

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING	)	RESOLUTION NO. 88-860
THE REGION'S PRIORITY HIGHWAY)	
PROJECT IMPROVEMENTS FOR INCLUSION	)	Introduced by the Joint
IN THE 1988-1994 OREGON DEPARTMENT	)	Policy Advisory Committee
OF TRANSPORTATION SIX-YEAR HIGHWAY	)	on Transportation
PROGRAM)	

WHEREAS, The Joint Policy Advisory Committee on Transportation has established a preliminary 10-year transportation program of priorities and strategies; and

WHEREAS, The program sets the agenda for transportation improvements throughout the next decade; and

WHEREAS, Many of the identified improvements are required on facilities owned by the State of Oregon; and

WHEREAS, The improvements programmed on the State Highway System must be included in the Oregon Department of Transportation Six-Year Highway Improvement Program; and

WHEREAS, The Six-Year Program is currently being updated to encompass projects to be scheduled in the period 1988-1994; and

WHEREAS, The Transportation Improvement Program Subcommittee and the Transportation Policy Alternatives Committee have developed a consensus as to the region's priorities for projects to be included in the current Oregon Department of Transportation Six-Year Program Update; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District adopts the highway improvements contained in Exhibit A as the region's priorities for inclusion in the 1988-1994 Oregon Department of Transportation Six-Year Program.

2. That staff be directed to forward these priorities in testimony during the appropriate hearings on the Six-Year Program Update by the Oregon Transportation Commission.

3. That this action is consistent with the Regional Transportation Plan.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1988.

Mike Ragsdale, Presiding Officer

AC/sm
8888C/531
02/01/88

EXHIBIT A

HIGHWAY PROJECT PRIORITIES FOR INCLUSION IN 1988-1994 ODOT SIX-YEAR PROGRAM

	<u>Project Limits</u>	<u>Recommendation</u>	<u>Cost</u>
A. <u>Interstate Projects</u>			
I-5	Greeley - N. Banfield Ph. 1	Construction	\$6.0 m.
I-5	Western Bypass/I-205 Int.	PE/ROW	12.0
I-205	Highway 224 Interchange	PE/ROW	6.0
I-5	Highway 217 Interchange	Construction	12.5
I-5	Greeley - N. Banfield Ph. 2	Construction	27.9
I-5	Greeley - N. Banfield Ph. 3	PE/ROW	3.0
I-5	Greeley - N. Banfield Ph. 4	PE/ROW	5.5
I-205	Sunnybrook Interchange	Construction	6.6
I-5	Barbur/49th/Taylor's Ferry Int.	PE/EIS	1.0
I-405	W. Marquam - Fremont Bridge	PE	4.0
I-5	Stafford Road Interchange	Construction	10.0 (5.2 prog.)
I-84	181st - Troutdale	Construction	70.0 (55.0 prog.)
B. <u>Access Oregon Projects</u>			
W. Bypass	Phase 1 (I-5 to Highway 99W)	PE/ROW	8.0
U.S. 26	Zoo - Sylvan Road Phase 1	Construction	11.5 (5.4 prog.)
	(including Zoo ramp Ph. 2)		
U.S. 26	Canyon - Cornell	Construction	19.2
U.S. 26	Sylvan - Canyon Phase 2	Construction	11.3
I-84/ U.S. 26	Connection	PE/ROW	12.0
Hwy. 224	McLoughlin - 37th/Edison	Construction	5.0
Hwy. 224	37th/Edison - Webster Phase 1	Construction	0.5
Hwy. 224 Ext.	Lawnfield - 135th	PE/ROW	11.0
W. Bypass	(Boones Ferry Rd.) Bypass - I-5 Phase 1	Construction	1.9
U.S. 26	158th/Cornell Interchange	Construction	13.6 (12.4 prog.)
Hwy. 99W	at Six Corners	Construction	4.0
Hwy. 212	Chitwood - Royer (Damascus)	PE/ROW	3.5
Hwy. 224	37th/Edison - Webster Phase 2	PE	0.4
Hwy. 224	Webster - Johnson	PE	0.4
W. Bypass	Phase 2 (Highway 99W - Sunset)	PE	3.0
U.S. 26	185th Avenue Interchange	Construction	11.0

