

COMMITTEE MEETING TITLE

JPACT

DATE

11-6-80

7:30 am

NAME

AFFILIATION

	NAME	AFFILIATION
M	Connie Kearney	Clatsop Co.
M	JOHN FRENING	TRI-MET
M	Mike Lindberg	City of Portland
M	ERNIE BOUNER	METRO
S	Andy Cotugno	Metro
M	Charlie Wilkinson	"
M	DICK CARROLL	WSDOT
M	LLOYD ANDERSON	PORT OF PORTLAND
M	LARRY COLE	CITY OF BEAVERTON
Y	Stan Skokjo	Clackamas County
S	<del>Donald H. Lent</del>	Metro
G	Del Spence	ODOC
M	AL MYERS	CITY OF GRESHAM
M	Bill Young	DEQ
S	Keith Lawton	Metro
G	Sarah Salazar	Port of Portland
G	David Peach	WSDOT
G	STEVE DOTERRER	PORTLAND PLANNING
G	Winston Kurth	Clackamas County
G	John Price	FHWA
G	Tom Matoff	Tri-MET
F	PAUL BAY	TRI-MET
G	Bebe Rucker	Multnomah County



## 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: Authorizing Interstate Transfer Funds for the 82nd Avenue Improvement Project

### I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached Resolution which authorizes \$1,440,750 in I-505 Interstate Transfer funds to improve 82nd Avenue between NE Russell Street and SE Crystal Springs Blvd.
- B. POLICY IMPACT: This action will amend the Transportation Improvement Program (TIP) and enable the City of Portland to initiate preliminary engineering. Allocation of federal transportation funding is consistent with the Five Year Operational Plan.
- C. BUDGET IMPACT: The City of Portland has an adequate balance in its Reserve Account to fund this project. The approved Metro budget includes funds to monitor federal funding commitments.

### II. ANALYSIS:

- A. BACKGROUND: The City of Portland, together with the Citizens' Advisory Committee and Technical Advisory Committee for the 82nd Avenue Corridor Study, have identified a series of improvements for this Corridor. The 82nd Avenue Recommended Action Plan resulting from the study was adopted by the City Council in August, 1980.

The improvements consist of installing: 1) a dry well drainage disposal system along 82nd Avenue between NE Russell and Hancock and between the SE Powell Blvd. and SE Foster Road sections which currently flood during heavy rain storms; 2) construction of 10-foot combination curb and sidewalks with street trees between SE Division and Holgate on the eastside, between Powell and Rhone on the westside, between SE Glenwood and Crystal Springs Blvd. on the eastside and between SE Duke and Crystal Springs Blvd. on the westside (the new combination curb and sidewalk will be constructed 30 feet from the center line); 3) installation of a left turn indication on the signal at the 82nd and SE Division Street intersection.

- B. ALTERNATIVES CONSIDERED: Many design alternatives were considered in the study including a "Do Nothing." The proposed design and improvements were selected based on offering maximum benefits in the form of:

- . Existing setback requirements, in effect for over 20 years, have resulted in most buildings, walls, fences and signs being located so they will not be damaged by this widening.
- . Improved pedestrian access to businesses and services on 82nd Avenue.
- . Safety will be improved due to elimination of flooded roadway sections, physical separation of traffic and pedestrians, and provisions for left turns at Division (the most dangerous intersection in the City in terms of accidents in 1978 and 1979).
- . Drainage currently goes to dry wells. Drainage project will consist of improving dry well system to absorb water more rapidly than it does now.

C. CONCLUSION: Metro staff recommends approval of the attached Resolution.

BP:ss  
1144B/188

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER METROPOLITAN AREA

**PROJECT DESCRIPTION**  
 RESPONSIBILITY (AGENCY) City of Portland  
 LIMITS NE Russell Street to Crystal Springs Blvd. LENGTH 5.5 miles  
 DESCRIPTION Improve 82nd Avenue by acquiring right-of-way, constructing sidewalks, and curbs where needed (landscaping), improving storm drainage facilities, and a left turn phase at the existing signal at 82nd and Division.

PROJECT NAME 82nd Avenue improvements; Russell to Crystal Springs Blvd  
 ID No FAU 9713  
 APPLICANT City of Portland

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

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

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

	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL	_____	<u>95</u>	<u>500</u>	<u>1100</u>	_____	<u>1695</u>
FEDERAL	_____	<u>81</u>	<u>425</u>	<u>935</u>	_____	<u>1441</u>
STATE	_____	_____	_____	_____	_____	_____
LOCAL	_____	<u>14</u>	<u>75</u>	<u>165</u>	_____	<u>254</u>

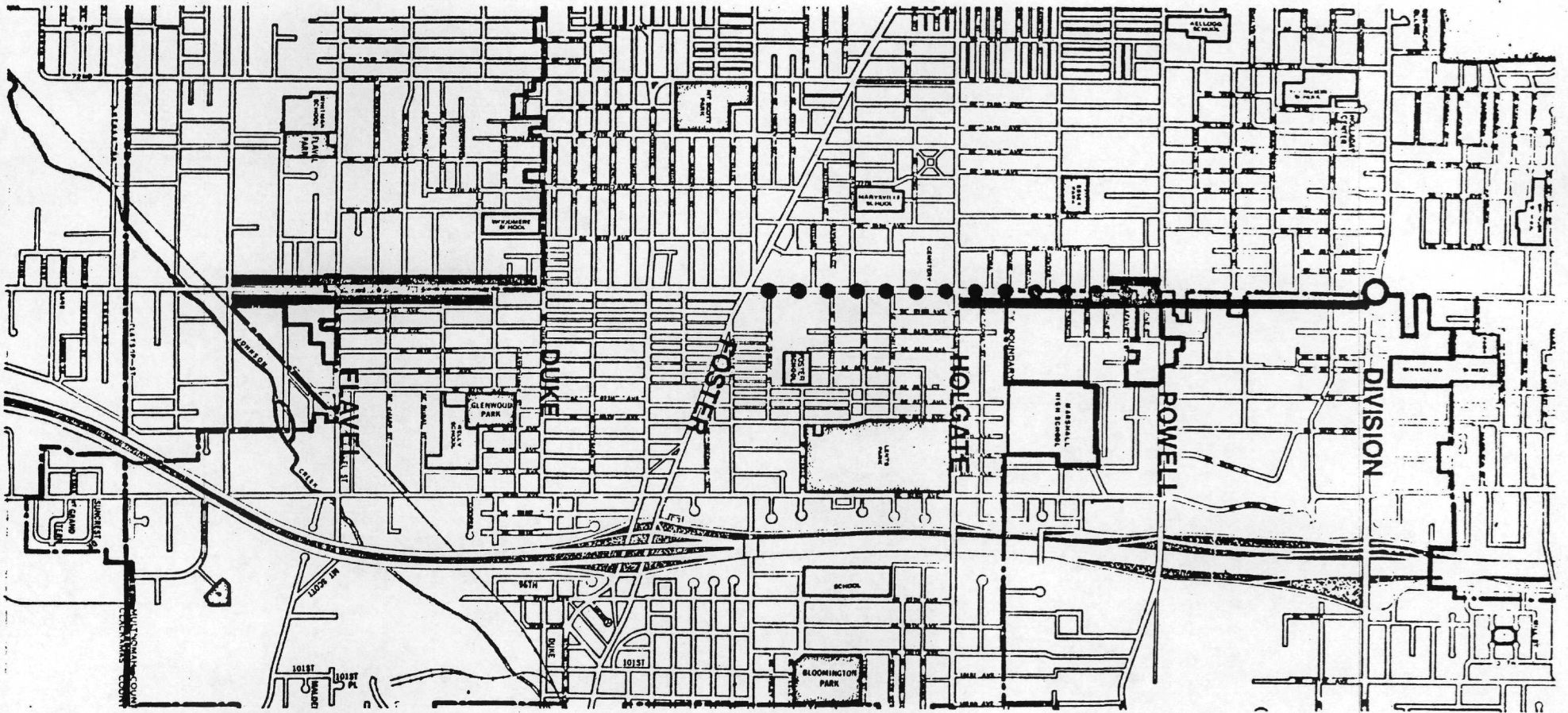
**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

PRELIM ENGINEERING	\$ <u>95,000</u>
CONSTRUCTION	<u>1,040,000</u>
RIGHT OF WAY	<u>500,000</u>
TRAFFIC CONTROL	<u>35,000</u>
ILLUMIN, SIGNS, LANDSCAPING, ETC	<u>25,000</u>
STRUCTURES	_____
RAILROAD CROSSINGS	_____
<b>TOTAL</b>	<b>\$ <u>1,695,000</u></b>

