

## AGENDA MANAGEMENT SUMMARY

TO: TPAC, JPACT  
FROM: Executive Officer  
SUBJECT: Authorizing Federal Aid Interstate Funds to Provide A  
Pavement Overlay on the Marquam Bridge and Approaches

### I. RECOMMENDATIONS:

- A. Action Requested: Council adoption of the attached resolution authorizing a maintenance project in the amount of \$1,808,000 of Federal Aid Interstate Funds to provide a pavement overlay on the Marquam Bridge and approaches.
- B. Policy Impact: This action will result in an improved roadway surface and upgrade its condition to an acceptable level.
- C. Budget Impact: The approved Metro budget funds staff involvement in establishing project priorities and monitoring project implementation.

### II. ANALYSIS:

- A. Background: The Oregon Department of Transportation has requested the Transportation Improvement Program (TIP) be amended to include this project. In addition to overlaying the travel surface, bridge expansion joints will be repaired and raised to match the new pavement surface.
- B. Alternatives: Deterioration of the roadway surface (unless corrected) can be expected requiring eventual maintenance costs in excess of those currently needed.
- C. Conclusion: Metro staff recommends approval of the attached resolution.

FOR THE PURPOSE OF AUTHORIZING )  
FEDERAL AID INTERSTATE FUNDS )  
TO PROVIDE A PAVEMENT OVERLAY )  
ON THE MARQUAM BRIDGE AND )  
APPROACHES )

WHEREAS, Through Resolution No. 79-80 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 \$1,808,000 in Federal Aid Interstate Highway funds be authorized in the TIP to provide for pavement overlay on the Marquam Bridge and its approaches; and

WHEREAS, The purpose of this project is to renew the roadway wearing surface and repair and raise the tension joints to match the new pavement; now, therefore

BE IT RESOLVED,

1. That \$1,808,000 of Federal Aid Interstate Highway funds be authorized to provide for pavement overlay of the Marquam Bridge and its approaches.
2. That the Transportation Improvement Program 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.

## AGENDA MANAGEMENT SUMMARY

TO: TPAC, JPACT  
FROM: Executive Officer  
SUBJECT: Authorizing Federal Aid Interstate Funds to Add an Ice Detection System to the Fremont Bridge

### I. RECOMMENDATIONS:

- A. Action Requested: Council adoption of the attached resolution authorizing \$138,000 of Federal Aid Interstate funds to add an Ice Detection System to the Fremont Bridge.
- B. Policy Impact: This action will provide for early detection of icing conditions on the Fremont Bridge and will enable the Oregon Department of Transportation (ODOT) maintenance forces to take timely corrective action.
- C. Budget Impact: The approved Metro budget funds staff involvement in establishing project priorities and monitoring project implementation.

### II. ANALYSIS:

- A. Background: The Fremont Bridge is subject to early icing due to its elevation and steel construction. ODOT has requested the Transportation Improvement Program be amended to include this project to install ice detectors on the bridge. These detectors will provide for early warning of icing conditions and enable maintenance forces to take corrective action in advance and to reduce traffic tie-ups.
- B. Alternatives Considered: 1) do nothing, or 2) implement the project and improve detection of icing conditions.
- C. Conclusion: Metro staff recommends approval of the attached resolution based on the favorable safety and traffic flow benefits.

FOR THE PURPOSE OF )  
AUTHORIZING FEDERAL AID )  
INTERSTATE FUNDS TO ADD )  
AN ICE DETECTION SYSTEM )  
TO THE FREMONT BRIDGE )

WHEREAS, The Metro Council adopted Resolution No. 79-80 which endorsed the FY 1980 Transportation Improvement Program (TIP); and

WHEREAS, The Transportation Improvement Program includes projects which utilize Federal Aid Interstate funds; and

WHEREAS, The Oregon Department of Transportation (ODOT) has requested that the Transportation Improvement Program be amended to include a new project which will utilize \$138,000 in Federal Aid Interstate funds; and

WHEREAS, This project will provide for installation of Ice Detectors on the Fremont Bridge as a means of alerting ODOT maintenance forces in a timely manner; and

WHEREAS, Obligation of the funds will take place in FY 1980; now, therefore

BE IT RESOLVED,

1. That \$138,000 in Federal Aid Interstate funds be authorized for the Fremont Bridge Ice Detection System identified in Exhibit "A".

