

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 Unified Work Program

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution amending the FY 81 UWP to reflect:
1. Deletion of a previous grant programmed that will not be received.
 2. Additional work effort to complete the RTP.
 3. Programming of Tri-Met FY 80 carryover funding into FY 81.
- B. POLICY IMPACT: This action will recognize as the three highest priorities in the Transportation Department the Westside Corridor project, the Regional Transportation Plan and Air Quality planning. Other activities programmed for use of grant funding will be delayed to FY 82 including Energy Contingency planning and Computer Graphics.
- C. BUDGET IMPACT: Grants programmed that will not be received result in a loss of \$56,000 for Metro.

II. ANALYSIS:

- A. BACKGROUND: Metro adopted the FY 81 UWP in May, 1980 describing the work activities to be funded with federal transportation grants. Included in the UWP was some \$56,000 in funding in energy planning with 80 percent from Windfall Profits Tax which will not be received. Also programmed in the UWP was the Regional Transportation Plan (RTP) at \$185,000 to be completed by December, 1980. Other work elements were budgeted under the assumption that staff resources would shift upon completion of the RTP. Based upon Council, JPACT and public review of the second draft of the RTP, significant additional work is scheduled for 1981. As such, several work elements must be delayed or eliminated.

Finally, the UWP is also intended to identify carryover funding from previous grants. Tri-Met's portion of the UWP was programmed based upon anticipated carryover and is being modified to reflect actual carryover as of June 30, 1980.

- B. ALTERNATIVES CONSIDERED: Alternative program priorities include de-emphasizing the RTP and initiating new work activities or carrying the RTP through to completion.
- C. CONCLUSION: Recommend adoption of the UWP amendment with consideration for delayed work elements for inclusion in the FY 82 UWP.

AC:et
1820B/188

FOR THE PURPOSE OF AMENDING)
THE FY 81 UNIFIED WORK PROGRAM)

WHEREAS, The FY 81 Unified Work Program (UWP) was adopted in May 1980 by Ordinance No. 80-151; and

WHEREAS, Changes to the UWP must be approved by the Metro Council and the Intermodal Planning Group; and

WHEREAS, The FY 81 UWP must be revised to accurately reflect revised task priorities and actual funding availability; now therefore,

BE IT RESOLVED,

1. That the Metro Council hereby approves the amendments to the FY 81 UWP as shown in Exhibits "A" and "B."
2. That staff is directed to submit this Resolution with its exhibits to the Intermodal Planning Group for approval.

KT/et

1230B/188

PROPOSED FY 81 UWP AMENDMENT

A. METRO WORK ELEMENTS

Project	UMTA			FHWA PL	EPA		Clark Co. Clark Co.	Clark Co. Carryover	W.S. Circ.	S.S. Circ.	Net Energy	WDOT	TOTAL
	e(4)	Sec. 8	Westside		Air Quality	A.Q. Spec.							
1. Reg. Trans. Plan													
Budget	\$185,000	0		0									\$185,000
Proposed Change	+92,842	+11,000		+48,500									+152,342
Revised	277,842	11,000		48,500									337,342
2. TIP													
Budget	69,000	5,000		5,000									79,000
Proposed Change	0	0		0									0
Revised	69,000	5,000		5,000									79,000
3. Air Quality													
Budget					\$71,600	\$35,000							106,600
Proposed Change					0	0							0
Revised					71,600	35,000							106,600
4. Functional Class													
Budget	8,000			24,000									32,000
Proposed Change	- 7,900			-23,000									-30,900
Revised	100			1,000									1,100
5. Westside Corridor													
Budget			\$480,000										480,000
Proposed Change			0										0
Revised			480,000										480,000
6. Tech. Assistance													
Budget		17,000		17,000			\$25,000	0					59,000
Proposed Change		-11,000		-14,500			0	+3,983					-21,517
Revised		6,000		2,500			25,000	3,983					37,483
7. Coord. & Management													
Budget		35,000		40,000									75,000
Proposed Change		0		0									0
Revised		35,000		40,000									75,000
8. Modeling													
Budget		20,000		44,000			11,000						75,000
Proposed Change		0		0			0						0
Revised		20,000		44,000			11,000						75,000
9. Counting Program													
Budget				11,000			2,000						13,000
Proposed Change				0			0						0
Revised				11,000			2,000						13,000
10. Computer Graphics													
Budget	67,942												67,942
Proposed Change	-62,942												-62,942
Revised	5,000												5,000
11. W.S. Circulation													
Budget								\$104,000					104,000
Proposed Change								0					0
Revised								104,000					104,000
12. S.S. Circulation													
Budget										\$72,000			72,000
Proposed Change										0			0
Revised										72,000			72,000
13. Energy													
Budget	23,000	750		21,000							56,000		100,750
Proposed Change	-22,000	0		-11,000							-56,000		-89,000
Revised	1,000	750		10,000							0		11,750
14. Northern Corridor													
Budget												17,000	17,000
Proposed Change												0	0
Revised												17,000	17,000
METRO TOTAL													
Budget	\$352,942	77,750	480,000	162,000	71,600	35,000	38,000	0	104,000	72,000	56,000	17,000	1,466,292
Proposed Change	0	0	0	0	0	0	0	+3,983	0	0	-56,000	0	-52,017
Revised	352,942	77,750	480,000	162,000	71,600	35,000	38,000	3,983	104,000	72,000	0	17,000	1,414,275

ACC:lmk
1-21-81

Revised 1-28-81

PROPOSED FY 81 UWP AMENDMENT

B. TRI-MET

Project	UMTA			TOTAL
	Section 8 Grant 0030	Section 8 FY 80 Carryover	Section 8 FY 81	
1. TDP Systems Support				
Budget	\$ 98,000			\$ 98,000
Proposed Change	+ 6,400			+ 6,400
Revised	104,400			104,400
2. Community Transit Station Development				
Budget	0			0
Proposed Change	+65,800			+65,800
Revised	65,800			65,800
3. Service Plan Refinement				
Budget		\$ 29,000	\$ 57,000	86,000
Proposed Change		+ 1,000	0	+ 1,000
Revised		30,000	57,000	87,000
4. Plan Maintenance				
Budget		11,000	24,000	35,000
Proposed Change		0	0	0
Revised		11,000	24,000	35,000
5. Service Analysis				
Budget		25,000	30,000	55,000
Proposed Change		1,000	0	+ 1,000
Revised		26,000	30,000	56,000
6. Capital Impr. Program.				
Budget			20,000	20,000
Proposed Change			0	0
Revised			20,000	20,000
7. TSM/Function Facility				
Budget		25,000	20,000	45,000
Proposed Change		+ 4,000	0	+ 4,000
Revised		29,000	20,000	49,000
8. Special Transportation				
Budget		10,000	90,000	100,000
Proposed Change		+ 1,000	0	+ 1,000
Revised		11,000	90,000	101,000
9. Net Energy Analysis				
Budget		25,000		25,000
Proposed Change		0		0
Revised		25,000		25,000
10. Land Use				
Budget	0			0
Proposed Change	+ 8,500			+ 8,500
Revised	8,500			8,500
TRI-MET TOTAL				
Budget	\$ 98,000	\$125,000	\$241,000	\$464,000
Proposed Change	+80,700	+ 7,000	0	+87,700
Revised	\$178,700	\$132,000	\$241,000	\$551,700

C. OTHER AGENCIES

1. S.S. Circulation (Clackamas County)				
Budget			\$ 60,000	60,000
Proposed Change			0	0
Revised			60,000	60,000
2. Westside Circulation (Washington County)				
Budget			85,000	85,000
Proposed Change			0	0
Revised			85,000	85,000
OTHER AGENCIES TOTAL				
Budget			\$145,000	\$145,000
Proposed Change			0	0
Revised			\$145,000	\$145,000

February 10, 1981

TO: JPAC BOARD MEMBERS

CHARLES WILLIAMSON, Chairman
LLOYD ANDERSON
ERNIE BONNER
ROBERT BOTHMAN
RICHARD CARROLL
DON CLARK
LARRY COLE
JIM FISHER
JOHN FREWING
DICK POKORNOWSKI
MILDRED SCHWAB
STAN SKOKO
VERN VEYSEY
BILL YOUNG

I am addressing this letter to you to direct your attention to the proposed FY 81 priority list of interstate transfer projects which has neglected to identify a significant and much needed project as a top priority for the region. The project that I would like you to further consider for a priority one listing is the Gresham 221st/223rd Arterial Street Project slated for construction in the fall of 1981.

This East County north/south arterial street was first identified in 1966 in a Community Facilities Need Study, was later adopted in 1971 in the Gresham Comprehensive Plan. In 1971, CRAG included the 221st/223rd project in its transportation plan. In 1977, the East Multnomah County Transportation Committee established the project as a top priority for application for Mt. Hood Transfer Funds. In May of 1977, the CRAG Board found the project to be of regional priority authorizing federal funding for the project.

Since the initial approval by CRAG in May of 1977, the City and its citizens have worked to define the best possible project for the City and the region as a whole. The project will bypass the over-burdened Central Business District Street Systems, and will lessen traffic currently being diverted through residential neighborhoods. The project will open a north/south route paralleling 182nd Avenue offering transit options to

east/west arterials such as Sandy Boulevard, Halsey, Glisan, Stark, Burnside, Division, the Banfield Light Rail and Powell Boulevard. This project additionally has added benefits of providing a unique opportunity of strengthening the economic vitality of the traditional core area while providing regional access to a major public transit facility.

Since the project represents the creation of a new right-of-way through the heart of the Gresham Central Business District, a long and difficult process was necessary to get us to the point to begin construction of the project. The process has been a combined effort by the City and its residents including land dedications, condemnation of existing residences and assessments of private properties to increase local funding commitments to cover anticipated funding shortfalls.

Delays have increase project costs burdening our ability to provide local match. The current commitment of the significant local match of 32 percent, illustrates the commitment of the community to the project. Two-thirds of the local match (\$660,000) was generated through local improvement district assessments. This additional funding is fixed and will become ineffective in covering budget deficiencies if inflation continues to increase costs through time extensions.

The 221st/223rd project plays a significant role in the development of the local economy and an assessment of priority one projects as being proposed to the committee fails to identify this project in its proper perspective--that which greatly benefits the regional transportation system.

The Urban Renewal element of the City's Comprehensive Plan hinges on the timing of this project. Any delay will jeopardize the ability of the City to develop a program which responds to intensification of transit compatible development while providing one of the final links to the East Multnomah County Arterial Streets System, that system which function as a replacement to the Mt. Hood Freeway project. CRAG and METRO have consistently supported this project throughout its review process. Recommending withdrawal of the Board's support at this point in time would represent a gross misjudgment by the Joint Policy Advisory Committee.

AL MYERS
Mayor

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: Endorsing Project Priorities Using Interstate Transfer Funds in FY 81

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached resolution which prioritizes highway and transit projects receiving Interstate Transfer funds in FY 1981. This action is consistent with the Five Year Operational Plan.
- B. POLICY IMPACT: This action:
- establishes those projects listed as Priority 1 (in Exhibit A) as eligible for use of the available \$21 million of Interstate Transfer "Highway" funding on a first-come, first-served basis.
 - allows each jurisdiction to transfer funding to other projects within their earmark.
 - allows each project to exceed specified funding levels by no more than 10 percent.
 - establishes those projects listed on Exhibit B in priority order for use of Interstate Transfer "Transit" funding.
- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: The \$800 million which was appropriated by Congress for FY 1981 to fund Interstate Transfer projects was released in late December, 1980. Of the amount appropriated, \$182 million was allocated to highway projects and \$618 million to transit projects. From these amounts, \$21.0 million and \$17.6 million were allocated to the Portland region for use on highway and transit projects respectively.