**LOCATION MAP**  
 SEE ATTACHED MAPS

**SOURCE OF FUNDS (%)**

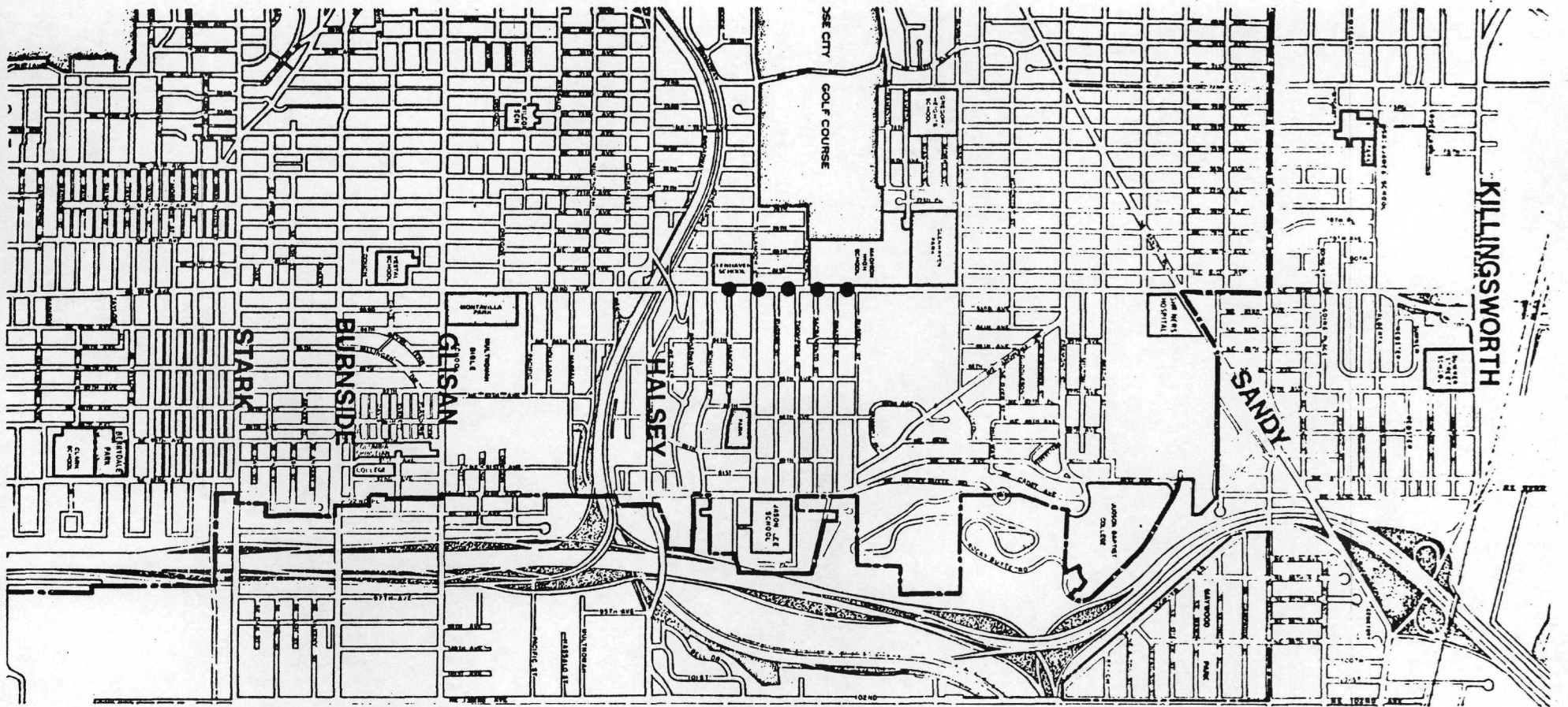
<b>FEDERAL</b>	
FAUS (PORTLAND)	_____
FAUS (OREGON REGION)	_____
FAUS (WASH REGION)	_____
UMTA CAPITAL	_____ UMTA OPRTG _____
INTERSTATE	_____
FED AID PRIMARY INTERSTATE	_____
SUBSTITUTION	_____
	<u>85</u>
<b>NON FEDERAL</b>	
STATE	_____ LOCAL <u>15</u>
	<u>100</u>



# 82ND AVENUE

## Improvements

- Sidewalks
- Storm Drainage
- Cross Street Left Turn Signal



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: Authorizing Federal Aid Primary Funds for a signal at Mt. Hood Highway and Birdsdale Avenue.

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached Resolution authorizing \$107,360 of Federal Aid Primary funds for a signal at Mt. Hood Highway and Birdsdale Avenue.
- B. POLICY IMPACT: This action will amend the Transportation Improvement Program (TIP) to include the noted project and enable the Oregon Department of Transportation (ODOT) to undertake obligations of federal funds.
- C. BUDGET IMPACT: ODOT oversees Federal Aid Primary funds and recommends their use on this project.

II. ANALYSIS:

- A. BACKGROUND: ODOT has requested the TIP be amended to include this project for FY 1981.

Sizable residential development on Birdsdale is taking place with increased traffic movement. No signal now exists, with the result that left turns to Birdsdale constitute a safety and traffic flow problem.

This project would provide a five-phase signal and left-turn lane at the intersection, thus allowing for safe movement of eastbound traffic onto Birdsdale. Similarly, exiting traffic from Birdsdale would be facilitated through separate signal indications.

- B. ALTERNATIVES CONSIDERED: 1) A separate left-turn lane would provide access to Birdsdale but would not facilitate exiting movements; 2) a three-way stop sign would impede traffic flow on Mt. Hood Highway; 3) a signal without a left-turn lane would not improve safety of turning movements to Birdsdale.
- C. CONCLUSION: Metro staff recommends approval of the attached Resolution.

Bp/et  
1168B/188



FOR THE PURPOSE OF AUTHORIZING )  
FEDERAL AID PRIMARY FUNDS FOR )  
A SIGNAL AT MT. HOOD HIGHWAY )  
AND BIRSDALE AVENUE )

WHEREAS, Through Resolution No. 80-186, the Metro Council adopted the Transportation Improvement Program (TIP) and its Annual Element; and

WHEREAS, From time to time new projects must be entered into the TIP upon approval of Metro Council; and

WHEREAS, The Oregon Department of Transportation (ODOT) has requested that \$107,360 in Federal Aid Primary funds be authorized to cover a signal at Mt. Hood Highway and Birdsdale Avenue;

WHEREAS, ODOT oversees Federal Aid Primary funds and recommends their use on this project; and

WHEREAS, These funds will be federally obligated in FY 1981; now, therefore,

BE IT RESOLVED,

1. That \$107,360 of Federal Aid Primary funds be authorized for a signal at Mt. Hood Highway and Birdsdale Avenue.

2. That the TIP and its Annual Element be amended to reflect this authorization as set forth in Exhibit "A."

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

BP:et  
1169B/188

**PROJECT DESCRIPTION**

RESPONSIBILITY (AGENCY) Oregon Dept. of Transportation

LIMITS Mt. Hood Hwy. @ Birdsdale Ave. LENGTH 0.0

DESCRIPTION Install a five-phase traffic signal with roadway channelization for a left turn lane.

PROJECT NAME Mt. Hood Hwy. @ Birdsdale Ave.

ID No EAP24

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 \_\_\_\_\_

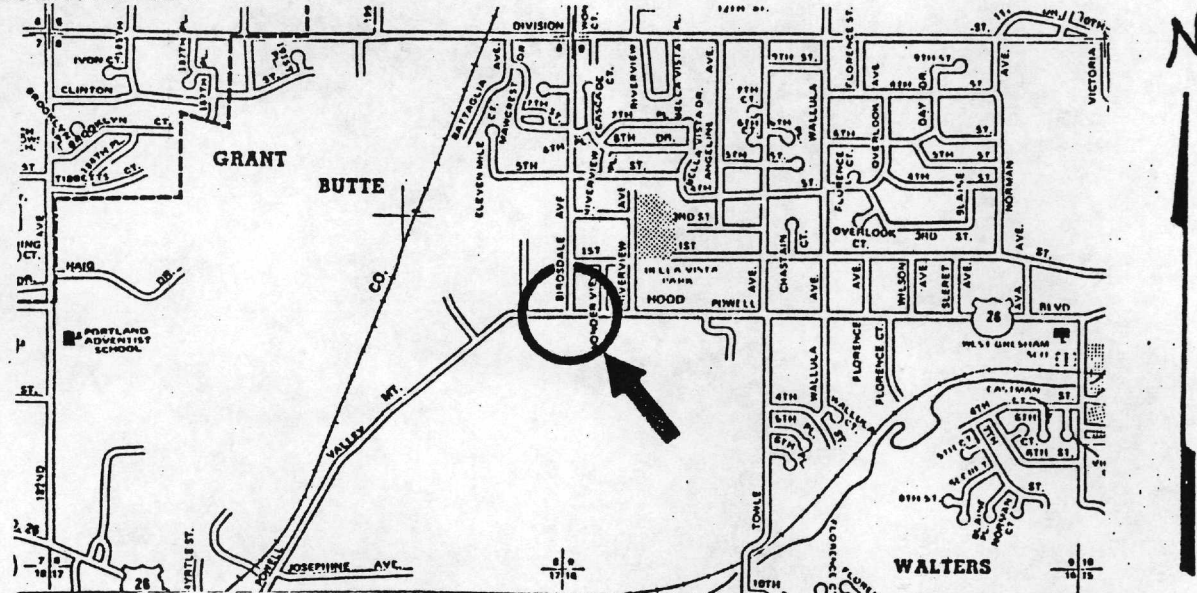
**FUNDING PLAN BY FISCAL YEAR (\$000)**

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL	_____	_____	_____	122	_____	122
FEDERAL	_____	_____	_____	107	_____	107
STATE	_____	_____	_____	15	_____	15
LOCAL	_____	_____	_____	_____	_____	_____