EXHIBIT A
(continued)

	<u>Project Limits</u>	<u>Recommendation</u>	<u>Cost</u>
<u>C. Other State Fund Projects</u>			
U.S. 26	Zoo - Sylvan Phase I	Construction	11.5 (5.4 prog.)
	(including Zoo ramp Ph. 2)		
U.S. 26	Canyon - Cornell	Construction	19.2
Barbur Blvd.	S.W. Third - S.W. 49th (TSM)	Construction	1.3
Powell Blvd.	I-205 - 181st Phase 1 (TSM)	Construction	7-10.0
U.S. 26	Sylvan - Canyon Phase 2	Construction	11.3
Farmington Road	Murray - 185th	Construction	5.0 (3.45 local)
Hwy. 43	Willamette Falls Dr. - Laurel	Construction	1.0
OR 213	C.C.C. - Leland	Construction	3.2
Hwy. 217	Sunset - Scholls Ferry Rd. (RM)	Construction	0.7
Hwy. 217	Sunset - Hall Phase 1	PE/ROW	1.2
Hwy. 217	Hall Boulevard - Hall O'xing	PE/ROW	1.1
U.S. 26	158th/Cornell Interchange	Construction	13.6 (12.4 prog.)
Hwy. 99W	Highway 217 to Main	PE/ROW	1.5
Hwy. 99W	Highway 217 Interchange	PE/ROW	4.7
Hwy. 217	Greenburg O'xing	PE/ROW	0.5
B.H. Hwy.	Scholls Ferry - Hwy. 217 (TSM)	Construction	1.7
B.H. Hwy.	Scholls/Oleson Interchange	Construction	1.0 (0.33 prog.)
Barbur Blvd.	Hamilton - Terwilliger	PE/ROW	1.3
T.V. Hwy.	Highway 217 - Murray	PE	2.0
T.V. Hwy.	Murray - 21st Phase 1 (TSM)	PE	2.5
T.V. Hwy.	21st - Oak	Construction	0.7 (4.4 other \$
Scholls Ferry	Hwy. 217 - Murray	Construction	7.4 (1.77 local)
Macadam Avenue	at Taylors Ferry	PE/ROW	0.4
Macadam Avenue	Taylors Ferry - Bancroft (TSM)	PE	1.0
Farmington Road	185th - 209th	PE/ROW	1.0
Union/ Grand	Viaduct Replacement	Construction	11.0 (HBR)
U.S. 30	N. Columbia - Lombard via 60th	Construction	2.2
U.S. 26	185th Avenue Interchange	Construction	11.0
Graham Rd.	Structure Widening	Construction	1.7

EXHIBIT A
(continued)

D. State Operations Fund

That the state establish, on a regional basis, an operations fund to be used for intersections and other small scale operations improvements.

E. Freeway Management Techniques

That ODOT initiate and implement over time the freeway management techniques, including ramp metering, identified in the November 1987 Freeway Congestion Management Report prepared by ODOT Region I.

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TABLE 1

INTERSTATE PROJECT PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>	
<u>High</u>						
I-5	Greeley - N. Banfield Phase I	Ramp mods; new local street	19	Construction	---	\$ 6.0 m.
I-5	Western Bypass/I-205 Interchange	Construction	19	PE/ROW	Insufficient time available to construct in six-year period.	12.0
I-205	Highway 224 Interchange	Reconstruction	19	PE/ROW	Insufficient time available to construct in six-year period.	6.0
I-5	Highway 217 Interchange	Reconstruction	18	Construction	---	12.5
I-5	Greeley - N. Banfield Phase II	Widen to 6 lanes	18	Construction	---	27.9
I-5	Greeley - N. Banfield Phase III	Braided ramps	18	PE/ROW	Construction of Phases 1 and 2 will allow lengthening of schedule.	3.0
I-5	Greeley - No. Banfield Phase IV	SB frontage road	18	PE/ROW	Construction of Phases 1 and 2 will allow lengthening of schedule.	5.5
I-205	Sunnybrook Interchange	Construction of split diamond	17	Construction	---	6.6
I-5	Barbur/49th/Taylor's Ferry Int.	To be determined	17	PE/EIS	Project has yet to be defined.	1.0
I-405	W. Marquam - Fremont Bridge	To be determined	16	PE	Project has yet to be defined.	4.0
I-5	Stafford Road Interchange	Widening	15	Construction	Required for Phase I of W. Bypass.	10.0 (5.2 funded)
I-84	181st - Troutdale	Widen to 6 lanes; new ints. at 207th and 238th	10	Construction	Accelerate priority due to U.S. 26 Connector priority.	70.0 (55.0 funded)
<u>Medium</u>						
I-5	Multnomah - Terwilliger	NB weave and merge	16	---		
I-205	Airport Way - Sunnyside	Ramp metering	16	---		
I-5	Hood Avenue - Terwilliger	SB Climbing Lane	15	---		
<u>Low</u>						
I-205	Gladstone Interchange	Widening	13	---		
I-5	Lower Boones Ferry Interchange	Widening	12	---		
I-205	Highway 43 Interchange	Widening	11	---		
I-5	Wilsonville Interchange	Reconstruction	10	---		
I-5	Charbonneau Interchange	Widening	9	---		

