been recommended by the Bi-State Task Force to address the primary outstanding issue affecting interstate travel in the I-5 and I-205 corridors. The results of this Work Element will be incorporated into the RTP.

**SOURCE OF FUNDS:**

**Federal**

Interstate Transfer	\$72,250
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**Local Match**

Metro	\$ 1,275
Tri-Met	1,275
ODOT	1,275
Portland	1,275
Multnomah County	1,275
Clark County	2,125
Vancouver	2,125
WSDOT	<u>2,125</u>

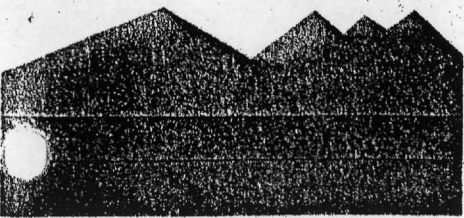
\$85,000

**DISTRIBUTION OF FUNDS:**

Metro	\$75,000
Tri-Met	<u>10,000</u>

\$85,000

AC/gl  
2543B/214



**REGIONAL PLANNING COUNCIL  
OF CLARK COUNTY**

1408 Franklin St. p.o. box 5000  
Vancouver, Wash. 98663  
phone 1 206 699-2361  
zoning 1 206 699-2394

Executive Director  
Richard T. Howsley, AICP

April 6, 1981

Mr. Charles Williamson, Chairman  
Joint Policy Alternatives  
Committee on Transportation  
Metropolitan Service District  
527 SW Hall Street  
Portland, OR 97207

Dear Mr. Williamson:

On March 12, 1981, you received a joint letter from the City of Vancouver and Clark County, which indicated that we were re-evaluating our position with respect to the Federal Aid Interstate Transfer Program. The purpose of this letter is to inform you of the results of our deliberation.

The Federal Highway Administration has clearly established the eligibility of jurisdictions in Clark County for project funding under the Interstate Transfer Program. The federal legislation which created this program, and the federal regulations which implement it, both specify that funds may be used for non-interstate highway or transit projects anywhere within the urbanized area from which an interstate route was withdrawn. In the case of the Mt. Hood Freeway and I-505 withdrawals, this is the entire Portland-Vancouver urbanized area. Federal regulations further specify that substitute projects must be based on the urban transportation planning process carried out in each urbanized area, and that these projects must receive MPO endorsement as a part of the Transportation Improvement Program.

In the past, no jurisdiction in Clark County has received project approval under the Interstate Transfer Program. In early 1978, a project which included many TSM improvements in the Fourth Plain Corridor, was submitted for consideration. This

Mr. Charles Williamson  
April 6, 1981  
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project was one of ten submitted from throughout the region for funding from a \$5 million pot of Mt. Hood withdrawal funds reserved for TSM projects. It was the only project which was not funded.

Since this 1978 rejection, Clark County jurisdictions have observed the extensive debate and discussion which has gone into the development of a concept plan of substitute projects. We have generally concurred with the need to address transportation problems in the major regional corridors and to provide direct replacement facilities for the withdrawn projects, as these facilities will benefit all jurisdictions in the metropolitan area. Because we recognize the importance of the Interstate Transfer Program to the region as a whole, we are willing to assist in the efforts to secure an adequate appropriation of funds to complete the entire program. We have already taken action to lobby the entire Washington state congressional delegation in support of this program, and willingly offer any other assistance which we can render.

While we agree with the need to deal with major regional corridors, and to develop replacement facilities, we do not feel that the urban transportation planning process carried out by CRAG, and the concept plan which was developed, adequately addresses other regional transportation problems. We believe that the goal of the interstate transfer concept plan should be to advance and promote implementation of those projects which will provide the greatest benefits to the entire region. Logically, this plan should include Clark County, as we represent 15% of the urbanized area's population and have many significant regional projects, the completion of which will substantially benefit the transportation system and economic well-being of the entire metropolitan area.

We, therefore, request that the Joint Policy Alternatives Committee direct TPAC to develop a specific proposal for inclusion of a significant project or projects from Clark County in the interstate transfer concept plan. Attached for your information, and to assist TPAC in this task, are brief descriptions of several projects which we feel should be considered.