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

PRELIM ENGINEERING	\$ 12,000
CONSTRUCTION	_____
RIGHT OF WAY	10,000
TRAFFIC CONTROL	100,000
ILLUMIN, SIGNS, LANDSCAPING, ETC	_____
STRUCTURES	_____
RAILROAD CROSSINGS	_____
<b>TOTAL</b>	<b>\$ 122,000</b>

**LOCATION MAP**



**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	_____



**METROPOLITAN SERVICE DISTRICT**

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

**MEMORANDUM**

Date: November 18, 1980

To: JPACT

From: Andrew Cotugno *AC*

Regarding: UMTA Comments on the FY 1981 Transportation Improvement Program (TIP)

Metro has received correspondence from Terry Ebersole of UMTA detailing three areas of concern in the content of the FY 81 TIP recently adopted. Metro proposes to respond to UMTA's concerns (refer to attached) by:

- 1) Amending the TIP to include Special Efforts' Funding to meet special requirements for handicapped access omitted from the TIP.
- 2) Commenting on projects of Interstate significance.
- 3) Documenting the differences on the Banfield Transitway funding between the TIP and the obligation schedule submitted by Tri-Met as follows:
  - . The TIP is set at current Interstate Transfer estimates and will escalate quarterly according to the Composite Construction Index; it contains funds with projects limited to the latest federal authorizations.
  - . The obligation schedule submitted by Tri-Met assumes an inflation factor to project completion.

These differences do not preclude at least the first two or three years' program in the TIP being consistent with the obligation schedule, so long as the total in the TIP does not exceed federal funds authorized.

An Agenda Management Summary and Resolution covering UMTA's concern on Special Efforts have been included in the agenda packet. A draft letter responding to UMTA's comments on the FY 1981 TIP will be available at the meeting.

BP:lmk

Attachments



U.S. Department  
of Transportation

**Urban Mass  
Transportation  
Administration**

Region X  
Alaska, Idaho,  
Oregon, Washington

915 Second Avenue  
Suite 3142  
Seattle, WA 98174

October 30, 1980

**RECEIVED**  
NOV - 3 1980  
METRO SERVICE DISTRICT

Mr. Rick Gustafson  
Chief Executive Officer  
Metropolitan Service District  
527 S.W. Hall Street  
Portland, OR 97201

Mr. Michael Langsdorf, Chairman  
Regional Planning Council of  
Clark County  
P.O. Box 5000  
Vancouver, WA 98663

Re: FY 1981 TIP  
Portland, OR/Vancouver, WA

Dear Mr. Gustafson and Mr. Langsdorf:

The Urban Mass Transportation Administration has completed an initial review of the Transportation Improvement Program for the Portland, OR/Vancouver, WA urbanized area. Based on this initial review the following needs to be accomplished prior to UMTA action on the TIP:

1. The area (both Portland and Vancouver) needs to program special efforts in the TIP/AE. See 49 CFR 27.97 (The Department of Transportation's 504 Regulations).
2. The TIP/AE should discuss projects of interstate significance per the RPC/Metro Memorandum of Agreement and as requested in UMTA's comments on the FY80 TIP/AE.
3. The programming of interstate transfer funds for the UMTA portion of the Banfield Light Rail Project should coincide with the obligation schedule submitted by Tri-Met to UMTA.

Please make appropriate amendments to the FY81 TIP/AE so we can complete our review and approve the programming of projects. Please contact Patricia Levine of this office at (206)442-4210 if you have any questions concerning this letter.

Sincerely,

Terry L. Ebersole  
Acting Regional Administrator

cc: Peter Cass, Tri-Met  
Dave Ashcraft, Vancouver Transit

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 Tri-Met's Special Efforts Program for the Handicapped

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution amending the TIP to include a Special Efforts Program (accessibility for the elderly and handicapped).
- B. POLICY IMPACT: This action will amend the TIP in response to the Urban Mass Transportation Administration's (UMTA) concern about lack of special efforts in the TIP. This is consistent with the Metro Five Year Operational Plan.
- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments.

II. ANALYSIS:

- A. BACKGROUND: United States Department of Transportation (USDOT) regulations require that accessibility of mass transportation facilities, equipment and services be provided to handicapped individuals in compliance with Section 504 of the Rehabilitation Act of 1973.

Tri-Met has developed a 504 Transition Plan for meeting requirements of Section 504. This plan was endorsed by the Metro Council in June, 1980.

UMTA, in its initial review of the FY 1981 TIP, has expressed concern over the omission of this Special Efforts Program in the TIP. Based on the initial review, UMTA has recommended that a Special Efforts Program be included in the TIP. To accomplish this means that Tri-Met's estimated costs, set forth in its 504 Transition Plan (Major Services Improvement Plan), be included in the TIP.

The effort (Exhibit "A") covered by the Plan consists of:

- . Maintenance of lifts on vehicles serving fixed routes.
- . Operator training in the handling of disabled passengers, use of the lift mechanism and securement of passengers while riding the bus.

- . Staff support to coordinate services with other transportation institutions and modes, provide information and marketing services and supervise the overall program.
  - . Special needs transportation by which Tri-Met shall plan, coordinate, provide a funding base and act as broker for a coordinated door-to-door prescheduled transportation program for qualified disabled people in the Tri-County area. The basic goal of door-to-door service shall be to provide service as equivalent to the fixed route service as is possible. As the Tri-Met system becomes accessible, the nature of the door-to-door system will be modified. The special services will serve more of a feeder function connecting to the accessible fixed-route system. Some door-to-door service, however, will still be required for the estimated 11,300 persons who could not use fixed-route buses even if they were equipped with wheelchair lifts.
- B. ALTERNATIVES CONSIDERED: In addition to the Major Services Improvement Plan, a fallback option was proposed. This option, the Existing Service Commitments Plan, would continue Ridesharing and Special Needs Transportation programs at about the same level as today except that Tri-Met would maintain a coordinating role for special needs door-to-door service and provide no direct funding support.
- C. CONCLUSION: Metro staff recommends adoption of the attached Resolution to amend the TIP to be consistent with the adopted 504 Transition Plan.

BP:ss  
1166B/188

FOR THE PURPOSE OF AMENDING )  
 THE FY 1981 TRANSPORTATION )  
 IMPROVEMENT PROGRAM (TIP) TO )  
 INCLUDE TRI-MET'S SPECIAL )  
 EFFORTS PROGRAM FOR THE )  
 HANDICAPPED )

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

WHEREAS, The Urban Mass Transportation Administration (UMTA) in its initial review of the FY 81 TIP has expressed concern over omission of a Special Efforts Program in the TIP; and

WHEREAS, Such a program was included in the 504 Transition Plan and adopted by the Tri-Met Board of Directors; and

WHEREAS, Tri-Met's 504 Transition Plan was adopted by the Metro Council through Resolution No. 80-162 in June, 1980; and

WHEREAS, To accommodate UMTA's concern means that the estimated costs and project set forth in the Transition Plan be incorporated in the TIP; now therefore,

BE IT RESOLVED,

1. 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 that project in accordance with the region's continuing, cooperative, comprehensive planning process and, hereby, gives affirmative A-95 Review approval.

BP:ss  
 1167B/188

**PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM** PORTLAND-DOVER METROPOLITAN AREA

**PROJECT DESCRIPTION**  
**RESPONSIBILITY (AGENCY)** TRI-MET  
**LIMITS** N/A **LENGTH** N/A  
**DESCRIPTION** Maintenance of lifts on vehicles serving fixed routes; operator training in the handling of disabled passengers and lift mechanism; staff support to coordinate services with other transportation institutions and modes; information and marketing services; supervise overall program; and special needs transportation by which Tri-Met shall plan, coordinate, provide a funding base and act as broker for a coordinated door-to-door prescheduled transportation program.