TABLE 2

ACCESS OREGON PRIORITIES

<u>Project Limits</u>		<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
			<u>High</u>			
W. Bypass	Phase I (I-5 to Highway 99W)	Construct 4-lane facility	21	PE/ROW	Insufficient time to go to construction in six-year period.	\$8.0 m.
U.S. 26	Zoo - Sylvan Road Phase I (including Zoo ramp II)	Complete WB Climbing Lane	20	Construction	---	11.5 (5.4 prog.)
U.S. 26	Canyon - Cornell	Widen to 6 lanes	20	Construction	---	19.2
U.S. 26	Sylvan - Canyon Phase 2	Widen; construct CD roads	19	Construction	---	11.3
I-84/ U.S.26	Connection	Construct 4-lane facility	19	PE/ROW	Insufficient time to go to construction in six-year period.	12.0
Hwy. 224	McLoughlin - 37th/Edison	Widen to 6 lanes	18	Construction	---	5.0
Hwy. 224	37th/Edison - Webster Phase I	Reconfigure, signal intertie	12	Construction	Required for previous project.	0.5
Hwy. 224	Extension (Lawnfield - 135th)	Construct 4-lane facility	18	PE/ROW	Insufficient time to go to construct in six-year period.	
W. Bypass	(Boones Ferry Rd.) Bypass - I-5/Stafford Phase I	Widen to 3 lanes	17	Construction	Connected to I-5/Stafford and Bypass Phase I.	1.9
U.S. 26	158th/Cornell Interchange	Reconstruct interchange	17	Construction	---	13.6 (12.4 prog.)
Hwy. 99W	at Six Corners	Reconfigure interchange	17	Construction	Connected to Tualatin/Sherwood/Edy Road project.	4.0
Hwy. 212	Chitwood - Royer (Damascus)	Widen or couplet	14	PE/ROW	Insufficient time to go to construct in six-year period.	3.5
Hwy. 224	37th/Edison - Webster Phase 2	Widen to 6 lanes	12	PE	Moved up to allow all Hwy. 224 PE to proceed at same time.	0.4
Hwy. 224	Webster - Johnson	Widen to 6 lanes	11	PE	(See previous project)	0.4
W. Bypass	Bypass Phase 2 (Highway 99W - Sunset)	Construct 4-lane facility		PE	Added due to need to define in conjunction with Phase 1 and 216th/219th segment; construction is subject to meeting land use requirements.	3.0
Hwy. 26	185th	Reconstruct	15	Construction	Connected to 185th widening.	11.0

Medium

- NONE -

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
		<u>Low</u>			
Hwy. 212	Rock Creek Junction - Chitwood	11	Widen to 4 lanes		
Hwy. 212	Lani Lane - U.S. 26 Phase I	11	Widen to 2 lanes		
Hwy. 212	Lani Lane - U.S. 26 Phase II	11	Widen to 4 lanes		
Hwy. 212	School Rd. - Lani Ln. (Boring)	9	Widen or couplet		
Hwy. 212	Royer - 242nd	8	Widen to 4 lanes		
Hwy. 212	242nd - School Road	8	Widen to 4 lanes		
U.S. 26	Helvetia Int. Phase 2	8	All capacity at interchange		
U.S. 26	Jackson Interchange	7	Construct interchange		
Hwy. 212	at U.S. 26	7	Improve interchange		