To accommodate these severe funding limitations, the TIP Subcommittee has recommended the following priorities for use of the funds:

HIGHWAY PROJECTS

PRIORITY 1

A \$22,077,966 funding limitation is recommended by the Subcommittee rather than \$21.0 million. The reason is to make available 'shelf' projects from which to draw in the event of delay in implementation of other projects. This priority is characterized by

- a) First-come, first-served.
- b) An allowance of 10 percent overrun on a given project.
- c) Jurisdictional transfer of funds between projects within the earmarked amounts.

PRIORITY 2

This priority was established as an aid in using supplemental funds if they become available. The Subcommittee is to reconvene upon receipt of a supplemental appropriation to set priorities on these projects and to establish more precise estimates.

PRIORITIES 3 and 4

These priorities and amounts were recommended by the Subcommittee as a preliminary step in developing FY 1982 projects, or if unspent funds/appropriations become available.

TPAC, in its meeting of January 30, 1981, responded to three requests for changes to projects in Priority 1:

Gresham - increase right-of-way for 221st/223rd by \$45,000 to \$645,000 because of a more precise estimate.

ODOT - Add PE for Hwy. 212 in the amount of \$55,000 to supplement existing PE funds.

Beaverton - Increase Hall Blvd. TSM by \$169,500 to \$399,500 to cover additional PE, right-of-way and construction estimates recently released by ODOT. This project is expected to go to construction in June of this year.

TPAC also recommended that the resolution clarify that this action does not allocate additional funding to any projects. It simply prioritizes which funding will proceed to implementation. As such, any costs that exceed previous allocations as reflected by the TIP will require a funding transfer in accordance with adopted overrun procedures.

The relative priorities of the Nyberg Road project and the 221st/223rd project were discussed. TPAC agreed that they were equal in merit, but that since Nyberg Road was to be implemented in the 3rd quarter, it had priority over 221st/223rd being implemented in the 4th quarter.

TRANSIT PROJECTS

PRIORITY 1

The Banfield project was established as the Number 1 Priority because of its joint highway/transit impacts. One cannot proceed without the other, and this critical interdependence continues throughout the full development life of the project. The amount already programmed with the Urban Mass Transportation Administration (UMTA) for FY 1981, including Transit Station Area Planning Program, is \$17.6 million.

PRIORITIES 2 THROUGH 13

These projects are arrayed in priority order and will be implemented as such if supplementary funds become available.

- B. ALTERNATIVES CONSIDERED: All projects previously programmed for use of Interstate Transfer funding have been previously reviewed and endorsed by the Metro Council. However, full funding is not available, causing a delay to selected projects. Highest priority was placed on providing full funding for the Banfield Transitway project (\$10.5 million) and fulfilling previous funding obligations. The remainder was distributed to local jurisdictions based upon the status of implementation of the individual projects. A number of large projects were deferred because of the inordinate proportion of available funding that would be required.

- C. CONCLUSION: Metro staff recommends approval of the attached resolution.

AC/BP:et
1796B/188

FOR THE PURPOSE OF ENDORSING)
PROJECT PRIORITIES USING)
INTERSTATE TRANSFER FUNDS IN)
FY 1981)

WHEREAS, The Metro Council adopted Resolution No. 80-186 which endorsed the FY81 Transportation Improvement Program (TIP); and

WHEREAS, The program of projects set forth in the TIP was based on the likelihood of receiving \$70.4 million in Federal Interstate Transfer funds for its accomplishment; and

WHEREAS, The actual federal allocation to the Portland region was released in late December 1980 and amounted to \$21.0 million for highway projects and \$17.6 million for transit projects; and

WHEREAS, The TIP Subcommittee has developed a revised FY 1981 program in keeping with the newly allocated funds; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the projects identified as Priority 1 (Exhibit A) as eligible for use of the available \$21.0 million of Interstate Transfer funding for highway projects under the following conditions:

- a. They will be submitted to FHWA for funding on a first-come, first-served basis.
- b. Each project is restricted to no more than 10 percent over the specified level of funding.
- c. Jurisdictions are authorized to transfer projects within the designated funding earmark.

d. Funds to cover project costs in excess of those authorized in the TIP are to be transferred from other project funding within a jurisdiction and in accordance with the cost overrun process adopted by Resolution No. 79-103.

2. That the Metro Council endorses Priorities 2, 3 and 4 as the basis for proceeding with project development and federal approvals.

3. That the Metro Council endorses the projects and priorities identified in Exhibit B for use of "Transit" Interstate Transfer funds.

AC:BP:et
1799B/188

INTERSTATE TRANSFER PRIORITIES-HIGHWAY

PROJECT TITLE	QTR	WORK	AGCY	PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
1 26 - GLISAN, FRONT	2	PE	PORT	100,000	100,000	100,000	100,000
2 26 - GLISAN, FRONT	4	CON	PORT	0	0	0	5,000,000
3 65-CAPITOL, BEA-HILLS	1	PE	PORT	45,000	45,000	45,000	45,000
4 65-CAPITOL, BEA-HILLS	2	R/W	PORT	0	0	178,925	178,925
5 ARTERIAL OVERLAYS (PH2)	2	CON	PORT	0	0	1,211,250	1,211,250
6 ARTERIAL ST. LGT. CON.	1	CON	PORT	1,190,000	1,190,000	1,190,000	1,190,000
7 ARTERIAL ST. LGT. CON.	1	CON	PORT	300,000	300,000	300,000	300,000
8 BARBUR-TAYLORS F. TERW	1	PE	PORT	55,000	55,000	55,000	55,000
9 BASIN-GOING INTCHGE.	3	CON	PORT	0	1,688,879	1,688,879	1,688,879
10 BASIN-PACIFIC H, GOING NOISE	1	PE	PORT	76,000	76,000	76,000	76,000
11 BASIN-PACIFIC H, GOING NOISE	3	CON	PORT	0	972,537	972,537	972,537
12 BURNSIDE @ TICHNER	3	CON	PORT	0	0	240,000	240,000
13 COL. BLVD. @ N' PORT, RAMP	4	CON	PORT	190,000	190,000	190,000	190,000
14 COLUMBIA @ 47, SIGNAL	1	PE	PORT	2,800	2,800	2,800	2,800
15 COLUMBIA @ 47, SIGNAL	4	CON	PORT	61,200	61,200	61,200	61,200
16 GLISAN-GLENWOOD, 39	4	CON	PORT	0	0	1,600,000	1,600,000
17 HOLLYWOOD BUSINESS IMP	1	PE	PORT	190,000	190,000	190,000	190,000
18 HOLLYWOOD BUSINESS IMP	3	R/W	PORT	0	0	100,000	100,000
19 INTERSTATE @ TILLAMOOK	1	PE	PORT	6,967	6,967	6,967	6,967
20 INTERSTATE @ TILLAMOOK	3	CON	PORT	28,033	28,033	28,033	28,033
21 SANDY BLVD-WASH, 82ND AVE	1	PE	PORT	16,000	16,000	16,000	16,000
22 SANDY BLVD-WASH, 82ND AVE	4	CON	PORT	0	0	0	246,500
23 SELLWOOD TRAFFIC DIVR.	4	PE	PORT	19,000	19,000	19,000	19,000
24 THURMAN-COL., 14-16 CUP-ADD'L PE	2	PE	PORT	6,000	6,000	6,000	6,000
25 THURMAN-COL., 14-16 CUP	3	CON	PORT	0	0	700,000	700,000
26 WCL PORT-OSWEGO AVE	4	CON	PORT	0	0	3,672,000	3,672,000
27 WEBSTER-FLAVEL, 82	4	R/W	PORT	0	0	75,000	75,000
28 MACADAM SUPPLEMENT	1	CON	PORT	250,000	250,000	250,000	250,000
29 NW INTERSECTIONS	1	PE	PORT	0	0	50,000	50,000
30 M'CLOUGHLIN PED CROSSING	2	PE	PORT	30,000	30,000	30,000	30,000
31 SIGNAL COMPUTER STUDY	1	PE	PORT	1,000	1,000	1,000	1,000
32 SIGNAL REPLCMNT-16 LOC	1	PE	PORT	32,000	32,000	32,000	32,000
33 COLISEUM SIGNALS	1	CON	PORT	248,000	248,000	248,000	248,000
34 CITY RESERVE	1	RES	PORT	53,000	53,000	53,000	53,000
		TOTAL	PORT	2,900,000	5,561,416	13,388,591	18,635,091
35 99-162, SANDY TSM	1	PE	MULT	8,500	8,500	8,500	8,500

METROPOLITAN SERVICE DISTRICT

INTERSTATE TRANSFER PRIORITIES-HIGHWAY

PROJECT TITLE	QTR	WORK	AGCY	PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
36 99-162, SANDY TSM	3	CON	MULT	0	429,250	429,250	429,250
37 242-TROUTDALE,CHERRY	4	R/W	MULT	0	0	200,000	200,000
39 DIVISION-POWELL, 182	4	R/W	MULT	300,000	300,000	300,000	300,000
39 GATEWAY TRFC SIG.INT.	1	PE	MULT	34,000	34,000	34,000	34,000
40 GATEWAY TRFC SIG.INT.	4	CON	MULT	0	391,000	391,000	391,000
41 POWELL-BUTLER,221&223	3	R/W	MULT	0	0	519,350	519,350
42 SANDY-HENSLEY,257	1	PE	MULT	0	0	0	148,750
43 STARK-DIVISION, 242	1	PE	MULT	0	0	0	160,000
44 STARK-MAIN,E.BURNSIDE	4	R/W	MULT	0	0	200,000	200,000
45 UPRR X'ING-BIRCH,238	1	R/W	MULT	55,250	55,250	55,250	55,250
46 UPRR X'ING-BIRCH,238	4	CON	MULT	407,000	407,000	407,000	407,000
		TOTAL	MULT	804,750	1,625,000	2,544,350	2,853,100
47 FARRIS-POWELL,UN. 1&2	2	R/W	GRES	645,000	645,000	645,000	645,000
48 FARRIS-POWELL,UNIT 1	4	CON	GRES	0	1,975,230	1,975,230	1,975,230
		TOTAL	GRES	645,000	2,620,230	2,620,230	2,620,230
49 97-122, SUNNYSIDE RD	3	R/W	CLAC	136,000	136,000	136,000	136,000
50 CLACK.HWY-NCL,GLADSTON	1	PE	CLAC	13,345	13,345	13,345	13,345
51 CLACK.HWY-NCL,GLADSTON	2	R/W	CLAC	8,500	-8,500	8,500	8,500
52 CLACK.HWY-NCL,GLADSTON	4	CON	CLAC	318,750	318,750	318,750	318,750
53 COURTNEY-ROTHE, OATFLD.	1	R/W	CLAC	34,000	34,000	34,000	34,000
54 COURTNEY-ROTHE, OATFLD.	4	CON	CLAC	0	0	204,000	204,000
55 GLAD NCL-OAT.,WEBSTER-ADD'L PE	1	PE	CLAC	12,155	12,155	12,155	12,155
56 GLAD NCL-OAT.,WEBSTER	4	CON	CLAC	275,825	275,825	275,825	275,825
57 HARMONY @ INT'L WAY	1	CON	CLAC	68,000	68,000	68,000	68,000
58 HARMONY @ PRICE FULLER	2	R/W	CLAC	2,040	2,040	2,040	2,040
59 HARMONY @ PRICE FULLER	4	CON	CLAC	0	0	141,440	141,440
60 HILL RD - VISTA AVE.-ADD'L PE	1	PE	CLAC	3,910	3,910	3,910	3,910
61 KING-PRICE F, HARMONY	3	CON	CLAC	0	0	106,675	106,675
62 MILWAUKIE-ORE,CITY,MCL	1	PE	CLAC	29,750	29,750	29,750	29,750
63 OATFIELD @ ALDERCREST	2	CON	CLAC	11,135	11,135	11,135	11,135
64 OATFIELD @ LAKE RD	2	CON	CLAC	179,435	179,435	179,435	179,435
		TOTAL	CLAC	1,092,845	1,092,845	1,544,960	1,544,960
65 MADRONA-JEAN,LOW,BOON	2	R/W	LAKE	438,600	438,600	438,600	438,600
66 TERW, LADD,OSWEGO HWY-ADD'L PE	1	PE	LAKE	17,000	17,000	17,000	17,000