**PROJECT NAME** TRI-MET  
**SPECIAL EFFORTS PROGRAM** \_\_\_\_\_  
**ID No** N/A  
**APPLICANT** TRI-MET

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

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

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

	FY 80	FY 81	FY 82	FY 83	POST 83	TOTAL
<b>TOTAL</b>	<u>718</u>	<u>978</u>	<u>1,310</u>	<u>1,574</u>	<u>4,060</u>	<u>8,640</u>
<b>FEDERAL</b>	<u>574</u>	<u>782</u>	<u>1,048</u>	<u>1,259</u>	<u>3,249</u>	<u>6,912</u>
<b>STATE</b>						
<b>LOCAL</b>	<u>144</u>	<u>196</u>	<u>262</u>	<u>315</u>	<u>811</u>	<u>1,728</u>

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

<b>PRELIM ENGINEERING</b>	\$ _____
<b>CONSTRUCTION</b>	_____
<b>RIGHT OF WAY</b>	_____
<b>TRAFFIC CONTROL</b>	_____
<b>ILLUMIN, SIGNS, LANDSCAPING, ETC</b>	_____
<b>STRUCTURES</b>	_____
<b>RAILROAD CROSSINGS</b>	_____
<b>SPECIAL EFFORTS</b>	\$ <u>8,639,959</u>
<b>TOTAL</b>	\$ <u>8,639,959</u>

**LOCATION MAP EFFORT**

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
Maintenance of Lifts	--		\$ 137,334	\$ 129,049	\$ 168,780	\$ 347,540
Operator Training	--	\$ 25,432	2,171	3,926	5,310	6,550
Staff	\$ 58,403	127,733	139,230	151,763	165,424	180,314
Special Needs Transportation	660,000	825,000	1,031,000	1,289,000	1,482,000	1,704,000
	<u>\$718,403</u>	<u>\$978,165</u>	<u>\$1,309,735</u>	<u>\$1,573,738</u>	<u>\$1,821,514</u>	<u>\$2,238,404</u>
					<b>TOTAL</b>	<b>\$8,639,959</b>

**SOURCE OF FUNDS (%)**

<b>FEDERAL</b>	
<b>FAUS (PORTLAND)</b>	_____
<b>FAUS (OREGON REGION)</b>	_____
<b>FAUS (WASH REGION)</b>	_____
<b>UMTA CAPITAL</b>	_____ <b>UMTA OPRTG</b> _____
<b>INTERSTATE</b>	_____
<b>FED AID PRIMARY</b>	_____
<b>INTERSTATE</b>	_____
<b>SUBSTITUTION</b>	_____
<b>UMTA 16B</b>	_____ <b>80</b>
<b>NON FEDERAL</b>	
<b>STATE</b>	_____ <b>LOCAL</b> <u>20</u>



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

TO:           Regional Planning Committee/JPACT  
FROM:         Executive Officer  
SUBJECT:      Concurring in the Designation of the Clark County Public  
              Transportation Benefit Area as the Section 5 Recipient

I. RECOMMENDATIONS:

- A.   ACTION REQUESTED:  Adopt the attached resolution designat-  
          ing the Clark County Public Transportation Benefit Area  
          (PTBA) as the local recipient of Section 5 funds.
- B.   POLICY IMPACT:   This action will allow the PTBA to receive  
          federal transit operating and capital assistance funds for  
          the Vancouver urbanized area instead of Vancouver Transit.
- C.   BUDGET IMPACT:   This action has no impact on the Metro  
          budget.

II. ANALYSIS:

- A.   BACKGROUND:   On November 4, 1980, voters in the Clark  
          County Transportation Benefit Area authorized a sales and  
          use tax for transit.  The tax becomes effective January 1,  
          1981, at which time PTBA assumes financial responsibility  
          for transit service in Clark County.  
  
          In order for PTBA to receive federal funds for transit  
          operating assistance, it must be designated as the local  
          recipient of such funds.  Currently, Vancouver Transit is  
          so designated.  However, when the household transit tax  
          expires on January 1, Vancouver Transit will no longer  
          have the means to match federal grants.
- B.   ALTERNATIVES CONSIDERED:  Vancouver Transit System will be  
          phased out in the Spring of 1981.  If PTBA is not desig-  
          nated as the local recipient, federal funds will be with-  
          held from the Vancouver urbanized area.
- C.   CONCLUSION:   Metro staff recommends approval of the  
          attached resolution.

KT:lh  
1250B/188

FOR THE PURPOSE OF CONCURRING )  
IN THE DESIGNATION OF THE CLARK )  
COUNTY PUBLIC TRANSPORTATION )  
BENEFIT AREA AS THE SECTION 5 )  
RECIPIENT )

WHEREAS, on January, 1980, the Clark County Public Transportation Benefit Area (PTBA) will assume financial responsibility for transit service in Clark County; and

WHEREAS, in order to receive Section 5 funds from the Urban Mass Transportation Administration the PTBA must be formally designated as the local recipient of the funds; and

WHEREAS, Vancouver Transit is currently the authorized recipient; now, therefore,

BE IT RESOLVED

1. The Metro Council hereby concurs with the designation of the Clark County Public Transportation Benefit Area as the recipient of UMTA Section 5 funds for the Vancouver urbanized area.

KT/lch  
1250B/188

CLARK COUNTY PUBLIC TRANSPORTATION BENEFIT AREA

C/O REGIONAL PLANNING COUNCIL

P. O. BOX 5000

VANCOUVER, WA. 98668

RECEIVED  
NOV 21 1980

METRO SERVICE DISTRICT

November 18, 1980

Rick Gustafson, Executive Director  
Metropolitan Service District  
527 S. W. Hall Street  
Portland, Oregon 97207

Dear Mr. Gustafson:

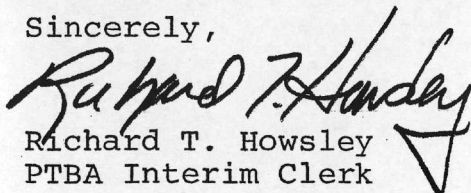
On November 4, 1980, the voters of the Clark County Public Transportation Benefit Area, authorized the imposition of a sales and use tax in the amount of three-tenths of one percent. This tax will become effective January 1, 1981, and at that time the PTBA will assume financial responsibility for the provision of transit service in Clark County.

In order for the PTBA to receive transit operating and capital assistance funds from the Urban Mass Transportation Administration, it is necessary for the PTBA to be formally designated as the eligible local recipient of these funds. Presently the designated recipient is the Vancouver Transit System; however with the termination of the City's household transit tax on January 1st, Vancouver Transit System would lack the ability to generate the local funds needed to match federal grants.

By virtue of this letter, the PTBA Authority is requesting your concurrence with the redesignation of the PTBA as the recipient of federal mass transit funds in the Vancouver urbanized area. This concurrence is required before UMTA will approve such a redesignation.

If I can supply you with any further information about the PTBA or about this request, please feel free to contact my senior transportation planner, Anne Sylvester at (206) 699-2361.

Sincerely,

  
Richard T. Howsley  
PTBA Interim Clerk

RTH:AS:ck

CLARK COUNTY PUBLIC TRANSPORTATION BENEFIT AREA

C/O REGIONAL PLANNING COUNCIL

P. O. BOX 5000

VANCOUVER, WA. 98668

RECEIVED  
NOV 21 1980

METRO SERVICE DISTRICT

November 18, 1980

Rick Gustafson, Executive Director  
Metropolitan Service District  
527 S. W. Hall Street  
Portland, Oregon 97207

Dear Mr. Gustafson:

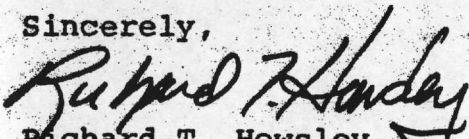
On November 4, 1980, the voters of the Clark County Public Transportation Benefit Area, authorized the imposition of a sales and use tax in the amount of three-tenths of one percent. This tax will become effective January 1, 1981, and at that time the PTBA will assume financial responsibility for the provision of transit service in Clark County.

In order for the PTBA to receive transit operating and capital assistance funds from the Urban Mass Transportation Administration, it is necessary for the PTBA to be formally designated as the eligible local recipient of these funds. Presently the designated recipient is the Vancouver Transit System; however with the termination of the City's household transit tax on January 1st, Vancouver Transit System would lack the ability to generate the local funds needed to match federal grants.

By virtue of this letter, the PTBA Authority is requesting your concurrence with the redesignation of the PTBA as the recipient of federal mass transit funds in the Vancouver urbanized area. This concurrence is required before UMTA will approve such a redesignation.

If I can supply you with any further information about the PTBA or about this request, please feel free to contact my senior transportation planner, Anne Sylvester at (206) 699-2361.

Sincerely,

  
Richard T. Howsley  
PTBA Interim Clerk

RTH:AS:ck



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

## MEMORANDUM

Date: November 26, 1980

To: JPACT

From: Andrew Cotugno *AC*

Regarding: RTP Update

Attached are two items that have been developed by staff and TPAC for the RTP.

- 1) RTP Alternatives
- 2) System Performance Criteria

Item 1 describes the range of alternatives that are proposed to be evaluated to provide the information to answer the key questions raised during past JPACT meetings, such as:

- What is the cost of the recommended plan?
- Is the recommended investment more cost-effective than other alternatives?
- What is the consequence of not implementing the recommended plan?
- Does the increased mobility provided by the plan justify the recommended expenditure?

Item 2 provides the needed criteria to define whether or not the system "works".

These have been reviewed and recommended by the Interagency Coordinating Committee and TPAC. I will review them in more detail at the JPACT meeting.

acc:lmk

Enclosures

## REGIONAL TRANSPORTATION PLAN ALTERNATIVES

### A. OVERVIEW

The third draft of the Regional Transportation Plan (RTP) will document the analysis of several transportation system alternatives available to the region to the year 2000. Based upon the evaluation of each of these alternatives in relation to criteria dealing with system performance, cost and impacts, a recommendation will be made concerning the direction (i.e., highway, transit and/or carpool) and level of magnitude (cost, etc.) of the regional effort required to solve the projected year 2000 transportation problems.