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TABLE 3

OTHER STATE FUNDING SOURCE PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
		<u>High</u>			
U.S. 26	Zoo - Sylvan Phase I (including Zoo ramp II)	Complete WB Climbing Lane	20	Construction	\$11.5 m. (5.4 prog.)
U.S. 26	Canyon - Cornell	Widen to 6 lanes	20	Construction	19.2
Barbur Blvd.	S.W. Third - S.W. 49th	TSM	20	Construction	1.3
Powell Blvd.	I-205 - 181st Phase 1	TSM	20	Construction	7-10
U.S. 26	Sylvan - Canyon Phase 2	Widen; all CD roads	19	Construction	11.3
Farmington Road	Murray - 185th	Widen to 5 lanes	19	Construction	Local \$ committed (\$3.45 m.). 5.0
Hwy. 43	Willamette Falls Dr. - Laurel	TSM; intersections	19	Construction	1.0
OR 213	C.C.C. - Leland	Widen	19	Construction	3.2
Hwy. 217	Sunset - Scholls Ferry Road	Ramp meter	18	Construction	0.7
Hwy. 217	Sunset - Hall Phase I	Auxiliary lanes	18	PE/ROW	1.2
Hwy. 217	Hall Boulevard - Hall O'xing	Widen to 6 lanes	18	PE/ROW	1.1
U.S. 26	158th/Cornell Interchange	Reconstruct interchange	17	Construction	13.6 (12.4 prog.)
Hwy. 99W	Highway 217 to Main	Reconfigure; widen	19	PE/ROW	1.5
Hwy. 99W	Hwy. 217 Interchange	Reconstruct	17	PE/ROW	4.7
Hwy. 217	Greenburg O'xing	Widen to 7 lanes	17	PE/ROW	0.5
B.H. Hwy.	Scholls Ferry - Highway 217	TSM	17	Construction	1.7
B.H. Hwy.	Scholls/Oleson Interchange	Reconfigure interchange	17	Construction	1.0 (0.33 prog.)
Barbur Blvd.	Hamilton - Terwilliger	SB Climb Lane	17	PE/ROW	1.3
T.V. Hwy.	Highway 217 - Murray	Widen or couplet	17	PE	2.0
T.V. Hwy.	Murray - 21st Phase I	TSM	17	PE	2.5
T.V. Hwy.	21st - Oak	Widening	17	Construction	(e) (4) and local \$ committed (\$4.4 m.) 0.7
Scholls Ferry	Hwy. 217 - Murray (incl. WB lane; FC Br. & 135th Ph. I)	Widen	16	Construction	Local \$ committed (\$1.77 m.). 7.4 (1.77 prog.)
Macadam Ave.	at Taylors Ferry	Reconfigure; TSM	17	PE/ROW	Project needs to be defined. 0.4
Macadam Ave.	Taylors Ferry - Bancroft	TSM	17	PE	Project needs to be defined. 1.0
Farmington Road	185th - 209th	Widen to 3 lanes	15	PE/ROW	Connected to Murray - 181st project 1.0

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
<u>High</u> - continued					
McLoughlin Blvd.	Union/Grand Viaduct	Replacement	11	Construction	Necessary for adjacent McLoughlin improvements. \$11.0 m. (HBR)
U.S. 30	N. Columbia - Lombard at 60th	Reconfigure	11	Construction	Last piece of corridor truck-route program. 2.2
U.S. 26	185th Interchange	Reconstruct	15	Construction	Connected to 185th widening. 11.0
Graham Rd.	Col. S. Highway - I-84	Widen structure	11	Construction	Connected to I-84 widening and 257th project. 1.7
<u>Medium</u>					
Hwy. 99W	Main - Tualatin Road	TSM	15		
Scholls Ferry	Highway 217 - Hall	Widen	15		
Hall Blvd.	Scholls Ferry - Durham Phase I	TSM	15		
McLoughlin Blvd.	Hanson - River Road	Widen to 5 lanes	15		
Barbur Blvd.	at Hamilton Interchange	Reconfigure	14		
Sandy Blvd.	at 12th/Burnside Interchange	Reconfigure	14		
B.H. Hwy.	at Capital/Bertha	Reconfigure	14		
Oregon City Bypass	at Beavercreek Road	Construct interchange	14		
Durham Road	Hall - 72nd	Widen to 3 lanes	13		
<u>Low</u>					
Hwy. 43	at Terwilliger Extension	Intersection TSM	12		
Boones Ferry Rd.	Tualatin River Bridge Bypass	Widen to 3-4 lanes	12		
McLoughlin	at Arlington	Intersection	11		