\$1.126 T.M.C. COST

METROPOLITAN SERVICE DISTRICT

30 Jun 81

PAGE 3

PROJECT TITLE	QTR	INTERSTATE TRANSFER PRIORITIES-HIGHWAY			PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
		WORK	AGCY					
67 TERW.-LADD, OSWEGO HWY	3	R/W	LAKE	0	0	25,500	25,500	
TOTAL LAKE				455,600	455,600	481,100	481,100	
68 CLACK H.-32, HARRISON	1	R/W	MILW	43,350	43,350	43,350	43,350	
69 CLACK H.-32, HARRISON	4	CON	MILW	212,600	212,600	212,600	212,600	
TOTAL MILW				255,950	255,950	255,950	255,950	
70 185-CEDAR HILLS, FARMINGTON	3	CON	WASH	0	0	290,000	290,000	
71 CORNELL-MURRAY, 158&JEN	4	CON	WASH	0	1,555,500	1,555,500	1,555,500	
72 SUNSET-CD LINE, BARNES	3	R/W	WASH	0	210,400	210,400	210,400	
73 SUNSET-WALKER, 185	4	CON	WASH	0	1,275,000	1,275,000	1,275,000	
74 TV HWY @ 185	4	R/W	WASH	0	0	850,000	850,000	
TOTAL WASH				0	3,040,900	4,180,900	4,180,900	
75 HALL BLVD TSM-ALLEN TO ECL	3	CON	BEAV	329,500	329,500	329,500	329,500	
76 LOMBARD-91, BEA.-HILLS	2	FE	BEAV	0	10,000	10,000	10,000	
77 MAIN-ALICE, ALLEN	2	R/W	BEAV	378,250	378,250	378,250	378,250	
78 HALL BLVD TSM-ALLEN TO ECL	2	R/W	BEAV	45,000	45,000	45,000	45,000	
79 HALL BLVD TSM-ADD'L FE	1	FE	BEAV	25,000	25,000	25,000	25,000	
TOTAL BEAV				777,750	787,750	787,750	787,750	
80 MAIN-ECL, CORNELL	1	FE	HILL	100,000	100,000	100,000	100,000	
TOTAL HILL				100,000	100,000	100,000	100,000	
81 NYBERG RD, 89TH AVE TO I5	3	CON	TUAL	379,506	379,506	379,506	379,506	
82 NYBERG RD, 89TH AVE TO I5	3	CON	TUAL	1,062,093	1,062,093	1,062,093	1,062,093	
TOTAL TUAL				1,441,599	1,441,599	1,441,599	1,441,599	
83 RIDESHARE, I-5 CORRIDOR	1	OPG	TRIM	0	0	0	54,112	
84 RIDESHARE PROG EXPAN	1	OPG	TRIM	219,645	219,645	219,645	219,645	
TOTAL TRIM				219,645	219,645	219,645	273,757	
85 50-92, POWELL 2	1	R/W	ODOT	2,065,750	2,065,750	2,065,750	2,065,750	
86 72 AVE INTERCHANGE-ADD'L FE	1	FE	ODOT	41,905	41,905	41,905	41,905	
87 72 AVE INTERCHANGE	2	R/W	ODOT	0	0	127,500	127,500	
88 72 AVE INTERCHANGE	4	CON	ODOT	0	0	0	952,000	
89 NYBERG RD, 89TH AVE TO I5	3	CON	ODOT	105,400	105,400	105,400	105,400	
90 BANFIELD TRANSITWAY-ADD'L FE	1	FE	ODOT	1,392,300	1,392,300	1,392,300	1,392,300	
91 BANFIELD TRANSITWAY	1	R/W	ODOT	1,744,625	1,744,625	1,744,625	1,744,625	

METROPOLITAN SERVICE DISTRICT

30-Jan-81

PROJECT TITLE	INTERSTATE TRANSFER PRIORITIES-HIGHWAY				PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4
	QTR	WORK	AGCY					
92 BANFIELD TRANSITWAY	3	R/W	ODOT	7,643,375	7,643,375	7,643,375	7,643,375	
93 BANFIELD TRANSITWAY	1	CON	ODOT	51,731	51,731	51,731	51,731	
94 CLACKAMAS HWY@ 32 DR	1	CON	ODOT	26,541	26,541	26,541	26,541	
95 KITT-STAD.FWY,STREETS	2	R/W	ODOT	0	0	1,000,000	1,000,000	
96 KITT-STAD.FWY,STREETS	2	R/W	ODOT	0	0	0	3,000,000	
97 MILWAUKIE-ORE.CITY,MCL	1	PE	ODOT	29,750	29,750	29,750	29,750	
98 OSWEGO CK.BRIDGE	3	CON	ODOT	0	289,726	289,726	289,726	
99 OSWEGO CK.BRIDGE	3	CON	ODOT	0	2,125,000	2,125,000	2,125,000	
100 OSWEGO HWY @ CEDARDAK	2	CON	ODOT	34,437	34,437	34,437	34,437	
101 OSWEGO CK.BRIDGE-ADD'L PE	1	PE	ODOT	24,013	24,013	24,013	24,013	
102 HWY 212 PE-ADD'L PE	1	PE	ODOT	55,000	55,000	55,000	55,000	
		TOTAL	ODOT	13,214,827	15,629,553	16,757,053	20,709,053	
103 SOUTHERN ARTERIALS	1	PE	REG	0	0	510,000	510,000	
104 WESTSIDE ARTERIALS	3	PE	REG	0	0	0	700,000	
105 BI STATE TASK FORCE	1	PE	REG	170,000	170,000	170,000	170,000	
		TOTAL	REG	170,000	170,000	680,000	1,380,000	
		TOTAL		22,077,966	33,000,488	45,002,128	55,263,490	

FY 1981 INTERSTATE TRANSFER FUNDING
TRANSIT PRIORITIES

1.	Banfield Transitway	
	A. Final Engineering and Right-of-Way	\$16,962,500
	B. Station Area Planning Program.	637,500
2.	Metro Corridor Planning.	300,000
3.	McLoughlin Boulevard PE.	100,000
4.	Westside Corridor Analysis	200,000
5.	Milwaukie Transit Station.	1,050,000
6.	Oregon City Transit Station.	465,000
7.	Clackamas Town Center Transit Station.	208,000
8.	Balance of Westside Corridor Project	150,000
9.	Balance of McLoughlin Boulevard PE	100,000
10.	Tigard Transit Station	261,000
11.	Westside Circulation Study	161,000
12.	Articulated Buses.	1,632,000
13.	Milwaukie Transit Station - PE and Joint Development Studies	<u>120,000</u>
	TOTAL	<u>\$22,347,000</u>

*\$15.0 m
actually
received*

Funds in TIP (excluded from above) to be
Dropped or Delayed:

Drop:	Southside Circulation Study	\$ 112,000
	Southwest Circulation Study	125,000
Delay:	Part of Station Area Planning Program	<u>375,000</u>
	TOTAL TO BE DROPPED OR DELAYED	<u>\$ 612,000</u>

PORTLAND METROPOLITAN AREA

DRAFT ISSUE PAPER

U.S. DEPARTMENT OF TRANSPORTATION FUNDING POLICIES

This paper is intended to describe a variety of policies or programs currently administered by the U.S. Department of Transportation that have an adverse impact on the Portland metropolitan area. All of these issues are embodied in federal legislation and would, therefore, require a change to the laws to resolve the issues raised. Described below are the adverse impacts on this region and specific recommendations on legislative actions to correct the situation.

PROBLEM - The Portland area has been notified that it will receive \$21 million of Interstate Transfer funding during FY 81 for a planned highway improvement program of \$55 million and \$17.6 million of Interstate Transfer funding for a planned transit improvement program of \$24 million. If these funding authorizations remain unchanged, numerous projects will be delayed causing increases in project cost due to inflation and resulting in additional competition for limited funding during FY 82.

GOAL I - INCLUDE IN THE SUPPLEMENTAL FEDERAL BUDGET APPROPRIATION AN ADDITIONAL \$200-300 MILLION DURING FY 81 FOR INTERSTATE TRANSFER PROJECTS (OF WHICH THE PORTLAND AREA NEEDS \$38 MILLION).

PROBLEM - The Portland area is facing a variety of federal funding problems (see below) that could be corrected through enactment of a Federal Highway Act of 1981. However, the Congressional agenda is currently under development with no guarantee that the Federal Highway Act will be considered this session.

GOAL II - ENACT THE FEDERAL HIGHWAY ACT DURING THIS CONGRESSIONAL SESSION.

PROBLEM - The Portland area has programmed \$120 million in highway construction during FY 82 using Interstate Transfer funding. If Goal I is not successful (i.e., no supplemental Interstate Transfer appropriation), this funding requirement would increase by \$34 million in delayed projects plus 12 percent inflation for a total of \$158 million. Since the total nationwide funding is currently

appropriated at \$200 million, receipt of \$158 million is out of the question, \$120 million (assuming there is no delay in the FY 81 program) is unlikely and \$50 million for just the Banfield freeway construction portion of the FY 82 program is uncertain.

An increase in appropriation above \$200 million is unlikely during a budget-cutting session of Congress because of the impact on the federal general fund from which Interstate Transfer funding is appropriated.

GOAL III - INCREASE THE AUTHORIZATION FOR INTERSTATE TRANSFER HIGHWAY FUNDING FROM \$200 MILLION TO \$400 MILLION IN FY 82, THEN INCREASING TO \$700 MILLION IN FY 86 WITH AN ASSURED SOURCE OF FUNDING FROM WINDFALL PROFIT TAX OR THE HIGHWAY TRUST FUND.

PROBLEM - The Federal Highway Trust Fund receives revenues primarily from a 4¢/gallon tax on gasoline. However, due to more fuel-efficient autos and less gasoline consumption, annual revenues have dropped significantly. For the first time in the history of the trust fund, expenditures have exceeded revenues. Furthermore, the fund is scheduled to expire in 1983.

GOAL IV - ESTABLISH THE TRUST FUND AS THE PERMANENT MECHANISM FOR HIGHWAY FUNDING; INCREASE FUNDING BY 3¢ PER GALLON; INDEX THE SOURCE OF FUNDS TO INCREASE WITH INFLATION; PROVIDE THE EQUIVALENT OF 1¢ PER GALLON DIRECTLY TO THE STATES AS REVENUE SHARING FOR STATEWIDE HIGHWAY PROGRAMS.

PROBLEM - The national cost to complete the Interstate system is \$60 billion under current legislation. However, funding appropriations are insufficient to accomplish this, resulting in continued delays and ever increasing cost estimates for completion. Oregon's annual appropriation for Interstate funding is \$40 million which is not sufficient to fund approved Interstate projects. This has led to delays to scheduled projects such as the I-5/Slough Bridge reconstruction, the I-5/Marquam Bridge ramps and the I-5 widening in the vicinity of Haines Rd. (near Tigard).

GOAL V - CONGRESS SHOULD ESTABLISH A FIRM POLICY ON WHICH SEGMENTS OF THE INTERSTATE SYSTEM SHOULD BE COMPLETED WITH A REALISTIC DEADLINE AND A COMMENSURATE FUNDING COMMITMENT.