### B. RATIONALE FOR THE ALTERNATIVES

The systems analysis performed to date has documented the fact that significant deficiencies in the region's transportation system will exist by the year 2000 if a coordinated program of transportation investments is not implemented. This situation will be illustrated in the evaluation of Alternative #1, the "Committed System" alternative, along with an estimate of the funds required to merely maintain and operate the current transportation system and implement committed capital improvements to the year 2000.

If the region is to solve the identified problems, it is clear that a program must be implemented to improve the region's highway, transit and carpool resources. Alternative #2, "Minimum Investment," will combine a) the set of highway improvements necessary to balance the major regional highway system, b) the minimum level of transit expansion necessary to maintain the current mode split, and c) a realistically achievable goal for increased carpooling. This combination of improvements represents the minimum joint transit, highway and carpool program efforts that will be considered for the year 2000. The performance of the system and cost of improvements will be documented to compare to the other alternatives.

Even with the implementation of Alternative #2, however, several significant problems are expected to remain unsolved. In order to solve these outstanding problems, a major expansion in at least one of the region's principal transportation resources must be undertaken. Alternatives #3 through #5 will document the performance and costs associated with the major expansion of each system component: highways (Alternative #3), carpools (Alternative #4) and transit (Alternative #5). This range of alternatives will be evaluated to determine which mode should be emphasized beyond the minimum level of investment included in Alternative #2.

## Alternative #5 - Major Transit Expansion - Suboptions

Alternative #5a - "Minimum" Transitway

Alternative #5b - "Moderate" Transitway

Alternative #5c - "Maximum" Transitway

If improved mobility requires major expansion of the transit system, it is necessary to determine the extent to which this service expansion would include transitway construction. In each suboption, regional trunk route service would be provided in the following corridors:

- a. I-5 North
- b. Banfield
- c. McLoughlin Blvd.
- d. I-205
- e. Macadam Avenue
- f. Barbur Blvd.
- g. Westside
- h. Hwy. 217

The "minimum" transitway option would include the Banfield LRT with bus service for all other corridors. The "moderate" transitway option would include the Banfield LRT, the Westside Transitway and the McLoughlin Boulevard HOV lane. The remaining corridors would be evaluated to determine which corridors are sufficiently cost-effective to consider for inclusion as LRT in the "maximum" transitway option for the year 2000.

These suboptions would be primarily evaluated in terms of operating cost vs. capital cost with qualitative consideration of economic impacts, land use impacts, environmental impacts, etc. The evaluation would not tradeoff differing levels of performance of the transportation system since each alternative would carry approximately the same transit ridership.

### D. DESCRIPTION OF ALTERNATIVES

#### Alternative #1 - Committed System

- Provides basis for comparing alternatives.
- Forecasts highway capital and maintenance costs and available federal, state and local revenues in 1980 dollars.
- Documents expected transit capital and operating costs within existing revenue in 1980 dollars; documents ridership capacity constraints.

In addition, the "major transit expansion" option will have several suboptions involving varying levels of transit operating cost vs. capital cost investment. Transit service expansion on regional trunk routes can be provided by either buses on streets or with an LRT facility. Bus service expansion has the advantage of being easily implemented at low capital cost, but with a high annual operating cost. An LRT facility can generally provide the same capacity trunk service with lower operating cost; but with a major capital cost. This range of alternatives will be evaluated if the "major transit expansion" emphasis is selected for the RTP and will determine the extent of LRT construction that is warranted by 2000.

C. SUMMARY OF ALTERNATIVES AND DECISIONS

The hierarchy of alternatives to be evaluated and the nature of decisions to be made in selecting between the alternatives is as follows:

Alternative #1 - Committed System

This alternative provides the "base case" to compare the other alternatives against. Critical information relating to this alternative includes: a) costs for committed capital improvements, highway maintenance cost and transit operating cost vs. available sources of revenue; and b) system performance deficiencies.

Alternative #2 - Minimum Investment

This alternative illustrates a minimum level of highway, transit and carpool expansion and does not provide full mobility. The adopted RTP should not be less than this alternative.

Alternative #3 - Major Highway Expansion

Alternative #4 - Major Carpool Expansion

Alternative #5 - Major Transit Expansion

All of these alternatives would be designed to provide equivalent levels of mobility (i.e., each alternative would meet desired level of service criteria). In addition to this mobility information, cost and impact information would be compiled to determine:

- a. The magnitude of improvement desired (i.e., how much improved mobility is desired beyond the "Minimum Expansion" level of mobility taking into consideration the cost and impact of improved mobility; and
- b. The preferred package of transit, highway and carpool actions beyond the "Minimum Expansion" set of improvements to provide the desired level of mobility.



- Documents highway level of service taking into consideration constrained transit ridership to not exceed the capacity of the bus system that can be operated within existing revenue sources and assuming minor increase in carpooling due to energy cost and existing carpool programs.
- Documents job access, market size, travel time between communities, air pollution, energy consumption and land use impacts.
- "Committed" highway system includes funded projects in the TIP and critical major arterial improvements to be built by private developers. Examples:

COMMITTED

NOT COMMITTED

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>- Banfield Freeway upgrading</li> <li>- Banfield I-5 North ramp metering</li> <li>- I-205</li> <li>- Sunset Hwy./Hwy. 217 Interchange</li> <li>- I-505 Alternative</li> <li>- I-5 between 99W and 217</li> <li>- Oregon City Bypass</li> <li>- Powell II</li> </ul> | <ul style="list-style-type: none"> <li>- I-5 North improvements</li> <li>- Sunset climbing lane</li> <li>- Sunset, I-5 South and Hwy. 217 ramp metering</li> <li>- McLoughlin Blvd.</li> </ul> |
|--|--|
- "Committed" transit network would be sized according to Tri-Met's long-range financial capability within available resources and would include the Banfield LRT and exclude the Westside Transitway.

Alternative #2 - Minimum Investment

- Provides documentation of system performance, mobility and costs associated with minimum expansion of highway, carpool and transit systems.
- Plan concept is based upon implementing highway improvements to "balance" the major regional system, increasing carpooling to the "maximum extent practical" and providing transit service improvements to accommodate the current mode split (assumes ridership keeps pace with population growth).
- Documents outstanding system performance problems.
- Provides the basis for evaluating incremental costs associated with the three major expansion alternatives.
- Does not assume Westside Transitway.
- Documents carpool program necessary to achieve "maximum extent practical" levels.

### Alternative #3 - Major Highway Expansion

- Plan concept is based upon implementing highway improvement necessary to eliminate problems identified in the "minimum expansion" alternative; assumes transit service and carpooling remain constant.
- Documents construction costs and impacts associated with meeting mobility objectives through a highway emphasis.

### Alternative #4 - Major Carpool Expansion

- Plan concept is based upon achieving a sufficiently high rideshare rate to increase auto occupancies to eliminate congestion problems identified in the "minimum expansion" alternative; assumes transit service and the highway system remain constant.
- Documents programs necessary to achieve increased carpool rate and their costs and impact on individuals.

### Alternative #5 - Major Transit Expansion

- Plan concept is based upon improving transit service sufficiently to eliminate performance problems identified in the "minimum expansion" alternative; assumes carpooling and the highway system remain constant.
- Documents capital and operating cost necessary to increase transit service (see also Transit Suboptions).

All Transit Suboptions carry approximately the same ridership and include regional trunk routes in the following corridors: I-5 North, Banfield, McLoughlin Blvd., I-205, Macadam Ave., Barbur Blvd., Westside and Hwy. 217.

#### Suboption #5a - Minimum Transitway

- Banfield trunk route uses LRT; all others are provided with buses.

#### Suboption #5b - Moderate Transitway

- Banfield trunk route uses LRT; Westside trunk route uses LRT to 185th Ave.; McLoughlin Boulevard trunk route operates on exclusive bus or HOV facility from Powell Boulevard to Milwaukie; all others are provided with buses.

#### Suboption #5c - Maximum Transitway

- LRT will be evaluated in each remaining regional trunk route corridor to determine which are sufficiently warranted to consider for inclusion in this alternative.

## Transportation System Performance Evaluation

It is our intent to develop a Regional Transportation Plan (RTP) which provides an adequate level of service on the transit and highway routes of regional significance (i.e., regional transit trunk routes, sub-regional transit trunk routes, freeways, principal arterials, and major arterials), taking into consideration the feasibility of providing that level of service in terms of cost, air quality impacts, neighborhood disruption, etc. The RTP will present recommendations for a cost-effective set of highway, transit and carpooling improvements to achieve plan objectives, and define the necessary funding activities associated with those improvements.

This paper presents a series of proposed measures of effectiveness (MOEs) and levels of acceptability (LOAs) that could be used to evaluate the "adequacy" of the performance of the transportation system. These "acceptable performance" levels would then serve as preliminary policy targets for the proposed RTP alternatives.

Included in this draft are the proposed criteria for the following areas of performance evaluation: 1) accessibility; 2) highway system; and 3) transit system.

Subsequent drafts will include proposed criteria for other areas such as System Design Criteria (functional classification), cost and environmental impact.