We feel that we are justified in making this request for a number of reasons, many of which have already been alluded to in the context of this letter. Like most jurisdictions in Oregon, we are experiencing a significant shortfall in revenues for road construction and improvements. The situation is reaching critical proportions, and action must be taken promptly. In addition,



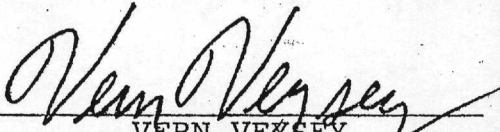
Mr. Charles Williamson  
April 6, 1981  
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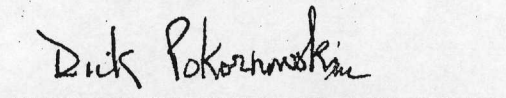
Clark County has witnessed delays in the critical Oregon Slough Bridge project. These delays will have a substantial impact on the already pressing circulation problems within Clark County, as drivers seek to avoid the I-5 corridor, and travel on I-205 to reach destinations in Oregon.

Secondly, as an eligible area, we feel that our needs should be considered in the development of a regional concept plan. A concept plan which represents only the Oregon portion of the urbanized area is not truly responsive to the needs or priorities of the entire region.

We make this request with the full knowledge and support of the Metropolitan Planning Organization for Clark County. We sincerely hope that you will give it favorable consideration as we continue to work effectively together for the benefit of the entire region.

Sincerely,

  
VERN VEYSEY  
COUNTY COMMISSIONER

  
DICK POKORNOWSKI  
VANCOUVER CITY COUNCILMAN

VV/DP/AS/bu

Attachments

cc: Commissioner John McKibbin  
Commissioner Dave Sturdevant  
Mayor Jim Justin  
Mike Langsdorf, RPC  
Rick Gustafson, Metro  
District Engineer, WSDOT  
Richard Howsley, RPC  
John Ostrowski, Vancouver  
Jerry Fay, Clark County



**REGIONAL PLANNING COUNCIL  
OF CLARK COUNTY**

1408 Franklin St. p.o. box 5000  
Vancouver, Wash. 98663  
phone 1 206 699-2361  
zoning 1 206 699-2394

Executive Director  
Richard T. Howsley

March 12, 1981

Mr. Charles Williamson, Chairman  
Joint Policy Alternatives Committee  
on Transportation  
METRO  
527 S. W. Hall Street  
Portland, OR 97207

Dear Mr. Williamson:

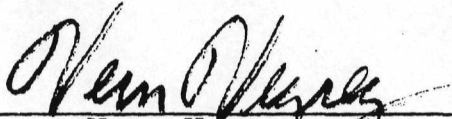
Clark County and the City of Vancouver are currently reevaluating their position with respect to the Federal Aid Interstate Transfer Program. In the past, neither jurisdiction has aggressively sought nor successfully secured project approval under the Transfer Program. However, our eligibility for these funds has clearly been established by the Federal Highway Administration and has been endorsed by the CRAG Board in its original adoption of project evaluation criteria.

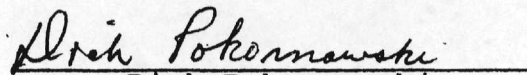
We are cognizant of the serious funding limitations presently being placed on the Interstate Transfer Program, and we appreciate the fact that commitments have been made to many projects and programs. While it is not our intent today to pursue funding under this program, we respectfully request that when new project evaluation criteria are prepared, Clark County jurisdictions not be precluded from applying at some future date.

March 12, 1981  
Mr. Charles Williamson  
Page Two

To facilitate Clark County's participation in the development of the new criteria, we have directed staff to identify several high priority projects which would be appropriate candidates for Transfer funding.

Sincerely,

  
\_\_\_\_\_  
Vern Veysey  
County Commissioner

  
\_\_\_\_\_  
Dick Pokornowski  
Vancouver City Councilman

VV/DP/AS/mf30.1B16

cc: Commissioner John McKibbin  
Commissioner Dave Sturdevant  
District Engineer, WSDOT  
Jim Justin  
Richard Howsley  
Jerry Fay  
Thayer Rorabaugh



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

## MEMORANDUM

Date: March 31, 1981  
To: File  
From: Andy C. Cotugno  
Regarding: Conference of Mayors - Transportation Committee (March 26-27, 1981)

The Transportation Committee met in Atlanta with representatives from UMTA, the Senate and House to review the current and proposed status of the Interstate Transfer program and proposed highway and transit legislation. Present from Washington, D.C. were the following:

will consider highway & transit	{ Robert McManus, Acting UMTA Administrator Lee Mertz, FHWA, Office of Policy Planning Clyde Woodle, Democratic staff to the House Public Works & Transportation Committee
will consider transit legislation	{ David Yudin, Democratic Counsel to the Senate Banking, Housing & Urban Affairs Committee John Daniels, Republican Counsel to Senate Banking, Housing & Urban Affairs Committee
will consider highway legislation	{ Dick Harris, Democratic Counsel for the Senate Environment & Public Works Committee Jean Shrag, Republican staff for the Senate Environment & Public Works Committee