PROBLEM - Federal highway funding is appropriated to each state annually with the ability to spend the funds for a period of three years. With this flexibility, annual expenditures could fluctuate according to the need to release funds for construction contracts. However, a recent ceiling on annual expenditures has effectively impounded over \$100 million of Oregon highway funding, resulting in a three-year delay in the completion of I-205 and potential future delays to other Interstate projects such as the I-5/Slough Bridge reconstruction, I-5/Marquam Bridge ramps, the I-505 alternative and others.

GOAL VI - REMOVE THE ANNUAL CEILING ON EXPENDITURE OF FEDERAL HIGHWAY FUNDING.

PROBLEM - Federal requirements for various aspects of transportation planning have increased over past years without a commensurate increase in funding.

GOAL VII - REDUCE FEDERAL PLANNING REQUIREMENTS - OR - INCREASE THE FHWA - PLANNING PROGRAM FROM ONE-HALF PERCENT TO ONE PERCENT OF TOTAL HIGHWAY FUNDING AND THE FHWA - HIGHWAY PLANNING AND RESEARCH PROGRAM FROM ONE AND ONE HALF PERCENT TO TWO PERCENT.

PROBLEM - Federal legislation does not allow takedown of Interstate Transfer funding despite an increase in planning activities associated with withdrawing a freeway and reprioritizing transfer funds.

GOAL VIII - ALLOW USE OF INTERSTATE TRANSFER FUNDING FOR TRANSPORTATION PLANNING AND PRIORITY SETTING.

PROBLEM - The Federal Aid Urban (FAU) program is very successful in urban areas due to its flexibility to meet local priorities. However, additional streamlining is possible and additional funding is needed to recover losses due to inflation.

GOAL IX - CONSOLIDATE THE FAU PROGRAM WITH OTHER URBAN CATEGORICAL GRANTS; BROADEN PROJECT ELIGIBILITY, DESIGN STANDARDS AND APPROVAL REQUIREMENTS; INCREASE THE APPROPRIATION LEVEL FROM \$800 MILLION TO \$1.1 BILLION PER YEAR IN FY 82, THEN INCREASING TO \$1.6 BILLION BY FY 86.

PROBLEM - Federal transit operating assistance is allocated to metropolitan areas on the basis of population and population density without consideration of the extent of transit service provided to that population. As a result, the Portland area, which has committed significantly to transit, receives no incentive to further improve its service.

GOAL X - ENACT THE PROPOSED FORMULA IN THE SURFACE TRANSPORTATION ACT OF 1980 FOR TRANSIT OPERATING ASSISTANCE BASED IN PART UPON SERVICE MILES.

PROBLEM - Tri-met plans for a near doubling of bus capacity by 1985 with additional bus purchases needed to replace retired buses. Similar purchases are planned throughout the United States.

GOAL XI - INCREASE FEDERAL FUNDING SUPPORT FOR BUS PURCHASES.

BACKGROUND

A. INTERSTATE TRANSFER PROGRAM

The Interstate freeway system is now approximately 95 percent complete with the missing links predominantly located in urban areas throughout the country. During the early 70s, many of these freeway projects were embroiled in controversy with a local preference to shift transportation priorities away from freeways toward mass transportation. In response to this, Congress included a provision in the Federal Highway Act of 1973 allowing local jurisdictions to withdraw the Interstate Freeway and transfer the level of funding that had been committed to substitute mass transportation projects. The Surface Transportation Act of 1978 expanded this program to allow substitute (nonInterstate) highway projects. An important additional provision of this legislation was to allow the Interstate Transfer funding to escalate with the Construction Cost Index to be more consistent with funding policies for Interstate Freeways. Additional withdrawals are allowed until September 30, 1983, with a deadline for use of the funds of September 30, 1986.

The Portland area has withdrawn two Interstate Freeways (Mt. Hood Freeway and I-505) and transferred the funding for use on other regional transportation improvements. The initial funding made available from these transfers was \$244.1 million and has since escalated with the Construction Cost Index to \$481.9 million. Of this amount, \$406.7 million remains unspent and is programmed for specific projects over the next five years. In total, 15 states have withdrawn Interstate Freeways with total funding authorization over \$8.9 billion, of which \$5.5 billion is unspent. Escalation and additional withdrawals will increase this funding authorization. Federal legislation currently requires these funds to be obligated by contract to specific projects by September 30, 1986 or they will be lost.

In direct conflict with these authorizations is the funding level which Congress has actually appropriated in the recent past (\$800 million per year). This appropriation is made from the General fund as opposed to the Highway Trust fund and, therefore, the annual appropriation has an effect on the federal budget deficit (or surplus). As shown in the table below, if current authorizations escalate at 12 percent per year and \$3 billion in new withdrawals occur prior to 1983, the Federal Interstate Transfer funding requirement will be significantly higher by 1986 rather than completed as intended.

POSSIBLE NATIONAL INTERSTATE TRANSFER FUNDING 1981-1986

	(MILLION \$)					
	1981	1982	1983	1984	1985	1986
<u>Outstanding</u>						
<u>Federal</u>						
Authorization:	\$ 5,534	\$ 6,398	\$ 7,366	\$ 8,450	\$ 8,664	\$ 8,904
Escalation:	+ 644	+ 768	+ 844	+1,014	+1,040	+1,068
Congressional Appropriation:	<u>- 800</u>	<u>- 800</u>	<u>- 800</u>	<u>- 800</u>	<u>- 800</u>	<u>- 800</u>
<u>Unobligated</u>						
Balance:	\$ 5,398	\$ 6,366	\$ 7,450	\$ 8,664	\$ 8,904	\$ 9,172
Additional Withdrawals:	<u>+1,000</u>	<u>+1,000</u>	<u>+ 1,000</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>
<u>Outstanding</u>						
<u>Federal</u>						
Authorization:	\$ 6,398	\$ 7,366	\$ 8,450	\$ 8,664	\$ 8,904	\$ 9,172

The effect of only appropriating \$800 million per year is that projects are developed at the local level to be implemented within the 1986 deadline but are delayed due to inadequate funding with the potential of funds being lost if not obligated by 1986. This results in severe inflationary delays, causing commitments made at the local level to be broken.

The impact on the Portland area is most severe as it affects highway projects. The U.S. Department of Transportation allocates the \$800 million annual appropriation at the proportion of \$600 million for transit improvements and \$200 million for highway improvements. Nationwide, the demand for "highway" Interstate Transfer funding for FY 81 is over three times the appropriation. For example, this region has been notified it will receive only \$21 million for a program originally proposed at \$60 million. The prospects for FY 82 are even more dismal. There is currently \$123 million of projects programmed for FY 82, which will be increased to \$170 million due to the inflationary delay to those projects that cannot be funded in FY 81. The likelihood of receiving \$170 million from a \$200 million nationwide appropriation for highway projects is very unlikely, causing further delays and similar reverberations into future funding years.

Shown below are three different assumptions on Interstate Transfer "Highway" funding levels for the Portland metropolitan area. The first part of the table assumes full funding will be available for each year. This would require a total of \$339 million in funding. The second part shows the impact of maintaining the current funding level of \$21.0 million per year. At that rate, \$126 million would be received during the six year period with \$346 million of funding still needed in 1986

when the program is scheduled to expire. Beyond 1986, \$21 million per year would not even be sufficient to cover the increase due to escalation. The third part of the table shows the impact of increasing the level of funding to \$50 million per year. At that rate, \$300 million would be received by 1986 with \$110 million of funding needed to complete the program. The result of this funding level is to shift more projects from 82 and 83 back into 84, 85 and 86. If funding were continued beyond 1986, the full program would be completed by 1990. (Note: the major highway projects using Interstate Transfer funding are shown on Attachment A).

POSSIBLE PORTLAND AREA INTERSTATE TRANSFER FUNDING FOR HIGHWAYS
(MILLION \$)

I. FULL FUNDING

	1981	1982	1983	1984	1985	1986	TOTAL
Programmed:	\$ 60.1	\$125.8	\$ 72.9	\$ 72.0	\$ 17.7		\$348.5
Funding:	- 60.1	-125.8	- 72.9	- 72.0	- 17.7		-348.5
Carryover:	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0		

II. \$21 MILLION FUNDING PER YEAR

Programmed:	\$ 60.1	\$125.8	\$ 72.9	\$ 72.0	\$ 17.7	\$ 0	\$348.5
Past Carry-over:	0.0	+ 43.8	+166.4	+244.5	+331.0	+367.0	
Funding:	- 21.0	- 21.0	- 21.0	- 21.0	- 21.0	- 21.0	-126.0
New Carry-over:	\$ 39.1	\$148.6	\$218.3	\$295.5	\$327.7	\$346.0	

III. \$50 MILLION FUNDING PER YEAR

Programmed:	\$ 60.1	\$125.8	\$ 72.9	\$ 72.0	\$ 17.7	\$ 0.0	\$348.5
Past Carry-over:	0.0	+ 11.3	+ 97.6	+135.0	+175.8	+160.7	
Funding:	- 50.0	- 50.0	- 50.0	- 50.0	- 50.0	- 50.0	-300.0
New Carry-over:	\$ 10.1	\$ 87.1	\$120.5	\$157.0	\$143.5	\$110.7	

The situation for transit projects is similar. This region will receive \$18 million to fund an original FY 81 program of \$23 million. Future years will be more severe as higher funding levels are needed for Banfield LRT construction. As shown in the table below, if the current funding level of \$18 million per year continues, there will be \$74 million of funding needed by 1986. The major transit projects affected by these delays are the Banfield LRT and the Westside project. (Note: These and other transit projects using Interstate Transfer funding are identified on Attachment B).

POSSIBLE PORTLAND AREA INTERSTATE TRANSFER FUNDING FOR TRANSIT
(MILLION \$)

I. FULL FUNDING

	1981	1982	1983	1984	1985	1986	TOTAL
Programmed:	\$ 22.3	\$ 18.5	\$ 17.3	\$ 40.5	\$ 68.4	\$ 0	\$167.0
Funding:	- 22.3	- 18.5	- 17.3	- 40.5	- 68.4	0	167.0
Carryover:	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	

II. \$18 MILLION FUNDING PER YEAR

Programmed:	\$ 22.3	\$ 18.5	\$ 17.3	\$ 40.5	\$ 68.4	\$ 0	\$167.0
Past Carry-over:	0.0	+ 4.8	+ 5.9	+ 5.8	+ 31.7	+ 92.0	
Funding:	- 18.0	- 18.0	- 18.0	- 18.0	- 18.0	- 18.0	108.0
New Carry-over:	\$ 4.3	\$ 5.3	\$ 5.2	\$ 28.3	\$ 82.1	\$ 74.0	

To correct this situation, several actions by Congress are possible:

1. Congress should pass a supplemental appropriation of \$200-\$300 million for FY 81 Interstate Transfer funding to fund more of the projects already programmed. This would allow more of the \$60 million in projects programmed for FY 81 to proceed, thereby minimizing the impact on FY 82.
2. Congress should affirm its prior funding commitment on withdrawn Interstate freeways and establish a mechanism to fully fund this program. This would involve an increase in annual appropriations and an extension of the 1986 obligation deadline.
3. Congress should set a high priority on consideration of the Federal Highway Act of 1981 in this session. One element should be inclusion of Interstate Transfer highway projects as eligible for use of Highway Trust Funds (thereby relieving the burden on the General fund) and an increase in authorization from \$200 million to \$400 million in FY 82, then increasing to \$700 million by 1986. This would reinforce the need for additional funding for the Highway Trust Fund from a higher gas tax and/or Windfall Profits Tax. An increase in funding level to \$400 million would improve the likelihood of this region implementing its FY 82 program, thereby minimizing the effect on future year programs.