2. That the TIP and its annual element be amended to reflect this authorization.

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

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

TO: TPAC, JPACT, Regional Planning Committee  
FROM: Executive Officer  
SUBJECT: Authorizing City of Portland Federal Aid Urban System Funds  
for a Citywide Signal Systems Analysis Project

### I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Council adoption of the attached Resolution No. \_\_\_\_\_ authorizing \$330,000 of City of Portland Federal Aid Urban System funds to conduct a citywide signal systems analysis.
- B. POLICY IMPACT: This action will result in undertaking a comprehensive study of the existing system, and design of the system as an out growth of the study.
- C. BUDGET IMPACT: The approved Metro budget funds staff involvement in establishing project priorities and monitoring project implementation.

### II. ANALYSIS:

- A. BACKGROUND: The first traffic signals were installed in Portland in the late 1920's. Today the signal system consists of approximately 700 signalized locations controlled by a variety of devices. While attempts are made to coordinate signal timing in the Central Business District (CBD) and along major routes, this unmatched collection of traffic signal control devices which has accumulated over the years is causing costly delays for motorists in both time and fuel consumption.

The purpose of this study is to take a comprehensive look at the entire signal system and to outline a five-year Transportation Systems Management Improvement Program. This program will identify improvements to the existing signal network.

The study will consist of two phases:

#### Phase I:

- 1. An analysis of the existing signal system to determine deficiencies in signal control equipment, timing, and coordination, and to provide an assessment of future needs;
- 2. An assessment of existing equipment deficiencies as they relate to reliability and existing standards (MUTCD) for signal installations;

FOR THE PURPOSE OF AUTHORIZING )  
CITY OF PORTLAND FEDERAL AID URBAN )  
SYSTEM FUNDS FOR A CITYWIDE SIGNAL )  
SYSTEMS ANALYSIS PROJECT )

WHEREAS, The City of Portland has identified deficiencies in its signal system in the form of equipment, timing and signal coordination; and

WHEREAS, The City of Portland has determined that a comprehensive study of the existing signal system is necessary to recommend methods for its better utilization and to provide guidelines and plans for its future expansion; and

WHEREAS, The City of Portland has requested that \$330,000 of the Federal Aid Urban (FAU) funds be authorized to conduct such a study; and

WHEREAS, These funds are available in the City of Portland's FAU contingency; and

WHEREAS, The City Council has approved this project in its Capital Improvement Program; and

WHEREAS, The Metro Systems Planning Analysis indicates that the study project will lead to solutions to the identified transportation objectives set forth in Exhibit "A"; now, therefore,

BE IT RESOLVED,

1. That \$330,000 of Federal Aid Urban System Funds be authorized from the City of Portland's FAU contingency to conduct the Citywide Signal System Analysis Project.

2. That the TIP and its annual element be amended to reflect this authorization as set forth in Exhibit "B."

SYSTEMS REPORT FOR CITY WIDE SIGNAL SYSTEM PROJECT

**Objectives:** The purpose of the study is to improve the existing signal network so as to provide a highly coordinated, interconnected signal system capable of providing a smooth vehicle flow throughout the City signal network, and close ties into abutting signal systems in the surrounding county areas.

**Approach:** This project will consist of a two-phase study. Phase I consists of retaining a consultant to perform a comprehensive study of the existing signal system, with the final product being a recommended five-year improvement program. Phase II consists of the consultant's design of the new system(s) recommended in Phase I.

**Anticipated Results:** We anticipate improvements of the existing signal system which will provide time savings to the motoring public, reduce air pollution, reduce signal system energy requirements, reduce fuel consumption, reduce accidents, improve transit and pedestrian movement, and reduce maintenance costs.

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

TO: TPAC, JPACT, Regional Planning Committee  
FROM: Executive Officer  
SUBJECT: Authorizing Federal Funds for Replacement of the Fanno Creek Bridge on Scholls Highway

### I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached Resolution No. \_\_\_\_\_ authorizing \$510,000 of federal funds to replace the Fanno Creek Bridge on Scholls Highway.
- B. POLICY IMPACT: This action will enable the Oregon Department of Transportation (ODOT) to replace the Fanno Creek Bridge using Transition Quarter funds. These funds were appropriated by Congress to cover the "extra" quarter of the year in 1976 when the federal fiscal year ending changed from June 30, to September 30. Any unused balance of these funds remaining after September 30, 1980, will lapse.
- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments.