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
<u>Low - continued</u>					
Scholls					
Ferry	at Old Scholls/135th Phase II	Reconfigure	14	Need lessened by Phase I.	
Hwy. 217	Hall - Hall O'xing	Widen to 6 lanes	16	Need lessened by Phase I.	
Hwy. 99W	I-5 to Highway 217	Widen to 7 lanes	21	Deferred until after Ph. I Bypass opens.	
T.V. Hwy.	Murray to 21st Phase II	Widen to 6-7 lanes	17	Deferred until Ph. I completed, Farmington and Baseline improved.	
Boones					
Ferry Rd.	I-5 to Tualatin River	Widen to 3 lanes	11		
Boones					
Ferry Rd.	at Tualatin River	Widen to 3 lanes	11		
Boones					
Ferry Rd.	W. Bypass - I-5/Stafford Ph. II	Widen to 5 lanes	13	Need lessened by Phase I.	
Scholls					
Ferry Rd.	Murray - Beef Bend	Widen to 4-5 lanes	11		
Scholls					
Ferry Rd.	Beef Bend - Western Bypass	Widen to 4-5 lanes	12	Don't need until W. Bypass Phase II.	
Farmington					
Road	209th - Western Bypass	Widen to 3 lanes	10		
Hall Blvd.	Scholls Ferry - Durham Phase II	Widen to 3 lanes	14	Need lessened by Phase I.	
Barbur Blvd.	Front - Hamilton	Add SB lane	17	Deferred in favor of transit expansion.	
Sandy Blvd.	99 - 121 (105 - 109)	TSM; interchange imp.	11		
Sandy Blvd.	121st - 181st	Widen to 5 lanes	9		
Sandy Blvd.	181st - 244th Phase I	TSM	10		
Sandy Blvd.	181st - 244th Phase II	Widen to 3 lanes	8		
McLoughlin					
Blvd.	Ross Island Br. - Harold Ph. 3B	Widen to 3 lanes	18	Deferred in favor of transit expansion.	
McLoughlin					
Blvd.	Harold - Tacoma Phase IV	Widen to 3 lanes	19	Deferred in favor of transit expansion.	
82nd Avenue	Division - Schiller	Widen	11		

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
		<u>Low</u> - continued			
82nd Avenue	Killingsworth - Division	Widen	10		
82nd Avenue	Crystal Springs - Schiller	Widen	11		
Powell Blvd.	I-205 - 181st Phase II	Widen to 4-5 lanes	17		
U.S. 26	Helvetia Phase II Interchange	Widen interchange	8		
U.S. 26	Jackson Road	Construct interchange	7		
				Need lessened by Phase I.	

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02/01/88



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: February 3, 1988

To: Joint Policy Advisory Committee on Transportation

From: *AC* Andrew Cotugno, Director of Transportation

Regarding: TRANSIT FUNDING

As a follow-up to the Joint Policy Advisory Committee on Transportation (JPACT) Transportation Priorities and Strategies, staff has developed a process for considering allocation of funds towards the Five-Year Transit Development Plan (TDP). JPACT recommended adoption of Resolution 87-833 which endorsed the TDP and recognized that further regional action would be required to fully fund the TDP.