B. HIGHWAY TRUST FUND

An overriding funding concern is the depletion of the Highway Trust fund. The current tax of 4¢ per gallon is rapidly losing purchasing power as cars become more fuel-efficient. For the

first time, the Highway Trust fund is actually taking in less tax revenue than it is expending, despite an annual funding ceiling (see Section C). Furthermore the Trust Fund is scheduled to expire in 1983.

One proposal to correct this is to increase the gas tax to 7¢ per gallon and index the revenue to increase with inflation. This proposal would also establish the Highway Trust Fund as the permanent vehicle for highway financing rather than expire. These could be accomplished in the Federal Highway Act of 1981. A gas tax increase would, however, have an adverse effect on the states by increasing the difficulty of raising the state gas tax to solve state and local funding problems. As such, Congress should provide direct revenue sharing to the states to assist in financing statewide highway programs.

C. TITLE 23 FUNDING (Federal-Aid Interstate, Primary, Urban, Secondary)

The Federal Highway Administration (FHWA) has imposed an annual ceiling on the level of highway funds that can be obligated in each state. In the state of Oregon, this has resulted in an accumulation of \$100 million that has been appropriated to Oregon that cannot be obligated. This amount will likely increase as long as the ceiling is in effect.

The impact of this is most serious to the Portland metropolitan area. The ceiling most severely affects large construction contracts and the Portland area contains the majority of Oregon's planned Interstate improvements. This has resulted in a 3-year delay to the completion of I-205 and will likely cause future delays to the following important regional projects:

- I-5 North Slough bridge reconstruction
- I-5 North widening and ramp modification
- "I-505 alternative" ramp connections
- Marquam Bridge/McLoughlin Blvd. ramps
- I-5 South widening in the vicinity of Haines Road interchange

The tradeoffs of complete lifting of the ceiling should be debated by Congress to consider the potential economic impacts. While a full release of the impounded funds may not be possible due to the potential inflationary impact, at a minimum, Congress should establish a firm appropriation level that does not vary year by year.

D. FEDERAL AID URBAN PROGRAM

This program was established in 1970 to meet the transportation problems in the urban areas. The program receives strong local support because of its flexible eligibility requirements allowing the most suitable highway or transit improvements to meet local priorities. This program has been expanded in recent

years to address energy conservation and economic development goals. However, inflation has more than cut in half the purchasing power of the \$800 million per year that has been appropriated since 1975. This situation promises to worsen since over 100 additional urban areas may be eligible to share this funding due to population growth documented in the 1980 census.

As part of the Federal Highway Act of 1981, Congress should consider the following actions:

- Consolidate several different urban categorical grants and increase the funding authorization from the current \$800 million to \$1.1 billion in FY 82, then increasing to \$1.6 billion in FY 86, to recover from losses due to inflation.
- Allow increased local flexibility for use of the funds, moving more toward a funding program similar to Community Development Block Grants. This should include broader project eligibility, elimination of federal design standards and delegation of project approval to the states.

E. TRANSIT OPERATING ASSISTANCE

The Urban Mass Transportation Administration (UMTA) currently allocates Section 5 funds (available for operating and capital assistance) to each urbanized area on the basis of population and population density. This does not take into account the degree to which the local transit provider is serving that population. A more equitable formula that was included in the Surface Transportation Act of 1980 (which did not pass) would allocate the funds based also on service miles in the particular area. This would result in approximately three times as much Section 5 funding to Tri-Met.

F. BUS PURCHASE PROGRAM

Tri-Met's 5-year Transit Development Program calls for a near doubling of fleet size to serve the growing demand for transit. Additional bus purchases are necessary to replace retired buses. This situation exists throughout the country as metropolitan areas continue to respond to energy constraints. Additional capital assistance is needed to meet this growing need for additional buses.

G. TRANSPORTATION PLANNING ASSISTANCE

Both FHWA and UMTA provide planning assistance to support a continuing, comprehensive and cooperative program to determine the use of capital and operating assistance. This is conducted under a forum for cooperative decision-making by local elected officials under the auspices of metropolitan planning organizations. This role has proven vital in the past and should be strengthened by future Congressional action and U.S. Department

of Transportation regulations. However, since the inception of the program, the level of funding has not kept pace with the addition of more planning requirements. This problem will also become more critical with the addition of over 100 more metropolitan planning organizations to distribute the funding among. To correct this, Congress should consider increasing the funding level for the FHWA-Planning (PL) program from 1/2 percent to 1 percent per year takedown of each state's Interstate, Primary, Secondary and Urban funding and increasing the Highway Planning and Research (HPR) program from 1-1/2 percent to 2 percent per year. If an increase in funding is not possible, the extent of planning requirements should be reduced.

In addition, federal legislation currently does not allow takedown of Interstate Transfer funding for urban planning purposes. As a result, if an Interstate Freeway is withdrawn, the 1/2 percent PL funds and 1-1/2 percent HPR funds are also withdrawn with no provision for planning funds with the Interstate Transfer funding replacement. This situation occurs despite considerable additional planning work associated with a freeway withdrawal to develop the necessary changes to the circulation system, identify improvements, prioritize funding and monitor funding obligations and escalations.

AC/gl
1665B/189

ATTACHMENT A

INTERSTATE TRANSFER HIGHWAY PROJECTS - FUNDING REQUESTS

(Federal \$ - Millions)

	1981		1982	1983	1984	1985	TOTAL
	Assured Funding	Potential Supplement					
Banfield Freeway	\$10.8		\$49.4	\$ 6.2	\$ 0.0	\$ 0.0	\$ 66.4
Yeon/Vaughn/Nicolai		7.0	3.8	15.5			26.3
McLoughlin Blvd. - Ph. I			3.2		16.3		19.5
Terwilliger/Barbur/I-5	.05		0.7	9.0	5.9		15.9
Oregon City Bypass			15.5				15.5
Hwy. 217/Sunset			1.8	11.4			13.2
Powell Blvd.	2.1	1.7	5.4				9.2
Highway 212	.05		5.1				5.2
N.W. Front Avenue	0.1	5.0					5.1
221st/223rd	0.6	2.0	1.9				4.5
N. Columbia Blvd.		3.7					3.7
Mariné Drive				0.1	0.4	3.1	3.6
Towle Rd.		0.5	3.0				3.5
St. Helens Rd.			1.5	1.7			3.2
Railroad/Harmony		0.2	0.1	1.4	1.4		2.9
Allen Blvd.	0.4		2.4				2.8
N.E. Lombard/Columbia			0.3	2.5			2.8
190th/Powell			0.6	2.1			2.7
257th Avenue		.15	1.2	1.1			2.5
Oswego Creek Bridge		2.4					2.4
Hollywood Bus. Dist.	0.2	0.1	2.1				2.4
Burnside/Stark to 223rd	0.2		1.7				1.9
TV Hwy at 185th		0.9		0.9			1.8
Basin/Going		1.7					1.7
Cornell Road	0.1		0.2	1.4			1.7
Beaverton-Hillsdale	.05	.15	1.4				1.6
S.W. Jenkins/158th		1.6					1.6
39th Avenue Corridor		1.6					1.6
S.W. Nyberg Rd.	1.6						1.6
State St. - Lake Oswego	.05		1.4				1.5
N.E. Portland Hwy.			0.2	0.1	1.2		1.5
Arterial Street Lights	1.5						1.5
Sunnyside Rd.	.15		1.2				1.4
82nd Avenue		.25	1.3				1.4
185th Avenue		1.3					1.3
Barnes Rd.		0.2	1.1				1.3
McLoughlin Blvd.- Ph. II	0.1		0.1			1.1	1.2
Arterial Overlays		1.2					1.2
Rideshare Program	0.2	.05	0.3	0.3	0.3		1.2
Hwy 217/72nd Avenue	.05	1.05					1.1
182nd/Div. to Powell	0.3		0.8				1.1
Cherry Park Rd.		0.2	0.9				1.1
Going Noise Project	.05	1.0					1.0
All Other Projects	3.15	5.95	3.9	4.6	16.9	6.9	39.4
TOTAL HWY IN 1980 \$	\$21.8	\$38.3	\$112.3	\$58.3	\$51.4	\$11.3	\$284.0

Escalated @ 12% Per
Year Compounded

\$21.8	\$ 38.3	\$125.8	\$ 72.9	\$ 72.0	\$ 17.7	\$348.5
--------	---------	---------	---------	---------	---------	---------

\$60.1

ATTACHMENT B

INTERSTATE TRANSFER TRANSIT PROJECTS - TRANSIT REQUESTS
(Federal \$ - Millions)

	<u>1981</u>		<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>TOTAL</u>
	<u>Assured Funding</u>	<u>Potential Supplement</u>					
Banfield Transitway	\$17.0	0.6	\$15.0	\$11.3	\$ 5.5	\$ 0.0	\$ 48.8
Westside Transitway	0.4	0.4	0.7	2.1	23.0	41.4	67.6
Milwaukie Transit Sta.		1.1				0.7	1.8
Buses		1.6					1.6
MSD Corridor Planning	0.3		0.3	0.3	0.3	0.3	1.5
LRT Station Planning	0.6		0.4				1.0
Mcloughlin Imp.	0.1	0.1				1.1	1.3
All Other Projects	1.3	0.5	0.1	0.1	0.1	0.1	2.9
TOTAL TRANSIT IN 1980 \$	18.0	4.3	16.5	13.8	28.9	43.6	125.1
Escalated @ 12% Per Year Compounded	\$18.0	\$ 4.3	\$18.5	\$17.3	\$40.5	\$68.4	\$167.0

AC/gl
1665B/189



STATE OF WASHINGTON
DEPARTMENT OF TRANSPORTATION

Office of District Administrator • 4200 Main Street, P.O. Box 1717 • Vancouver, Washington 98668

11 February 1981

Mr. Charles Williamson
JPACT Chairman
Metropolitan Service District
Portland, OR

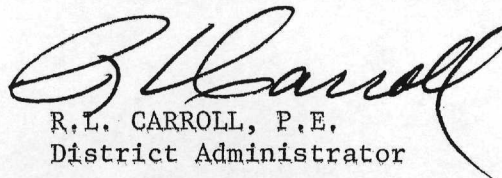
Dear Mr. Williamson:

We request that the Transportation Improvement Program (TIP) for the Urban Area of Clark County be amended to include an additional project. The project is a payment overlay on I-5, starting at Burnt Bridge Creek and going north to I-5's intersection with I-205. Attached are the appropriate project information forms and a vicinity map showing the limits of the project.

Because of reductions in both State and Federal funding, we have had to make adjustments to our program. It is important for us to advance this project into the 1981 program at this time so that preliminary engineering can begin.

Ordinarily, TPAC would review this request and make a recommendation to this committee. We ask that JPACT take action at this time so that we can proceed with this project without delay.

Very truly yours,


R.L. CARROLL, P.E.
District Administrator

RLC:lz
DKP
Attachments

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 1981 to 1986

City/County Vancouver/Clark
 City No. 03
 County No. 06

- OBLIGATION PROGRAM -

Hearing Date _____
 Adoption Date _____
 Resolution Number _____

PROJECT COSTS IN THOUSANDS OF DOLLARS

Dist. No.	PROJECT IDENTIFICATION Title, Route, Road Log No., Section No., Location/Termini, Description of Work, Beginning Milepost & Bridge No. (PLEASE DOUBLE SPACE BETWEEN PROJECTS)	Major Class Of Work	Work Code	Total Length (Miles)	Functional Class	Rural/Urban	Carryover Project (X)	OBLIGATION SCHEDULE				FUNDING SOURCE			TOTAL FUNDS	
								YEAR				FEDERAL		UAB		LOCAL
								1st (ANNUAL ELEMENT)	2nd	3rd	4, 5 & 6th	AMOUNT	PROGRAM			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
10A	Burnt Bridge Creek to SR-205 S.R. M.P. 3.07 + 7.92 Drill and grout loose slabs Resurface pavement and shoulders	4	D	4.90	5	U		2,989				2,690	FAI		299	2,989

DISTRIBUTION
 1 COPY DISTRICT STATE AID ENGINEER
 1 COPY CHAIRMAN, URBAN ARTERIAL BOARD, OLYMPIA
 1 COPY C.R.A.B. (COUNTIES ONLY)

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM PORTLAND-VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Washington State Department of Transportation
 LIMITS Burnt Bridge to SR-205 LENGTH 4.90
 DESCRIPTION Resurface existing traveled lanes, shoulders and median
To include drilling and grouting under loose slabs.