### II. ANALYSIS:

- A. BACKGROUND: The ODOT has requested the Transportation Improvement Program be amended to include this project. Preliminary engineering has been completed using State funds. Right-of-way acquisition and construction are to commence in the next two to three months and will use Transition Quarter funds (only available to the State) for their implementation.

The Fanno Creek Bridge is currently two lanes and is heavily used by construction vehicles and by Tri-Met buses. Widening to four lanes would provide for arterial continuity on Scholls Highway and would provide a structure capable of handling heavy vehicles and high traffic volumes.

- B. ALTERNATIVES CONSIDERED: There are no suitable alternatives. The existing bridge is of wood and will eventually require load limits or complete closure to heavy vehicles. Such an alternative would mean that the preliminary engineering funds have been wasted and would mean loss of the Transition Quarter funds to this region.
- C. CONCLUSION: Metro staff recommends approval of the attached Resolution based on the needs of the area served, safety and route continuity.

6/19/80  
BP:ss  
8595/92



FOR THE PURPOSE OF AUTHORIZING )  
FEDERAL FUNDS FOR REPLACEMENT )  
OF THE FANNO CREEK BRIDGE ON )  
SCHOLLS HIGHWAY )

WHEREAS, Through Resolution No. 79-80, 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 Transportation Improvement Program upon approval of Metro Council; and

WHEREAS, The Oregon Department of Transportation (ODOT) has requested that \$510,000 in Federal Transition Quarter funds be authorized to cover right-of-way acquisition and replacement of the Fanno Creek Bridge; and

WHEREAS, These Transition Quarter funds must be federally obligated by September 30, 1980, or they will lapse; and

WHEREAS, Preliminary engineering is complete and the ODOT can commence right-of-way acquisition and construction as soon as obligation of funds takes place; now, therefore,

BE IT RESOLVED,

1. That \$510,000 of Federal Transition Quarter funds be authorized for right-of-way and construction of the Fanno Creek Bridge replacement.

2. That the Transportation Improvement Program (TIP) and its annual element be amended to reflect this authorization as set forth in Exhibit "A."

**PROJECT DESCRIPTION**  
 RESPONSIBILITY (AGENCY) Oregon Department of Transportation  
 LIMITS Fanno Creek Bridge, Scholls Highway LENGTH 0.1  
 DESCRIPTION Replace the existing two-lane bridge with a new 64-foot-wide structure providing four travel lanes plus shoulders. Widen the roadway approaches to the bridge.  
The purpose of this project is to replace a narrow, deteriorating wooden bridge which is rapidly becoming inadequate to handle the high traffic and truck volumes in this fast-growing area of Washington County.

PROJECT NAME Fanno Creek Bridge, Scholls Highway  
 ID No FAU9234  
 APPLICANT ODOT

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

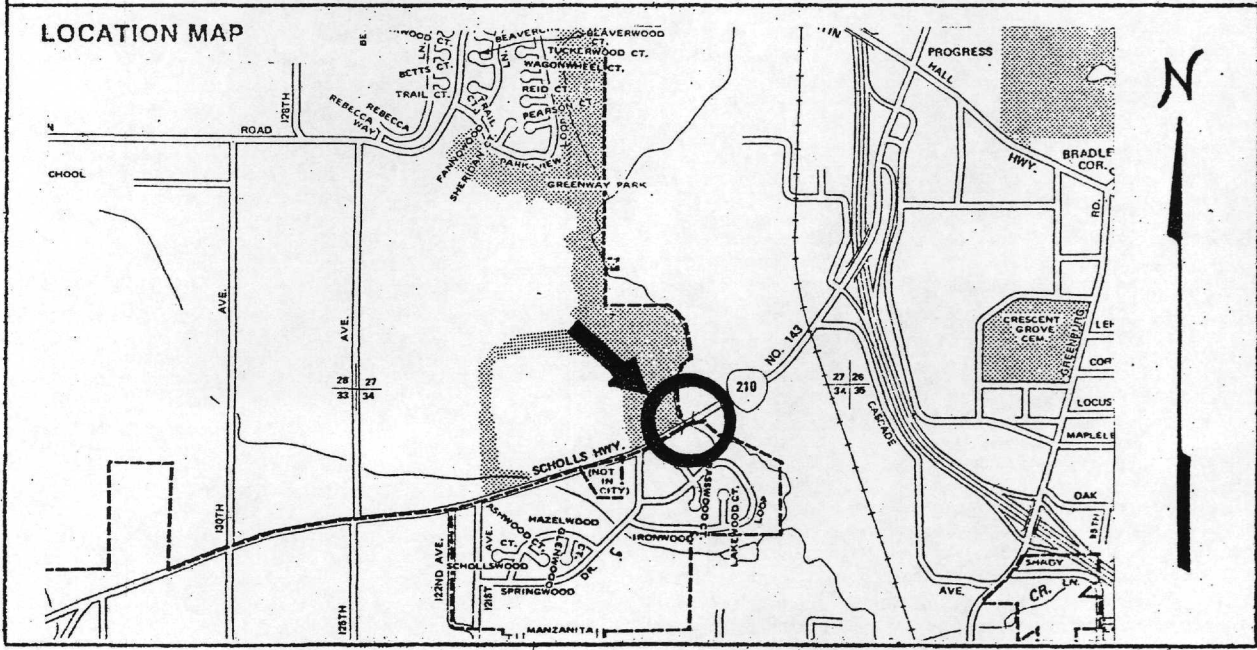
RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN  
 LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT \_\_\_\_\_