The following are a number of key points made during the session:

- . The House and the Senate will likely adopt the proposed FY 82 appropriations with little debate. This would include the same level of funding for e(4) as FY 81.
- . The House and Senate will likely not adopt highway or transit legislation this year. At best, they will begin hearings in the fall and begin deliberations at the beginning of the next session. If this is done, legislation would have to be adopted by next May 15 since the legislation would include appropriation levels for FY 83. May 15 is the date of the initial budget resolution for adoption setting the funding ceiling for each federal program.
- . The basic philosophy behind the proposed legislation is to distinguish between areas of federal interest and local interest and phase out local programs.

- . In the highway program, the extent of construction that will "complete" the Interstate system is being narrowed down as limited as possible. No more than six lanes are included in the "cost-to-complete" estimate nor such features as HOV lanes, bike lanes, landscaping, etc. In addition, the Secretary can initiate Interstate withdrawal for controversial and unnecessary links. The funding appropriated to each state for Interstate completion can only be used to construct eligible items as described here. As now, this funding is provided on a pro-rata basis.
- . All ineligible features deleted from the Interstate cost estimate are eligible to be funded with the state's appropriation of 4R funds. 4R funds are provided according to the following formula:
  - $\frac{1}{2}$  according to lane-miles of Interstate
  - $\frac{1}{2}$  according to vehicle-miles traveled on the Interstate system
- . If an Interstate freeway is withdrawn, the amount of transfer funding made available is equivalent to the basic freeway eligible under the cost-to-complete program; i.e., the cost of such features as HOV lanes, bike lanes, etc. is not transferable.
- . FHWA, in its appropriations analysis, is assuming an additional \$6 billion of Interstate withdrawals.
- . The Administration's attitude toward Interstate Transfer appears to be that the program is in the "national interest" because it replaces an Interstate freeway. As such, they express commitment to fully funding the program eventually. However, immediate funding priorities are clearly towards Interstate.
- . It appears unlikely that the 83 and 86 deadlines will be extended with the current provision -- subject to funding availability. 1983 will clearly hold fast as a deadline for withdrawal.
- . The House, Senate and Administration indicated that they will be considering options to reduce the effect of the e(4) escalation clause (i.e., put an absolute limit on funding that can be appropriated to a city). This is in direct contradiction to the current and proposed policy on Interstate costs since these will be eligible for Interstate funding despite inflation.
- . The House Public Works Committee has been investigating the legal standing of "Contract Authority" on Interstate Transfer funding. They suspect that all withdrawals to date may have contract authority because the Interstate that was withdrawn had contract

authority. While this does provide some reassurance that the funding will be provided, the rate of funding can still be controlled by the level of appropriation.

- . Reagan's proposed "No New Rail Starts" policy is viewed by both the House and Senate as being a delay in rail starts rather than elimination. The "delay" being until the economy improves to allow higher levels of appropriation. Because of this, it is possible that alternatives analysis, EIS work, PE and advanced right-of-way acquisition may be allowed to proceed in anticipation of a rail start at a later date. There is a strong sentiment that local choice of technology not be bias.
- . There is a major policy determination yet to be made regarding whether or not Interstate Transfer funding can be used for rail starts. Two points in favor of rail are:
  - The original transfer legislation allowed Interstate free-ways to be transferred to fund rail projects; and
  - The e(4) appropriation plus the bus appropriation combined would provide an excessive level of funding for bus acquisition.
- . The proposed legislation would eliminate federal operating assistance. However, the Democratic staff are optimistic this can be reversed. Changes are likely if the program is maintained to build in incentives to hold down subsidies and allocate more according to local effort rather than population.
- . The Interstate Discretionary Fund is being revised to provide funding to critical freeway links on a "need" basis rather than the current "first-come, first-served" basis. Additional funding is also proposed to be included (looks like a good candidate for I-205 and Slough Bridge funding).
- . Many cities were present to find out more about future funding prospects for the Interstate Transfer program before they follow through on their transfer. A number of large transfers are pending or contemplated with a definite shift in emphasis toward highway construction (even Philadelphia is expecting several hundred million dollars of highway construction in coming years).