PROJECT NAME Burnt Bridge Creek to SR-205
 ID No 45001C
 APPLICANT WSDOT

SCHEDULE

PE OK'D _____ EIS OK'D N/A
 CAT'Y _____ BID LET _____
 HEARING N/A COMPL'T 3/84

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT _____

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY ⁸¹ XX	FY ⁸² XX	FY ⁸³ XX0	FY ⁸⁴ XX1	FY ⁸⁵ XX	TOTAL
TOTAL	<u>75</u>	<u>49</u>	<u>1833</u>	<u>1032</u>	_____	<u>2,989</u>
FEDERAL	<u>67</u>	<u>44</u>	<u>1650</u>	<u>929</u>	_____	<u>2,690</u>
STATE	<u>8</u>	<u>5</u>	<u>183</u>	<u>103</u>	_____	<u>299</u>
LOCAL	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 164
 CONSTRUCTION 2,673
 RIGHT OF WAY _____
 TRAFFIC CONTROL 152
 ILLUMIN, SIGNS, LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

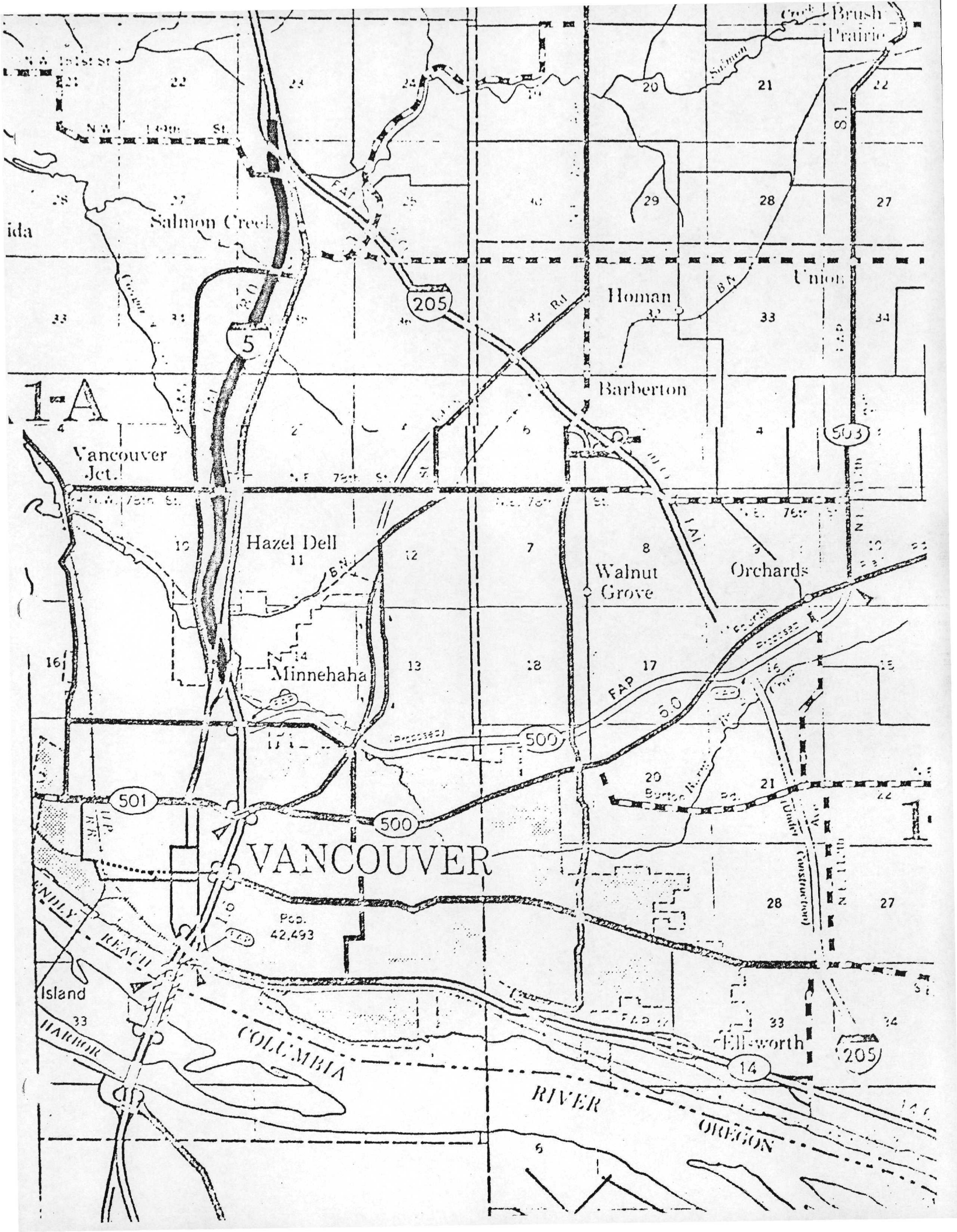
 TOTAL \$ 2,989

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL
 FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UNTA CAPITAL _____ UNTA OPRTS _____
 INTERSTATE _____ 90
 FED AID PRIMARY _____
 INTERSTATE _____
 SUBSTITUTION _____

 NON FEDERAL
 STATE 10 LOCAL _____



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: Executive Officer
SUBJECT: Metro Concurrence in an Amendment to the Clark County
Regional Planning Council's Transportation Improvement
Program

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution concurring in the addition of an I-5 pavement overlay project in Clark County's Transportation Improvement Program (TIP).
- B. POLICY IMPACT: This action will be consistent with the Memorandum of Agreement between Metro and Clark County Regional Planning Council (RPC).
- C. BUDGET IMPACT: None

II. ANALYSIS:

- A. BACKGROUND: The State of Washington has requested that Clark County's TIP be amended to include a pavement overlay project on I-5 (Burnt Bridge Creek to I-205). This project will correct deficiencies existing on the wearing surface of the facility between the noted termini.

The Memorandum of Agreement calls for coordination between Metro and RPC on projects having interstate significance. Since the project is on Interstate 5 and will impact traffic flow on the facility during the construction period, Washington Department of Transportation has requested Metro's concurrence.

- B. ALTERNATIVES CONSIDERED: Reductions in State and Federal funding require adjustments to Clark County's TIP.
- C. CONCLUSION: Metro staff recommends concurrence, in accord with Committee actions.

BP/ga
2048B/206A

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF METRO)	RESOLUTION NO. 81-226
CONCURRENCE IN AN AMENDMENT TO)	
THE CLARK COUNTY REGIONAL)	Introduced by the Joint
PLANNING COUNCIL'S TRANSPORTATION)	Policy Advisory Committee
IMPROVEMENT PROGRAM (TIP))	on Transportation

WHEREAS, The Metropolitan Service District (Metro) is the designated Metropolitan Planning Organization (MPO) for the Oregon portion of the Portland/Vancouver urbanized area and the Clark County Regional Planning Council (RPC) is the designated MPO for the Washington portion; and

WHEREAS, Metro and RPC have entered into a Memorandum of Agreement specifying mechanisms to ensure adequate coordination of transportation policies, plans and programs; and

WHEREAS, In accordance with the Metro/RPC Memorandum of Agreement, the State of Washington has requested concurrence by Metro of an amendment to the RPC FY 1981 Transportation Improvement Program (TIP); and

WHEREAS, This project is of interstate significance and has been reviewed by Metro staff; now, therefore,

BE IT RESOLVED

1. That the project described in Exhibit A is concurred in by Metro Council and is consistent with the policies, plans, and programs of the Metropolitan Service District.

2. That the Clark County Regional Planning Council be advised of this concurrence.

ADOPTED by the Council of the Metropolitan Service District this 26th day of February, 1981.

Presiding Officer

BP/ga
2049B/206A

JOHN SPELLMAN
Governor



W A BULLY
Secretary

STATE OF WASHINGTON

DEPARTMENT OF TRANSPORTATION

Office of District Administrator • 4200 Main Street, P.O. Box 1717 • Vancouver, Washington 98668

11 February 1981

Mr. Charles Williamson
JPACT Chairman
Metropolitan Service District
Portland, OR

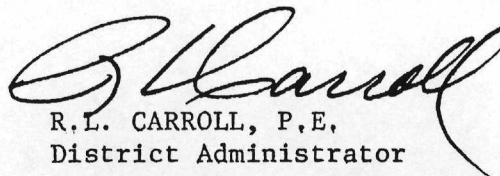
Dear Mr. Williamson:

We request that the Transportation Improvement Program (TIP) for the Urban Area of Clark County be amended to include an additional project. The project is a pavement overlay on I-5, starting at Burnt Bridge Creek and going north to I-5's intersection with I-205. Attached are the appropriate project information forms and a vicinity map showing the limits of the project.

Because of reductions in both State and Federal funding, we have had to make adjustments to our program. It is important for us to advance this project into the 1981 program at this time so that preliminary engineering can begin.

Ordinarily, TPAC would review this request and make a recommendation to this committee. We ask that JPACT take action at this time so that we can proceed with this project without delay.

Very truly yours,


R.L. CARROLL, P.E.
District Administrator

RLC:lz
DKP
Attachments

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 1991 to 1996

City/County Vancouver/Clark
 City No. 03
 County No. 06

- OBLIGATION PROGRAM -

Hearing Date _____
 Adoption Date _____
 Resolution Number _____

								PROJECT COSTS IN THOUSANDS OF DOLLARS														
Item No.	PROJECT IDENTIFICATION							OBLIGATION SCHEDULE				FUNDING SOURCE				TOTAL FUN.						
	Title, Route, Road Log No., Section No., Location/Terminal, Description of Work, Beginning Milepost & Bridge No. (PLEASE DOUBLE SPACE BETWEEN PROJECTS)							Major Class Of Work	Work Code	Total Length (Miles)	Functional Class	Rural / Urban	Carryover Project (X)	YEAR				FEDERAL		UAB	LOCAL	
														1st (ANNUAL ELEMENT)	2nd		3rd	4, 5 & 6th	AMOUNT			PROGRAM
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17						
10A	Burnt Bridge Creek to SR-205 S.R. M.P. 3.07 + 7.92 Drill and grout loose slabs Resurface pavement and shoulders							4	D	4.90	5	U		2,989				2,690	FAI		299	2,989

DISTRIBUTION
 1 COPY DISTRICT STATE AID ENGINEER
 1 COPY CHAIRMAN, URBAN ARTERIAL BOARD, OLYMPIA
 1 COPY C.R.A.S. (COUNTIES ONLY)

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM PORTLAND-VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) Washington State Department of Transportation
 LIMITS Burnt Bridge to SR-205 LENGTH 4.00
 DESCRIPTION Resurface existing traveled lanes, shoulders and median
To include drilling and grouting under loose slabs.