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

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL			580			580
FEDERAL			510			510
STATE			70			70
LOCAL						

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

PRELIM ENGINEERING \$	_____
CONSTRUCTION	263,000
RIGHT OF WAY	39,000
TRAFFIC CONTROL	_____
ILLUMIN, SIGNS, LANDSCAPING, ETC	_____
STRUCTURES	278,000
RAILROAD CROSSINGS	_____
<b>TOTAL</b>	<b>\$ 580,000</b>



**SOURCE OF FUNDS (%)**

FEDERAL	
FAUS (PORTLAND)	_____
FAUS (OREGON REGION)	_____
FAUS (WASH REGION)	_____
UMTA CAPITAL	UMTA OPRTG _____
INTERSTATE	_____
FED AID PRIMARY	_____
INTERSTATE	_____
SUBSTITUTION	_____
Transitional Quarter	88%
NON FEDERAL	
STATE	12%
LOCAL	_____

EXHIBIT "A"

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

TO: Metro Council  
FROM: Executive Officer  
SUBJECT: Endorsing Tri-Met's Capital Grant Application for  
Construction of the Banfield Light Rail Transit Project  
and Amending the Transportation Improvement Program

### I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Council adoption of the attached Resolution No. \_\_\_\_\_ endorsing Tri-Met's capital grant application for construction of the Banfield Light Rail Transit (LRT) Project and amending the Transportation Improvement Program (TIP) to include the necessary Urban Mass Transportation Administration (UMTA) funds.
- B. POLICY IMPACT: This action is consistent with previous Council actions to develop a Transitway Corridor Project in the Banfield Corridor. It acknowledges Tri-Met's compliance with the Urban Mass Transportation Administration (UMTA) procedures which require a grant application and public hearing process. It affirms that the project is appropriate to identified transportation objectives in the Banfield Corridor and is consistent with local and regional land use policies.
- C. BUDGET IMPACT: The approved Metro budget funds staff involvement in establishing project priorities and monitoring project implementation.

### II. ANALYSIS:

- A. BACKGROUND: With the adoption of the Interim Transportation Plan (ITP) in June, 1975, Regional Policies and Objectives were established for transitway corridors. Following this action, the Oregon Department of Transportation (ODOT) was authorized to proceed with preliminary engineering and preparation of a Draft Environmental Impact Statement on the Banfield Corridor Transitway Project.

In November, 1976, Interstate Transfer funds were reserved by CRAG for the Banfield Corridor and have over the elapsed time escalated to some \$125.9 million (federal) in December, 1979 dollars.

Subsequent Metro (CRAG) actions, supported by staff analyses by ODOT, Tri-Met, Metro and other jurisdictions, concluded that:

the Portland area. The line will consist of two sets of tracks serving principal destinations between the system's western terminus at 11th Avenue and Yamhill/Morrison in downtown Portland, and its eastern terminus east of the intersection of 8th Street and Cleveland Avenue in Gresham. The line will be served by a total of 27 transit stations (in a one-way direction). Up to seven of these stations will feature park and ride facilities. An LRT system maintenance and storage facility will be constructed in Gresham.

To obtain federal funds for the overall project the ODOT is submitting a Final Environmental Impact Statement to the U. S. Department of Transportation.