The process outlined below focuses on a review of the TDP capital program to determine the extent of funding shortfall, a re-examination of how the Section 3 Letter of Intent is allocated and consideration of use of a portion of the Interstate Transfer Regional Reserve. With the concurrence of JPACT, the specific steps to be undertaken by the TIP Subcommittee are as follows:

1. The capital program in the Draft Transit Development Plan should be evaluated by the TIP Subcommittee to confirm whether all projects should be funded and therefore whether or not \$14.5 million accurately reflects the unfunded component.
2. The unfunded component of the TDP (defined above) should be fully funded through a combination of available Section 3 and Interstate Transfer resources to be determined by the Subcommittee. Towards this, miscellaneous resources should be committed to the TDP (subject to fully funding Banfield costs) to reduce its unfunded component as follows:

• Balance of Banfield Full Funding Agreement	\$4.3m.
• Interstate Transfer TSAPP Excess	.53
• Supplemental Interstate Transfer	.73
TOTAL	\$5.56m.
3. The Section 3 Trade projects that do not have a firm local match commitment should be re-evaluated by the TIP Subcommittee to maximize the transfer of funds to the TDP shortfall. Section 3 Trade projects that are deleted should be compared in priority to TDP projects that result in being funded.

4. The funding level for an Interstate Transfer TDP reserve should be determined to fully fund the TDP depending upon the TDP evaluation and Section 3 Trade reallocation -- up to a maximum of \$2.1 million. The Interstate Transfer Regional Reserve funds will only be used after other sources have been considered.
5. The TIP Subcommittee should consider accelerating the spending of the Section 3 Trade funds by transferring future year Section 9 funds for available Section 3 Trade funds (the Section 9 projects would proceed immediately with Section 3 funds; the Section 3 Trade projects would proceed later with Section 9 funds).
6. The TIP Subcommittee should review Banfield/I-505 costs to determine how much to continue to hold in a contingency reserve. The balance should be placed in the Interstate Transfer Regional Reserve for allocation.
7. Metro should consider inclusion of funding for regional transportation planning in the Metro tax base; the TIP Subcommittee should recommend the funding level to continue for Interstate Transfer funding in the interim for the Metro Transportation Planning Program; the overall funding recommendation should be developed in conjunction with Section 9 and ODOT funding.
8. The TIP Subcommittee should evaluate the level of rideshare funding to allocate.



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: February 2, 1988

To: JPACT

From:  Andrew C. Cotugno, Transportation Director

Regarding: Regional Transportation Funding Proposals

Attached is an initial framework for development of new funding programs to implement the JPACT 10-year transportation priorities. This framework is intended to address the four major emphasis areas defined by JPACT:

- . Regional Highway Corridors
- . Regional Transit Corridors (LRT)
- . Urban Arterials
- . Expanded Transit Service

Further review will be undertaken by the JPACT Finance Committee to develop a "Draft" recommendation for an Urban Arterial Program and a transit funding proposal.

ACC:lmk

Attachment

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 88-860 FOR THE
PURPOSE OF ESTABLISHING THE REGION'S PRIORITY
HIGHWAY PROJECT IMPROVEMENTS FOR INCLUSION IN THE
1988-1994 ODOT SIX-YEAR HIGHWAY PROGRAM

Date: January 26, 1988

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would establish the region's priorities for needed highway improvements on the State Highway System to be included for funding in the 1988-1994 Oregon Department of Transportation (ODOT) Six-Year Highway Program.

The Transportation Policy Alternatives Committee (TPAC) has reviewed the proposed improvements and recommends approval of Resolution No. 88-860.

FACTUAL BACKGROUND AND ANALYSIS

To begin implementing the regional 10-year transportation program, priorities must be established to guide specific funding decisions, now and during the course of the 10-year period. A major source of funds for the improvements necessary on the State Highway System within the region is the ODOT Six-Year Program, which is currently being updated to provide funding for projects to be implemented during 1988-1994. The attached resolution identifies the region's highway project priorities for inclusion in the current update of the ODOT program.

The highway and transit improvements required to provide an adequate level of service on the region's transportation system have been identified as part of the RTP update process. Many of the improvements are projects needed on the State Highway System. Criteria were developed by the Joint Policy Advisory Committee on Transportation (JPACT) to evaluate these necessary improvements so that a set of regional priorities could be determined and forwarded in testimony before the OTC to be included in the current ODOT Six-Year Program update.