### Accessibility Criteria

Levels of accessibility are primarily directed towards work-related activities since work is such a vital concern to individuals. Accessibility is, therefore, measured in terms of access to job opportunities and truck access to employment areas. Additional important accessibility objectives deal with the size of retail market areas and directness of statewide travel within the metropolitan area. Levels of accessibility will be measured and defined as follows:

1. a. Measure of Effectiveness (MOE): job opportunities per capita available within 30 minutes by fastest mode during peak hours from major residential sectors.
- b. Level of Acceptability (LOA): equal to or greater than today.
2. a. MOE: percent of total regional population having access to a regional shopping area within 15 minutes by fastest mode during off-peak hours.

- b. LOA: equal to or greater than today.
- 3. a. MOE: population within 15 minutes travel time by fastest mode during off-peak hours of selected major regional shopping opportunities.
  - b. LOA: equal to or greater than today.
- 4. a. MOE: off-peak travel time for statewide trips within the region from each entry point into the region to each exit point.
  - b. LOA: equal to or faster than today.
- 5. a. MOE: off-peak travel time for statewide trips within the region from each entry point to the I-405 loop.
  - b. LOA: equal to or faster than today.
- 6. a. MOE: off-peak travel time from major freight distribution centers to the nearest freeway interchange using a route compatible with surrounding land uses.
  - b. LOA: equal to or faster than today.

#### Highway Service Criteria

Traffic volumes on the major regional highways should closely match available capacity to avoid excessive congestion problems. Acceptable levels of highway performance will be measured and defined as follows:

#### Freeways

- 1. a. MOE: peak-hour speed.
  - b. LOA: no slower than 35-40 mph during the peak 90 minutes during the a.m. and p.m. peak periods (equivalent to maximum level-of-service "D").
- 2. a. MOE: off-peak speed.
  - b. LOA: no slower than 45-50 mph during the highest volume typical mid-day hour (equivalent to level-of-service "C").

#### Arterials

- 1. a. MOE: peak-hour average signal delay.

- b. LOA: no longer than an average 40 seconds during the peak 20 minutes (equivalent to maximum level-of-service "E") and no longer than an average 35 seconds (equivalent to level-of-service "D") during the balance of the peak 90 minutes during the a.m. and p.m. peak periods.
- 2. a. MOE: off-peak maximum signal delay.
- b. LOA: no longer than an average 25 seconds during the highest volume typical mid-day hour (equivalent to level-of-service "C").

Transit Service Criteria

Levels of service for the transit system will be defined and measured as follows:

- 1. a. MOE: average transit trip time for entire trip divided by average trip time for same trip by automobile -- peak period and daybase.
- b. LOA: not to exceed 2.0.
- 2. a. MOE: for regional trunk routes: peak period in vehicle transit time on regional route divided by daybase auto in vehicle time for same trip and route.
- b. LOA: not to exceed 1.5.
- 3. a. MOE: standees per square meter.
- b. LOA: not to exceed 3.5 persons per square meter during the a.m. and p.m. peak hour and not to exceed 8 persons per square meter during peak crush load.
- c. LOA: not to exceed 1 person per square meter during mid-day periods.

Applied to current and planned equipment, these policies provide the following vehicle capacities:

	<u>Seats</u>	<u>Standees</u>			<u>Total Capacity</u>		
		<u>Off- Peak</u>	<u>Peak Hour</u>	<u>Crush</u>	<u>Off Peak</u>	<u>Peak Hour</u>	<u>Crush</u>
Standard Bus	46	6	19	44	52	65	90
Articulated Bus	67	11	38	88	78	105	155
Articulated Light Rail Vehicle	83	22	77	176	105	160	259

Note: Standee criteria is preliminary; a revision to establish a maximum trip length for peak standee criteria is being considered by Tri-Met.

4. Measure of Effectiveness assessing transfers is under development by Tri-Met.

ACC:lmk  
11-25-80

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: Amendments to the FY79 & FY80 Unified Work Programs

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached resolution which authorizes amendment of the FY79 and FY80 Unified Work Programs (UWP).
- B. POLICY IMPACT: This action is a house-keeping measure to transfer funds within each fiscal year to reflect past changes in priorities and to carry funds over into the next year. Adjustments over five percent of the total budget require federal approval.
- C. BUDGET IMPACT: The FY79 budget was not affected by the change. The FY80 budget was reduced by \$96,962. This reduction was caused by a change in the TOX funds, and was agreed to by Metro in a supplemental contract with ODOT.

II. ANALYSIS:

- A. BACKGROUND: The FY79 revision adds a new task to allow for use of \$18,036 of Section 8 carryover funds on a FY80 work element; total budget remained the same. The Tri-Met portion shifted \$3,000 from Sector Plan development into Transit TSM; total budget remained the same. (See Exhibit A.)

Exhibit B describes changes to the FY 80 budget. Federal PL and TOX funds were amended through a supplemental agreement with ODOT. TOX funds were cut back by \$81,620 because of a shortfall. UMTA Section 8 carryover funds were reduced from management and coordination to reflect actual expenditures and shifted to Alternatives Systems.

Tri-Met work reduced Service Analysis by \$3,000 and the Five Year Plan by \$8,000. These funds were shifted into the new task, Plan Maintenance and carried over into FY81.

The budget for the Clark County air quality project was revised to reflect the actual amount of the contract.

All other funds remain unchanged from prior amendments.

- B. ALTERNATIVES CONSIDERED: Revise the UWP to allow expenses to be paid by grants or cover expenses with local funds.
- C. CONCLUSION: Metro staff recommends adoption of the attached resolution to amend the FY79 and FY80 UWP for submittal to the Intermodal Planning Group.

FOR THE PURPOSE OF AMENDING )  
THE FY79 AND FY80 UNIFIED WORK )  
PROGRAM )

WHEREAS the FY79 Unified Work Program (UWP) was adopted in May, 1978, by Ordinance 78-3 and revised in December, 1978; and

WHEREAS the FY80 Unified Work Program was adopted in May, 1979 by Ordinance 79-49; and

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

WHEREAS, both the FY79 and FY80 UWP must be revised to accurately reflect task priorities and actual expenditures, now therefore;

BE IT RESOLVED THAT:

1. The Metro Council hereby approves the amendments to the FY79 and FY80 UWP as shown in Exhibits "A" and "B".
2. Staff is directed to submit this resolution with its exhibits to the Intermodal Planning Group for approval.

KT/et

1230B/188



PROPOSED FY 79  
UWP AMENDMENT

November, 1980

TASKS	SEC. 8 - FY 79 APPROVED BUDGET		PROPOSED CHANGE	PROPOSED BUDGET	FHWA	PROPOSED CHANGE	EPA	PROPOSED CHANGE	LOCAL OVERMATCH	TOTAL
	UMTA	TOTAL								
A. Develop Regional Plans and Programs	\$ 22,500.00	\$ 28,125.00		\$ 22,113.00	\$393,255.00	0	\$ 82,700.00	0	\$36,800.00	\$534,868.00
B. Develop Regional Plans and Improvement Programs	63,200.00	79,000.00	-18,036.00	72,988.00	200,000.00	0	35,100.00	0	1,200.00	309,288.00
C. Assist Member Jurisdictions	42,300.00	52,875.00		46,863.00	57,225.00	0	0	0	0	104,088.00
D. Refine Regional Plan	0	0		0	0		2,200.00	0	1,000.00	3,200.00
PROPOSED WORK ELEMENT AMENDMENT										
Alternative Systems			+18,036.00	18,036.00		0	0	0	0	18,036.00
METRO TOTAL	\$128,000.00	\$160,000.00	0	\$160,000.00	\$650,480.00	0	\$120,000.00	0	\$39,000.00	\$969,480.00
TRI-MET (Contractual)										
D.1.b Sector Plan Development	88,890.00	111,226.00	-3,000.00	108,226.00						
D.1.d Regional Planning Coord.	1,654.00	20,674.00	0	20,674.00						
D.1.e Transit TSM	11,200.00	14,000.00	+3,000.00	17,000.00						
D.2. Special Transportation	8,250.00	6,600.00	0	6,600.00						
	\$109,994.00	\$152,500.00	0	\$152,500.00						
METRO/TRI-MET TOTAL	\$250,000.00	\$312,500.00	0	\$312,500.00						

EXHIBIT "A"

PROPOSED FY 79  
UWP AMENDMENT

November, 1980

TASKS	SEC. 8 - FY 79 APPROVED BUDGET		PROPOSED CHANGE	PROPOSED BUDGET	FHWA	PROPOSED CHANGE	EPA	PROPOSED CHANGE	LOCAL OVERMATCH	TOTAL
	UMTA	TOTAL								
A. Develop Regional Plans and Programs	\$ 22,500.00	\$ 28,125.00	-18,036.00	\$ 22,113.00	\$393,255.00	0	\$ 82,700.00	0	\$36,800.00	\$534,868.00
B. Develop Regional Plans and Improvement Programs	63,200.00	79,000.00		72,988.00	200,000.00	0	35,100.00	0	1,200.00	309,288.00
C. Assist Member Jurisdictions	42,300.00	52,875.00		46,863.00	57,225.00	0	0	0	0	104,088.00
D. Refine Regional Plan	0	0		0	0	0	2,200.00	0	1,000.00	3,200.00
PROPOSED WORK ELEMENT AMENDMENT										
Alternative Systems			+18,036.00	18,036.00		0	0	0	0	18,036.00
METRO TOTAL	\$128,000.00	\$160,000.00	0	\$160,000.00	\$650,480.00	0	\$120,000.00	0	\$39,000.00	\$969,480.00
TRI-MET (Contractual)										
D.1.b Sector Plan Development	88,890.00	111,226.00	-3,000.00	108,226.00						
D.1.d Regional Planning Coord.	1,654.00	20,674.00	0	20,674.00						
D.1.e Transit TSM	11,200.00	14,000.00	+3,000.00	17,000.00						
D.2. Special Transportation	8,250.00	6,600.00	0	6,600.00						
	\$109,994.00	\$152,500.00	0	\$152,500.00						
METRO/TRI-MET TOTAL	\$250,000.00	\$312,500.00	0	\$312,500.00						

EXHIBIT "A"

December 3, 1980

Dear :

Metro's Transportation Improvement Program (TIP) calls for an expenditure of more than \$55 million of Interstate Transfer funding for highway improvements in FY 81.