To finance building the light rail line, Tri-Met must follow UMTA procedures which require the grant application and public hearing process. The UMTA grant application, addressed in the attached Resolution No. \_\_\_\_\_, essentially describes the Banfield Light Rail Transit Project, provides supporting documentation as to the budget, the planning and local approval process and Tri-Met's compliance with federal requirements, and requests federal funds to construct the light rail line. Principal costs covered by the grant include construction of the LRT facility, acquisition of property and procurement of rail vehicles.

Once final federal approval is received on both the Final Environmental Impact Statement and UMTA grant application, construction can begin.

**B. ALTERNATIVES CONSIDERED:**

1. No build
- 2.a Low-cost improvements
- 2.b Low-cost improvements plus minimum 6-lane Banfield
- 3.a HOV lanes plus 6/4 (east of Hollywood)-lane Banfield
- 3.b HOV lanes plus 6-lane Banfield
- 3.c HOV lanes plus 6-lane Banfield with shoulders
- 4.a Northside busway plus 6-lane Banfield with shoulders
- 4.b Median busway plus 6-lane Banfield with shoulders
- 5.1a LRT plus minimum width 6-lane Banfield
- 5.1b LRT plus standard width 6-lane Banfield with shoulders

Alternative 5.1b was selected as the preferred alternative based on:

- . Greatest cost-effectiveness;
- . Greatest long-term operating cost savings
- . Greatly improved transit service to the east side of Portland and East Multnomah County
- . Minimum community disruption
- . Support to economic vitality of the jurisdictions served.

FOR THE PURPOSE OF ENDORSING )  
TRI-MET'S CAPITAL GRANT )  
APPLICATION FOR CONSTRUCTION )  
OF THE BANFIELD LIGHT RAIL )  
TRANSIT PROJECT AND AMENDING )  
THE TRANSPORTATION IMPROVEMENT )  
PROGRAM )

WHEREAS, The Banfield transitway project is nearing the point when right-of-way acquisition and construction will begin; and

WHEREAS, Interstate Transfer funds have been reserved for joint use of the Oregon Department of Transportation (ODOT) and Tri-Met in implementing the Banfield Project; and

WHEREAS, ODOT and Tri-Met have taken appropriate steps to secure needed funding beyond the allocated Interstate Transfer funds; and

WHEREAS, To obtain federal funds for the overall project, ODOT is submitting a Final Environmental Impact Statement to the U.S. Department of Transportation; and

WHEREAS, To finance building the light rail line, Tri-Met is applying to the Urban Mass Transportation Administration (UMTA) for a capital grant under Section 3 of the Urban Mass Transportation Act of 1964, as amended; and

WHEREAS, This grant application calls for some \$77.7 million dollars (federal) escalated over a five-year period; and

WHEREAS, The principal costs covered by the grant application include construction of the light rail transit facility, acquisition of property, and procurement of rail vehicles; and

WHEREAS, When federal approval is received on both the Final Environmental Impact Statement and the UMTA grant application, construction can begin; now, therefore,

COMMITTEE MEETING TITLE JPACT

DATE 7-10-80

NAME

AFFILIATION

NAME	AFFILIATION
✓ DAN FREWINS	TRI-MET
✓ Anne Sylvester	Clark Co RPC
S Wm. Ockert	Metro
✓ ✓ Mike Lundberg	City of Portland
✓ ✓ Donna Keamey	Clark Co
✓ ✓ Jim Fisher	Washed
✓ ✓ Daniel S Clark	Mult Co.
✓ ✓ GERALD EDWARDS	WDOT
✓ ✓ ROBERT BATHMAN	ODOT
✓ ✓ Winston Kurth	Clark Co.
S Andy Cotugno	Metro
✓ Ron Macdonald	Tri-Met
✓ Bebe Rucker	Multnomah County
✓ Bill Greene	O.D.F.Q.
✓ Ted Spence	ODOT
✓ STEVE DUTERRER	PORTLAND
✓ Elton Chang	FHWA - Oregon Div.
✓ John Price	FHWA
✓ S ELLEN K. DUKE	Metro - Citizen Involvement
✓ Dick Howsley	RPC
✓ Larry Cole	Beaverton
✓ ✓ Deck Pokrowski	Vancouver
✓ ✓ Charlie Williamson	Metro
✓ S Karen Shackston	Metro
✓ S Lois Kaplan	Metro