These criteria consisted of technical measures of current and 1998 congestion levels, vehicle hours of delay (current and 1998), accident rates, economic development factors, and overall cost/benefit in terms of expected year 2005 vehicle usage (see Attachment A). Point values were assigned for each criteria, and the projects were ranked in each category of Six-Year Program funding:

Interstate projects; Access Oregon (see below) projects; and other state-funded projects. Recommendations for inclusion in the Six-Year Program update were then made using a combination of the technical ratings and subjective factors such as timing and relationship to other projects (see Tables 1 through 3). Any of those projects recommended for PE/ROW in the "high priority" categories could be accelerated to construction if the process proceeds faster than anticipated at this time.

Access Oregon is a new category of project funding in the ODOT Six-Year Plan process. Beginning in 1990, the OTC plans to focus approximately \$150 million in new revenues on projects to modernize routes which significantly contribute to the economic health of the state while providing access to tourist destinations. As currently proposed by ODOT, the Access Oregon and Interstate routes cover all of the major radial corridors in this region (from I-84 to U.S. 26 east; McLoughlin Boulevard and the Sunrise Corridor; the Western Bypass and Highway 99W; I-5, I-84; and U.S. 30) except the Sunset Highway (U.S. 26 west). The Sunset Highway is the only major radial corridor that would not qualify for either Interstate funds or Access Oregon funds. It is strongly recommended that the Sunset Highway, obviously important from an economic standpoint as the access route to the growing employment base in Washington County and recreationally important as the major metropolitan area route to Tillamook (via Highway 6) and Seaside be included as either an Access Oregon route or a very high priority for funding from "other" state highway funds. To that end, Sunset Highway improvements have been included in both the Access Oregon priorities (Table 2) and the Other State Funded priorities (Table 3).

In addition to the specific project recommendations, two more generalized priorities were formulated in the process:

1. That the state should pursue the establishment of an "operations fund" for each region to be used for intersections and related operations-type improvements, especially in light of the reduction in HES funding levels; and
2. That the funding for management technique projects on the freeway system (ramp metering, incident management, etc.) should be pursued. These techniques are often inexpensive and can be a major factor in the more effective use of existing freeway capacity.

There was unanimous concurrence of the Transportation Improvement Program Subcommittee to forward the attached resolution to the Transportation Policy Alternatives Committee (TPAC) for approval.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 88-860.

ATTACHMENT A

I. JPACT CRITERIA

To implement the 10-year program, priorities must be established to guide specific funding decisions, now and during the course of the 10-year period. Criteria for setting these priorities will be as follows:

A. Criteria for Ranking Projects:

1. Improvements that correct severe existing traffic problems will have first priority.
 2. Improvements that correct traffic congestion problems anticipated in the next 10 years and improvements that correct access capacity deficiencies that constrain 10-year development areas will have next priority.
- B. In order to minimize costs, regional corridor improvements to be implemented will give priority consideration to actions to reduce costs through increased people-moving capacity obtained by transit, regional and corridor ride-share programs and low-cost management techniques such as ramp metering, signal improvements, access control and high-occupancy vehicle lanes.
- C. Large projects should be broken into manageable parts so that the most critical part is prioritized for construction.
- D. Consideration should be given to the region "reserving" a portion of available funds in order to be able to quickly respond to economic development opportunities.

II. TECHNICAL CRITERIA

A. 1985 v/c: Volume to capacity ratio (p.m. pk. hr./pk. direction)

- > .9 = High = 3 pts.
- .8 - .9 = Med. = 2 pts.
- < .8 = Low = 1 pt.

B. 1985 Accident Rate per vehicle mile (from 1985 ODOT Accident Rate Book)

- > 124% statewide median = High = 3 pts.
- 100% - 124% statewide median = Med. = 2 pts.
- < 100% statewide median = Low = 1 pt.

C. 1985 VHD = annual vehicle hours of delay

(time at assigned peak-hour volume) - (time at LOS "c"
volume) x 3,300 x peak-hour volume

1. Intersections/Interchanges

- > 9 hours = High = 3 pts.
- 5 - 9 hours = Med. = 2 pts.
- < 5 hours = Low = 1 pt.

2. Interstate Projects

- > 74 hours = High = 3 pts.
- 25 - 74 hours = Med. = 2 pts.
- < 25 hours = Low = 1 pt.