However, there is three times the demand nationally for the \$200 million that is available. If all metropolitan areas receive one-third of their request, this area may only receive a \$20 million allocation. Because of this situation, it is necessary for this region to set priorities on which projects should be funded in the event of a shortfall and what funding level we feel is essential to proceed with our highest priority projects.

In response to a federal deadline, Metro's TIP

subcommittee met and developed a recommended list of projects totalling \$34.1 million to serve as the basis for seeking a higher allocation of funding. We propose to submit this request to the Federal Highway Administration (FHWA) with supporting documentation in the high priority nature of these projects. We also propose to submit a list totalling \$45 million developed by the TIP Subcommittee to serve as the basis for seeking additional funding at a later date in the event there is a supplemental appropriation from Congress or a reallocation from other metropolitan areas. Upon receipt of the actual allocation from FHWA, it will be necessary for the TIP Subcommittee to develop a recommended program of projects for the actual amount. If this amount is less than the requested \$34 million, a preliminary set of priorities has been established totalling \$19.8 million or \$24.4 million.

Regional consensus on this strategy and these priorities is essential to ensure that contradictory statements do not reach FHWA. Your support in this matter would be appreciated.

Sincerely,

Rick Gustafson  
Executive Officer

*RG/AC/9/*

## METROPOLITAN SERVICE DISTRICT

25-Nov-80

PROJECT TITLE	QTR	WORK	AGCY	INTERSTATE TRANSFER PRIORITIES		
				PRIORITY 1	PRIORITY 2	PRIORITY 3
1 26 - GLISAN, FRONT	2	PE	PORT	95,000	95,000	95,000
2 26 - GLISAN, FRONT	4	CON	PORT	0	0	5,000,000
3 50-92, POWELL 2	1	R/W	ODOT	2,065,750	2,065,750	2,065,750
4 65-CAPITOL, BEA-HILLS	1	PE	PORT	44,795	44,795	44,795
5 65-CAPITOL, BEA-HILLS	2	R/W	PORT	0	178,925	178,925
6 72 AVE INTERCHANGE	1	PE	ODOT	41,905	41,905	41,905
7 72 AVE INTERCHANGE	2	R/W	ODOT	170,000	170,000	170,000
8 72 AVE INTERCHANGE	4	CON	ODOT	0	0	952,000
9 NYBERG RD, 89TH AVE TO 15	3	CON	TUAL	197,056	197,056	197,056
10 NYBERG RD, 89TH AVE TO 15	3	CON	TUAL	1,062,093	1,062,093	1,062,093
11 NYBERG RD, 89TH AVE TO 15	3	CON	ODOT	105,400	105,400	105,400
12 97-122, SUNNYSIDE RD	3	R/W	CLAC	93,925	93,925	93,925
13 99-162, SANDY TSM	2	R/W	MULT	8,500	8,500	8,500
14 99-162, SANDY TSM	3	CON	MULT	429,250	429,250	429,250
15 185-CEDAR HILLS, FARMINGTON	3	CON	WASH	290,000	290,000	290,000
16 242-TROUTDALE, CHERRY	4	R/W	MULT	200,000	200,000	200,000
17 ALLEN-ECL. BEA, HALL	4	CON	BEAV	230,000	230,000	230,000
18 ARTERIAL OVERLAYS (PH2)	2	CON	PORT	1,211,250	1,211,250	1,211,250
19 ARTERIAL ST. LGT. CON.	1	CON	PORT	1,190,000	1,190,000	1,190,000
20 ARTERIAL ST. LGT. CON.	1	CON	PORT	298,413	298,413	298,413
21 BANFIELD TRANSITWAY	1	PE	ODOT	1,392,300	1,392,300	1,392,300
22 BANFIELD TRANSITWAY	1	R/W	ODOT	1,744,625	1,744,625	1,744,625
23 BANFIELD TRANSITWAY	3	R/W	ODOT	7,643,375	7,643,375	7,643,375
24 BANFIELD TRANSITWAY	1	CON	ODOT	51,731	51,731	51,731
25 BARBUR-TAYLORS F. TERW	1	PE	PORT	5,440	5,440	5,440
26 BARBUR-TAYLORS F. TERW	1	PE	PORT	97,240	97,240	97,240
27 BARBUR-TAYLORS F. TERW	3	PE	PORT	0	0	647,360
28 BASIN-GOING INTCHGE.	3	CON	PORT	0	1,688,879	1,688,879
29 BASIN-PACIFIC H, GOING NOISE	1	PE	PORT	0	34,000	34,000
30 BASIN-PACIFIC H, GOING NOISE	3	CON	PORT	0	972,537	972,537
31 BURNSIDE @ TICHNER	3	R/W	PORT	0	10,000	10,000
32 CLACK H. -32, HARRISON	1	R/W	MILW	43,350	43,350	43,350
33 CLACK H. -32, HARRISON	4	CON	MILW	212,600	212,600	212,600
34 CLACK, HWY-NCL, GLADSTON	1	PE	CLAC	5,355	5,355	5,355
35 CLACK, HWY-NCL, GLADSTON	2	R/W	CLAC	2,550	2,550	2,550
36 CLACK, HWY-NCL, GLADSTON	4	CON	CLAC	96,400	96,400	96,400
37 CLACKAMAS HWY @ 82 DR	1	CON	ODOT	26,541	26,541	26,541
38 COL. BLVD. @ N PORT. RAMP	4	CON	PORT	190,000	190,000	190,000
39 COLUMBIA @ 47, SIGNAL	1	PE	PORT	2,550	2,550	2,550
40 COLUMBIA @ 47, SIGNAL	4	CON	PORT	61,200	61,200	61,200
41 COMPUTER CONTROL EXPAN	1	PE	PORT	850	850	850

## METROPOLITAN SERVICE DISTRICT

PAGE 2

25-Nov-80

PROJECT TITLE		QTR	WORK	AGCY	INTERSTATE TRANSFER PRIORITIES		PRIORITY 3
					PRIORITY 1	PRIORITY 2	
42	CORNELL-MURRAY, 150&JEN	4	CON	WASH	1,555,500	1,555,500	1,555,500
43	COURTNEY-ROTHE, OATFLD.	1	R/W	CLAC	34,000	34,000	34,000
44	COURTNEY-ROTHE, OATFLD.	4	CON	CLAC	204,000	204,000	204,000
45	DIVISION-POWELL, 182	4	R/W	MULT	300,000	300,000	300,000
46	FARRIS-POWELL, UN. 1&2	2	R/W	GRES	600,000	600,000	600,000
47	FARRIS-POWELL, UNIT 1	4	CON	GRES	1,975,230	1,975,230	1,975,230
48	GATEWAY TRFC SIG. INT.	1	PE	MULT	34,000	34,000	34,000
49	GATEWAY TRFC SIG. INT.	4	CON	MULT	391,000	391,000	391,000
50	GLAD NCL-OAT., WEBSTER	1	PE	CLAC	12,155	12,155	12,155
51	GLAD NCL-OAT., WEBSTER	4	CON	CLAC	306,000	306,000	306,000
52	GLISAN-GLENWOOD, 39	4	CON	PORT	1,600,000	1,600,000	1,600,000
53	HARMONY @ INT'L WAY	1	CON	CLAC	68,000	68,000	68,000
54	HARMONY @ PRICE FULLER	2	R/W	CLAC	2,040	2,040	2,040
55	HARMONY @ PRICE FULLER	4	CON	CLAC	141,440	141,440	141,440
56	HILL RD - VISTA AVE.	1	PE	CLAC	3,910	3,910	3,910
57	HOLLYWOOD BUSINESS IMP	1	PE	PORT	189,550	189,550	189,550
58	HOLLYWOOD BUSINESS IMP	3	R/W	PORT	0	100,000	100,000
59	INTERSTATE @ TILLAMOOK	1	PE	PORT	2,040	2,040	2,040
60	INTERSTATE @ TILLAMOOK	3	CON	PORT	27,710	27,710	27,710
61	KING-PRICE F, HARMONY	3	CON	CLAC	106,675	106,675	106,675
62	KITT-STAD. FWY, STREETS	2	R/W	ODOT	0	1,000,000	1,000,000
63	KITT-STAD. FWY, STREETS	2	R/W	ODOT	0	0	3,000,000
64	LOMBARD-91, BEA.-HILLS	2	PE	BEAV	0	25,000	25,000
65	MADRONA-JEAN, LOW. BOON	2	R/W	LAKE	438,600	438,600	438,600
66	MAIN-ALICE, ALLEN	2	R/W	BEAV	378,250	378,250	378,250
67	MAIN-ECL, CORNELL	1	PE	HILL	153,000	153,000	153,000
68	MILWAUKIE-ORE. CITY, MCL	1	PE	ODOT	29,750	29,750	29,750
69	MILWAUKIE-ORE. CITY, MCL	1	PE	CLAC	29,750	29,750	29,750
70	OATFIELD @ ALDERCREST	2	CON	CLAC	11,135	11,135	11,135
71	OATFIELD @ LAKE RD	2	CON	CLAC	168,300	168,300	168,300
72	OSWEGO CK. BRIDGE	3	CON	ODOT	289,726	289,726	289,726
73	OSWEGO CK. BRIDGE	3	CON	ODOT	2,125,000	2,125,000	2,125,000
74	OSWEGO HWY @ CEDARDAK	2	CON	ODOT	34,437	34,437	34,437
75	POWELL-BUTLER, 221&223	3	R/W	MULT	519,350	519,350	519,350
76	SANDY-HENSLEY, 257	1	PE	MULT	0	0	148,750
77	SANDY BLVD-WASH, 82ND AVE	1	PE	PORT	0	63,750	63,750
78	SANDY BLVD-WASH, 82ND AVE	4	CON	PORT	0	0	246,500
79	SELLWOOD TRAFFIC DIVR.	4	PE	PORT	30,000	30,000	30,000
80	SOUTHERN ARTERIALS	1	PE		0	0	510,000
81	STARK-DIVISION, 242	1	PE	MULT	0	0	160,000
82	STARK-MAIN, E. BURNSIDE	4	R/W	MULT	200,000	200,000	200,000