PROJECT NAME Burnt Bridge Creek to SR-205
 ID No 45001C
 APPLICANT WSDOT

SCHEDULE
 PE OK'D _____ BIS OK'D N/A
 CAT'Y _____ BID LET _____
 HEARING N/A COMPL'T 3/84

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT _____

FUNDING PLAN BY FISCAL YEAR (\$000)						TOTAL
	FY <u>81</u> XX	FY <u>82</u> XX	FY <u>83</u> XX0	FY <u>84</u> XX1	FY <u>85</u> XX2	
TOTAL	<u>75</u>	<u>49</u>	<u>1833</u>	<u>1032</u>	_____	<u>2,989</u>
FEDERAL	<u>67</u>	<u>44</u>	<u>1650</u>	<u>929</u>	_____	<u>2,690</u>
STATE	<u>8</u>	<u>5</u>	<u>183</u>	<u>103</u>	_____	<u>299</u>
LOCAL	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

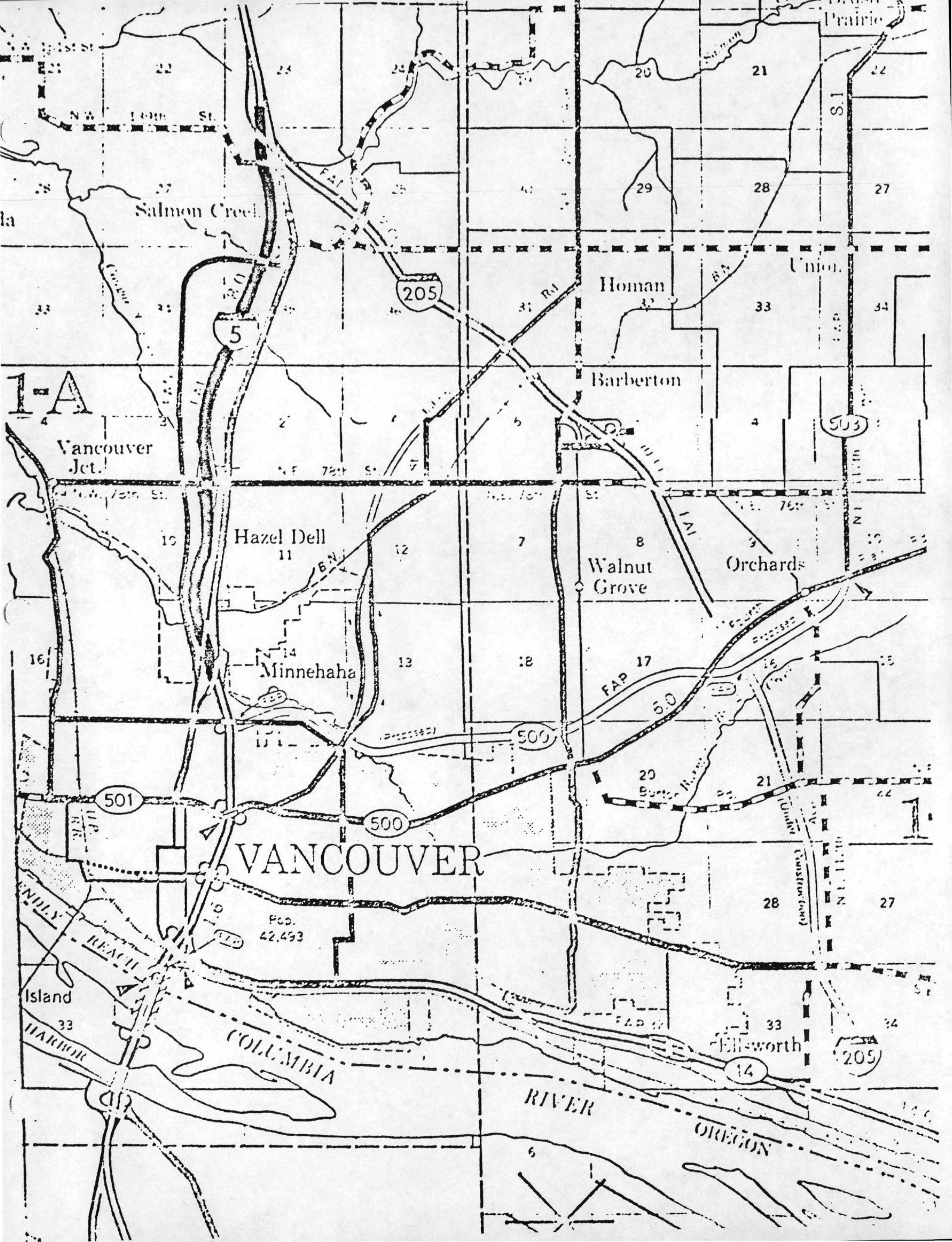
APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$	<u>164</u>
CONSTRUCTION	<u>2,673</u>
RIGHT OF WAY	_____
TRAFFIC CONTROL	<u>152</u>
ILLUMIN, SIGNS, LANDSCAPING, ETC	_____
STRUCTURES	_____
RAILROAD CROSSINGS	_____
TOTAL \$	<u>2,989</u>

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL	_____
FAUS (PORTLAND)	_____
FAUS (OREGON REGION)	_____
FAUS (WASH REGION)	_____
UMTA CAPITAL	_____ UMTA OPRTG _____
INTERSTATE	<u>90</u>
FED AID PRIMARY INTERSTATE	_____
SUBSTITUTION	_____
NON FEDERAL	_____
STATE	<u>10</u> LOCAL _____



1-A

Vancouver Jct.

Hazel Dell

Minnehaha

Walnut Grove

Barberton

Homan

Union

VANCOUVER

Pop. 42,493

Island

COLUMBIA RIVER

RIVER

OREGON

205

14

500

501

205

503

Orchards

Salmon Creek

Prairie



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

MEMORANDUM

Date: February 4, 1981
To: JPACT
From: Metro Transportation Staff
Regarding: USDOT Comprehensive Transportation Systems
Management Assistance

Background

UMTA, FHWA, and NHTSA are now soliciting proposals for Transportation Systems Management approaches to improving the operation of local transportation systems. A total of \$28 million is available under three programs which have varying criterion for local match, ranging from 0 to 25 percent. The programs also have different limits regarding the total fundable amount of any given project. The U.S. Department of Transportation needs to have the proposals, with an endorsement from the MPO, by March 1, 1981.

An ad hoc subcommittee of TPAC was formed to consider projects for application. This memorandum briefly describes the seven TSM projects which the committee feels the region should seek funding for. It was originally felt that FHWA was seeking only "innovative" projects that had regional significance. For this reason, the subcommittee recommended that the last projects on this list, the signal interties, be given a lower priority for consideration than the other projects. Further discussions with FHWA have left us with the understanding, however, that projects which are intended to deal with subarea problems would be considered just as favorably. For this reason, Metro staff recommends that all projects on this list be given equal consideration.

Projects

The following is a brief description of the projects which the subcommittee has recommended for consideration:

1. Freeway Ramp-Metering Monitoring and Management. It is the objective of ODOT to expand the ramp-metering and freeway management program to other critical freeway links in the metropolitan area. Before new links are metered, ODOT

11.1

proposes to extensively monitor the operation of the existing ramp meters on I-5 North. Activities would include collecting traffic data, performing an origin and destination study, developing travel time data, etc. After identifying their findings, they would then adjust the existing ramp meters and use this information when expanding the system. The budget for this project would be \$50,000.

2. Carpool/Vanpool Loan Incentive Program. Tri-Met is exploring new and innovative avenues for increasing the number of persons ridesharing in the region. They are proposing a marketing program to test the impact of financial incentives on the formation of vanpools and carpools. This past summer, the State Senate Interim Task Force on Energy Conservation developed a tax credit program for carpools. This program was designed to offer a \$50.00 income tax credit to anyone participating in a carpool or vanpool of four or more. The concept met with general support. Lack of State funds to support any new programs and lack of substantial evidence of such a program's effect on carpools and vanpools kept the bill from being introduced.

Tri-Met's Rideshare project proposes to model a two-year regional program after this concept in the hopes of validating the concept and making passage of such a tax-incentive program more likely in the 1983 legislative session. The budget for this project would be \$300,000.

3. Flex-time Program. The main goal of this program is to reduce Portland's dependence on the construction of new capital facilities by spreading peak-hour congestion on the region's freeways. This would be accomplished by a City of Portland administered program to promote the use of flexible and/or variable work hours (hereafter referred to as flex-time). The target area is the entire City of Portland, with some emphasis placed on downtown. Program elements include: 1) the promotion of the flex-time concept through direct mailings, advertising, etc.; 2) the institution of flex-time programs at selected firms; and 3) the evaluation of the implemented programs. The budget for this project would be \$65,000.
4. Bicycle Marketing, Promotion, and Intermodal Shelters. Metro, the City of Portland and the City of Vancouver are proposing a regionwide program to promote the use of bicycling as a means for Transportation Systems Management. The objectives are to increase the percentage of bicycles used for work trips in the region and to increase the degree of public acceptance of bicycling as a real transportation alternative. The project elements would be 1) an employer-based bicycle

incentive program, and 2) a public information campaign to promote bicycling. Specific activities would include 1) targeting approximately 12-15 employment centers or major employers and working with each one to establish an effective bicycling program, and 2) implementing a market survey to determine current bicycling attitudes. Activities of the public information campaign would include producing TV and radio spots, bus signs, billboards, etc. addressing the main perceived obstacles to bike riding. The proposed budget for this element is \$250,000. In addition, the City of Vancouver, supported by the Clark County PTBA, is proposing to establish 12 intermodal shelters in Vancouver for the purpose of providing central collection points for bicyclists, pedestrians and transit riders. The shelters would be located on current or planned pedestrian/bike trails at their connection point on transit routes, and in major park and ride lots which would also be served by transit. The shelters would include: a lighted and wind-protected structure, a lock-up for bikes, drinking water, telephones, waste receptacles, and an area to post bus schedules and other information. The total cost of this element would be \$150,000.

It should be noted that if the carpool, flex-time, and bicycle projects are all funded, there will be interagency coordination. The required employer contacts for these programs will be done simultaneously, possibly by one agency.

5. McLoughlin Boulevard Rideshare Program. The rideshare emphasis in the region to date has focused on establishing rideshare programs with major employers or employment centers throughout the region. Metro is proposing to study the potential for ridesharing to help solve a corridor problem, in this case the Southern/McLoughlin corridor. Following the planning study, Tri-Met's Rideshare group would implement a McLoughlin Boulevard rideshare program, as they are currently doing in the I-5 North corridor. As part of the planning study, Metro would also establish base-line information regarding ridesharing rates, auto occupancy, traffic, etc. for both corridors in order to determine the effectiveness of the programs. The budget for the planning study would be \$16,000. The budget for implementation would be \$200,000.
6. Clark County Rideshare Promotion. The Clark County Regional Planning Council, in cooperation with the Clark County Public Transportation Benefit Area (PTBA) and Tri-Met will undertake a multi-faceted program to support and promote current rideshare and transit activities which are being carried out in the County, and between the County and Portland,

Oregon. This program would include: 1) a survey to identify appropriate markets and service features to promote; and 2) publication of information brochures which would promote: 1) current rideshare services offered by Tri-Met in the Clark County area; 2) transit services offered by the Clark County PTBA and Tri-Met in the County; and 3) recently constructed park and ride lots. Total cost will be \$38,000.

7. Signal Modernization Interconnect Program. ODOT is proposing that a traffic signal interconnect program be implemented in high volume traffic corridors throughout the region. Benefits of the program will include reduced fuel consumption, reduced traffic accidents, reduced stops and waiting time at signals, and reduced air pollution. Because of the \$500,000 limit on expenditures on a given TSM project, the subcommittee selected two highway links for consideration. They are:

1) 82nd Ave (OR 213)

This project would intertie signals south from SE Flavel Street (Portland city limits) to I-205, a distance of approximately three miles. This would be an extension of the City of Portland system north of Flavel. This arterial is heavily traveled with ADT's of 20,000 to 23,000 south of Flavel. The Clackamas Town Center is nearing completion and increased traffic is anticipated as a result. Several new signals have been and will be installed in conjunction with the Town Center. An intertie project will smooth travel in this corridor. The budget for this project would be \$358,000, which includes preliminary engineering and the signal work.

2) Tualatin Valley Highway (OR 8)

This signal interconnect would tie signals along 2½ miles of the heavily traveled (31,000 ADT) Tualatin Valley Highway west of Beaverton. This TSM project could complement those going on in Beaverton, on Farmington Road and those proposed for Canyon Road and Beaverton-Hillsdale Highway. The total budget for this project would be \$470,000.

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: Executive Officer

SUBJECT: Endorsing a Grant Application for the U.S. Department of
Transportation Comprehensive Transportation Systems
Management Assistance Program

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution endorsing the USDOT Comprehensive Transportation Systems Management Assistance Program grant application and amending the Transportation Improvement Program (TIP) to include the proposed projects, following commitment of the necessary local match by the sponsoring agencies.
- B. POLICY IMPACT: This action will enable Metro, ODOT, Tri-Met and the cities of Portland and Vancouver to compete for USDOT discretionary funds for implementation of low-capital intensive Transportation System Management projects. This is consistent with the region's transportation policies and goals. Since these are discretionary funds, the proposed projects do not compete for funding with other transportation projects in the region.
- C. BUDGET IMPACT: Funding of the McLoughlin Blvd. Rideshare Program and the Bicycle Marketing and Promotion Program would provide Metro with an additional \$16,000 - \$40,000 in revenues. Final budget impact would be determined pending agreement with the City of Portland regarding Metro's role in the Bicycle Marketing and Promotion Program.

II. ANALYSIS:

- A. BACKGROUND: See Attachment "A", February 4, 1981, Memorandum to Joint Policy Advisory Committee on Transportation. JPACT endorsed all projects and a TIP amendment at their meeting on February 12, 1981.
- B. ALTERNATIVES CONSIDERED: Additional projects were considered, but were withdrawn for consideration by the sponsoring agencies, including: reduced off-peak transit fares, bus shelters in Clark County, additional signal intertie projects, and freeway T.V. surveillance.
- C. CONCLUSION: Metro staff recommends adoption of the attached Resolution in accord with Committee actions.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING A) RESOLUTION NO. 81-225
GRANT APPLICATION FOR THE U.S.)
DEPARTMENT OF TRANSPORTATION) Introduced by the Joint
COMPREHENSIVE TRANSPORTATION SYSTEMS) Policy Advisory Committee
MANAGEMENT ASSISTANCE PROGRAM) on Transportation

WHEREAS, The United States Department of Transportation (USDOT) has made available \$28 million for the implementation of low capital intensive Transportation Systems Management projects; and

WHEREAS, All applications for said monies must be submitted by March 1, 1981, and

WHEREAS, The proposed projects, as described in Attachment "A", will improve service of the region's transportation system; and

WHEREAS, The proposed projects will not compete for funding with other regional transportation projects; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the projects to be submitted under the USDOT Comprehensive Transportation Systems Management Program.
2. That the Transportation Improvement Program be amended to reflect the costs of said projects, following the commitment of local match by the sponsoring agencies.
3. That the Metro Council affirms that the projects are in accordance with the region's continuing, cooperative, and comprehensive planning process and hereby give affirmative A-95 review approval.

ADOPTED by the Council of the Metropolitan Service
District this 26th day of February, 1981.

Presiding Officer



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

MEMORANDUM

Date: February 4, 1981
To: JPACT
From: Metro Transportation Staff
Regarding: USDOT Comprehensive Transportation Systems
Management Assistance

Background

UMTA, FHWA, and NHTSA are now soliciting proposals for Transportation Systems Management approaches to improving the operation of local transportation systems. A total of \$28 million is available under three programs which have varying criterion for local match, ranging from 0 to 25 percent. The programs also have different limits regarding the total fundable amount of any given project. The U.S. Department of Transportation needs to have the proposals, with an endorsement from the MPO, by March 1, 1981.

An ad hoc subcommittee of TPAC was formed to consider projects for application. This memorandum briefly describes the seven TSM projects which the committee feels the region should seek funding for. It was originally felt that FHWA was seeking only "innovative" projects that had regional significance. For this reason, the subcommittee recommended that the last projects on this list, the signal interties, be given a lower priority for consideration than the other projects. Further discussions with FHWA have left us with the understanding, however, that projects which are intended to deal with subarea problems would be considered just as favorably. For this reason, Metro staff recommends that all projects on this list be given equal consideration.

Projects

The following is a brief description of the projects which the subcommittee has recommended for consideration:

1. Freeway Ramp-Metering Monitoring and Management. It is the objective of ODOT to expand the ramp-metering and freeway management program to other critical freeway links in the metropolitan area. Before new links are metered, ODOT

proposes to extensively monitor the operation of the existing ramp meters on I-5 North. Activities would include collecting traffic data, performing an origin and destination study, developing travel time data, etc. After identifying their findings, they would then adjust the existing ramp meters and use this information when expanding the system. The budget for this project would be \$50,000.

2. Carpool/Vanpool Loan Incentive Program. Tri-Met is exploring new and innovative avenues for increasing the number of persons ridesharing in the region. They are proposing a marketing program to test the impact of financial incentives on the formation of vanpools and carpools. This past summer, the State Senate Interim Task Force on Energy Conservation developed a tax credit program for carpools. This program was designed to offer a \$50.00 income tax credit to anyone participating in a carpool or vanpool of four or more. The concept met with general support. Lack of State funds to support any new programs and lack of substantial evidence of such a program's effect on carpools and vanpools kept the bill from being introduced.

Tri-Met's Rideshare project proposes to model a two-year regional program after this concept in the hopes of validating the concept and making passage of such a tax-incentive program more likely in the 1983 legislative session. The budget for this project would be \$300,000.

3. Flex-time Program. The main goal of this program is to reduce Portland's dependence on the construction of new capital facilities by spreading peak-hour congestion on the region's freeways. This would be accomplished by a City of Portland administered program to promote the use of flexible and/or variable work hours (hereafter referred to as flex-time). The target area is the entire City of Portland, with some emphasis placed on downtown. Program elements include: 1) the promotion of the flex-time concept through direct mailings, advertising, etc.; 2) the institution of flex-time programs at selected firms; and 3) the evaluation of the implemented programs. The budget for this project would be \$65,000.
4. Bicycle Marketing, Promotion, and Intermodal Shelters. Metro, the City of Portland and the City of Vancouver are proposing a regionwide program to promote the use of bicycling as a means for Transportation Systems Management. The objectives are to increase the percentage of bicycles used for work trips in the region and to increase the degree of public acceptance of bicycling as a real transportation alternative. The project elements would be 1) an employer-based bicycle

incentive program, and 2) a public information campaign to promote bicycling. Specific activities would include 1) targeting approximately 12-15 employment centers or major employers and working with each one to establish an effective bicycling program, and 2) implementing a market survey to determine current bicycling attitudes. Activities of the public information campaign would include producing TV and radio spots, bus signs, billboards, etc. addressing the main perceived obstacles to bike riding. The proposed budget for this element is \$250,000. In addition, the City of Vancouver, supported by the Clark County PTBA, is proposing to establish 12 intermodal shelters in Vancouver for the purpose of providing central collection points for bicyclists, pedestrians and transit riders. The shelters would be located on current or planned pedestrian/bike trails at their connection point on transit routes, and in major park and ride lots which would also be served by transit. The shelters would include: a lighted and wind-protected structure, a lock-up for bikes, drinking water, telephones, waste receptacles, and an area to post bus schedules and other information. The total cost of this element would be ~~\$150,000.~~ \$155,000

It should be noted that if the carpool, flex-time, and bicycle projects are all funded, there will be interagency coordination. The required employer contacts for these programs will be done simultaneously, possibly by one agency.

5. McLoughlin Boulevard Rideshare Program. The rideshare emphasis in the region to date has focused on establishing rideshare programs with major employers or employment centers throughout the region. Metro is proposing to study the potential for ridesharing to help solve a corridor problem, in this case the Southern/McLoughlin corridor. Following the planning study, Tri-Met's Rideshare group would implement a McLoughlin Boulevard rideshare program, as they are currently doing in the I-5 North corridor. As part of the planning study, Metro would also establish base-line information regarding ridesharing rates, auto occupancy, traffic, etc. for both corridors in order to determine the effectiveness of the programs. The budget for the planning study would be \$16,000. The budget for implementation would be \$200,000.
6. Clark County Rideshare Promotion. The Clark County Regional Planning Council, in cooperation with the Clark County Public Transportation Benefit Area (PTBA) and Tri-Met will undertake a multi-faceted program to support and promote current rideshare and transit activities which are being carried out in the County, and between the County and Portland,

Oregon. This program would include: 1) a survey to identify appropriate markets and service features to promote; and 2) publication of information brochures which would promote: 1) current rideshare services offered by Tri-Met in the Clark County area; 2) transit services offered by the Clark County PTBA and Tri-Met in the County; and 3) recently constructed park and ride lots. Total cost will be \$38,000.

7. Signal Modernization Interconnect Program. ODOT is proposing that a traffic signal interconnect program be implemented in high volume traffic corridors throughout the region. Benefits of the program will include reduced fuel consumption, reduced traffic accidents, reduced stops and waiting time at signals, and reduced air pollution. Because of the \$500,000 limit on expenditures on a given TSM project, the subcommittee selected two highway links for consideration. They are:

- 1) 82nd Ave (OR 213)

This project would intertie signals south from SE Flavel Street (Portland city limits) to I-205, a distance of approximately three miles. This would be an extension of the City of Portland system north of Flavel. This arterial is heavily traveled with ADT's of 20,000 to 23,000 south of Flavel. The Clackamas Town Center is nearing completion and increased traffic is anticipated as a result. Several new signals have been and will be installed in conjunction with the Town Center. An intertie project will smooth travel in this corridor. The budget for this project would be \$358,000, which includes preliminary engineering and the signal work.

- 2) Tualatin Valley Highway (OR 8)

This signal interconnect would tie signals along 2½ miles of the heavily traveled (31,000 ADT) Tualatin Valley Highway west of Beaverton. This TSM project could complement those going on in Beaverton, on Farmington Road and those proposed for Canyon Road and Beaverton-Hillsdale Highway. The total budget for this project would be \$470,000.

COMMITTEE MEETING TITLE JPACT

DATE 2/12/81 - 7:30 am

	NAME	AFFILIATION
G	Zed Spence	ODOT
G	STEVE DOTTERLER	PORTLAND
M	Mildred Schwab	Portland
M	JOHN FLEMING	TRI-MET
M	Vern Keyser	Clark County
M	Charles Delbainson	Metro
M	ERNE BONNER	METRO
M	Dick Tokarski	City of Vancouver
M	LARRY COLE	CITY OF BEAVERTON
M	LLOYD ANDERSON	PORT OF PORTLAND
M	DENNIS BUCHANAN	MULTNOMAH COUNTY
M	AL MYERS	MAYOR GRESHAM
M	DICK CARROLL	WSDOT
M	Bob Ballman	ODOT
M	Jim Fisher	Wash Co.
G	Byron York	Tri-MET
G	Bob Prowda	Tri-Met
G	Bebe Rucker	Multnomah County
G	BILL GREENE	O.D.F.C.
G	Phil Adamsak	Journal
G	ACK WALKER	CITY OF GRESHAM
G	David Beach	WSDOT
G	Sarah Salazar	Port of Portland
G	Mike Borresen	Washington County