## METROPOLITAN SERVICE DISTRICT

25-Nov-80

PROJECT TITLE	QTR	WORK	AGCY	INTERSTATE TRANSFER PRIORITIES		
				PRIORITY 1	PRIORITY 2	PRIORITY 3
83 SUNSET-CD LINE, BARNES	3	R/W	WASH	0	210,400	210,400
84 SUNSET-WALKER, 185	4	CON	WASH	1,275,000	1,275,000	1,275,000
85 TERW.-LADD, OSWEGO HWY	1	PE	LAKE	17,000	17,000	17,000
86 TERW.-LADD, OSWEGO HWY	3	R/W	LAKE	25,500	25,500	25,500
87 THURMAN-COL., 14-16 CUP	3	CON	PORT	0	700,000	700,000
88 TV HWY @ 185	4	R/W	WASH	0	850,000	850,000
89 UPRR X'ING-BIRCH, 238	1	R/W	MULT	62,000	62,000	62,000
90 UPRR X'ING-BIRCH, 238	4	CON	MULT	407,000	407,000	407,000
91 WCL PORT-OSWEGO AVE	4	CON	PORT	0	3,672,000	3,672,000
92 WEBSTER-FLAVEL, 82	4	R/W	PORT	0	50,000	50,000
93 WESTSIDE ARTERIALS	3	PE		0	0	700,000
94 RIDESHARE, I-5 CORRIDOR	1	OPG	TRIM	0	0	54,112
95 RIDESHARE PROG EXPAN	1	OPG	TRIM	219,645	219,645	219,645
96 WILLAMETTE GREENWAY	4	PE	PORT	35,000	35,000	35,000
97 PORTLAND SIGNAL SYSTEM	4	PE	PORT	375,000	375,000	375,000
98 MACADAM SUPPLEMENT	1	CON	PORT	150,000	150,000	150,000
99 BI-STATE TASK FORCE	1	PE		170,000	170,000	170,000
100 NW INTERSECTIONS	1	PE	PORT	50,000	50,000	50,000
101 MCLOUGHLIN PED CROSSING	2	CON	PORT	50,000	50,000	50,000
				34,106,137	43,661,628	55,080,350

PROPOSED FY 80  
UWP AMENDMENT  
November, 1980

METRO:	FHWA		Section 8 Carryover	UMTA				Westside Interim	Westside Phase II	Tri-Met TDP	Clark County Trans.	Clark County Air Quality	EPA 175 Carryover	New 175	FAA Carryover	Total
	PL	TQX		New Sec. 8	Phase I AA	Southern Corridor	Westside									
1. Growth Alternatives																
Budget	11,500	17,100		9,900							7,000					45,500
Proposed Change	+ 11,781	- 17,100		+ 8,078							0					+ 2,759
Revised	23,281	0		17,978							7,000					48,259
2. Simulation Tools										10,000	10,000					74,600
Budget		54,600								0	0					+ 4,346
Proposed Change		+ 4,346								10,000	10,000					78,946
Revised		58,946														
3. Phase I																
Budget		0			57,881											57,881
Proposed Change		+ 712			0											+ 712
Revised		712			57,881											58,593
4. Corridor Analysis																
Budget		38,700				11,300										50,000
Proposed Change		+ 15,060				0										+ 15,060
Revised		53,760				11,300										65,060
5. Alternative Systems																
Budget	0	81,500	0	0												81,500
Proposed Change	+ 74,515	- 81,500	+18,036	+ 38,152												+ 49,203
Revised	74,515	0	18,036	38,152												130,703
6. Air Quality Controls																
Budget											20,000	18,000	60,000			98,000
Proposed Change											-2,950	-18,000	+ 69,200			+ 48,250
Revised											17,050	0	129,200			146,250
7. Westside AA																
Budget							130,000	106,341								236,341
Proposed Change							0	0								0
Revised							130,000	106,341								236,341
8. RTP																
Budget		129,100														129,100
Proposed Change		- 3,138													+2,516	- 622
Revised		125,962													2,516	128,478
9. TSM																
Budget	12,500			10,900												23,400
Proposed Change	- 9,368			- 8,439												- 17,807
Revised	3,132			2,461												5,593
10. TIP																
Budget	50,500			43,800												94,300
Proposed Change	- 14,352			- 15,398												- 29,750
Revised	36,148			28,402												64,550
11. SIP																
Budget												6,000	106,000			112,000
Proposed Change												+14,652	-106,000			- 91,348
Revised												20,652	0			20,652
12. Technical Assistance																
Budget	34,900			20,300							18,000					73,200
Proposed Change	- 33,597			- 19,276							0					- 52,873
Revised	1,303			1,024							18,000					20,327
13. Coord./Management																
Budget	40,600			36,600 <sup>b</sup>												77,200
Proposed Change	- 21,775			- 3,117												- 24,892
Revised	18,825			33,483												52,308
OTAL																
Budget	150,000	321,000	0	121,500	57,881 <sup>c</sup>	11,300	130,000 <sup>d</sup>	106,341 <sup>e</sup>	10,000 <sup>f</sup>	35,000	20,000 <sup>g</sup>	24,000	166,000	0		1,153,022
Proposed Change	+ 7,204 <sup>a</sup>	- 81,620 <sup>a</sup>	+18,036	0	0	0	0	0	0	-2,950	- 3,348	- 36,800	2,516		- 96,962	
Revised	157,204	239,380	18,036	121,500	57,881	11,300	130,000	106,341	10,000	35,000	17,050	20,652	129,200	2,516	1,056,060	
Carryover from FY 80							17,491	607,459			3,717	6,933				

FRI-MET:<sup>h</sup>

1. Service Analysis																
Budget				31,000												
Proposed Change				- 3,000												
Revised				28,000												
2. Transit Energy Reduct.																
Budget				25,000												
Proposed Change				0												
Revised				25,000												
3. TSM																
Budget				30,000												
Proposed Change				0												
Revised				30,000												
1. Special Transportation																
Budget				26,770 <sup>i</sup>												
Proposed Change				0												
Revised				26,770												
3. 5-Year Plan																
Budget				53,125												
Proposed Change				- 8,000												
Revised				45,125 <sup>j</sup>												
PROPOSED WORK ELEMENT																
i. Plan Maintenance																
Budget				0												
Proposed Change				+ 11,000												
Revised				11,000												

<sup>a</sup>Amount revised by supplemental agreement of 6-17-80.

<sup>b</sup>Includes audit fee (\$1,500).

<sup>c</sup>Carryover amount of FY 79 grant for \$70,000.

<sup>d</sup>Includes UWP amendment of January, 1980.

<sup>e</sup>FY 80 portion of March, 1980 UWP amendment.

<sup>f</sup>Local contract executed June 3, 1980.

<sup>g</sup>Clark County/Metro contract executed for reduced amount.

<sup>h</sup>Includes amendments made in August 9, 1979 letter to UMTA but not reflected on UWP budget tables.

<sup>i</sup>Added to show proper amount of grant pass through - requires no budget adjustment - inadvertently deleted from UWP budget table.

<sup>j</sup>\$1,500 reduced from 5-Year Plan for audit.