3. Link Improvements

- > 15 hours = High = 3 pts.
- 7.5 - 15 hours = Med. = 2 pts.
- < 7.5 hours = Low = 1 pt.

D. 1998 v/c: Volume to capacity ratio (p.m. pk. hr./pk.
direction)

- > .94 = High = 3 pts.
- .85 - .94 = Med. = 2 pts.
- < .85 = Low = 1 pt.

E. 1998 VHD = annual vehicle hours of delay

(time at assigned peak-hour volume) - (time at LOS "c"
volume) x 3,300 x peak-hour volume

1. Intersections/Interchanges

- > 19 hours = High = 3 pts.
- 10 - 19 hours = Med. = 2 pts.
- < 10 hours = Low = 1 pt.

2. Interstate Projects

- > 149 hours = High = 3 pts.
- 50 - 149 hours = Med. = 2 pts.
- < 50 hours = Low = 1 pt.

3. Link Improvements

- > 29 hours = High = 3 pts.
- 15 - 29 hours = Med. = 2 pts.
- < 15 hours = Low = 1 pt.

F. 1998 v/c > .9 Into Development Area

Does the project improve 1998 access into an area with vacant developable acreage with a projected v/c greater than .9? (Yes/No)

G. Recent Development Occurred?

Using 1980-1987 Total Employment and recent commitments, is the area accessed by the project actively developing? (Yes/No)

Combined Rating for F. and G.

- Yes/Yes = High = 3 pts.
- Yes/No or No/Yes = Med. = 2 pts.
- No/No = Low = 1 pt.

H. Cost per 2005 VMT (or VT: Interchanges and intersections)

Estimated project cost ÷ 2005 Vehicles or Vehicle Miles of Travel

1. Intersections/Interchanges

- < \$.51/vehicle = High = 3 pts.
- \$.51 - \$.99/vehicle = Med. = 2 pts.
- \$1.00/vehicle or over = Low = 1 pt.

2. Interstate Projects

- 0 - \$.50/vehicle-mile = High = 3 pts.
- \$.51 - \$.99/vehicle-mile = Med. = 2 pts.
- \$1.00/vehicle-mile or more = Low = 1 pt.

3. Link Improvements

- 0 - \$.33/vehicle-mile = High = 3 pts.
- \$.34 - \$.67/vehicle-mile = Med. = 2 pts.
- > \$.67/vehicle-mile = Low = 1 pt.

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 88-861 FOR THE
PURPOSE OF AMENDING THE FY 1988 UNIFIED WORK
PROGRAM

Date: January 20, 1988

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Adopt the attached resolution which:

1. Decreases the FY 1988 PL/ODOT funding from \$294,212 to \$259,538;
2. Decreases the Southeast Corridor study budget from \$153,426 to \$132,676;
3. Increases the Data Resources and Model Refinement from \$241,697 and \$128,072 to \$287,771 and \$162,508 respectively;
4. Increases the Oregon Department of Transportation (ODOT) Technical Assistance budget; and
5. Transfers ODOT funds to the RTP.

The Transportation Policy Alternatives Committee (TPAC) has reviewed this Unified Work Program amendment and recommends approval of Resolution No. 88-861.

Background

1. The PL/ODOT budget is being decreased due to the Gramm-Rudman Act which took effect after the Unified Work Program (UWP) was adopted.
2. The Southeast Corridor had a late start in FY 1987 causing a higher than expected carry-over. The carry-over amount is sufficient funding for FY 1988.
3. Increases to the Data Resource budget will cover costs of the 2009 and 2010 forecasts. Model Refinement increases will cover the increased effort in model development from the 85 O-D survey.

4. The ODOT Technical Assistance fund is being increased by \$8,500 (FHWA (e)(4)) to cover additional activities required by ODOT.
5. The transfer to the RTP of ODOT and FHWA (e)(4) funds covers the loss of PL funds.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 88-861.

AC/sm
8836C/491
02/01/88

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 88-861
FY 1988 UNIFIED WORK PROGRAM)	
	)	Introduced by the Joint
	)	Policy Advisory Committee
	)	On Transportation

WHEREAS, The FY 1988 Unified Work Program was adopted in April 1987 by Resolution No. 87-754; and

WHEREAS, Changes to the Unified Work Program must be approved by the Council of the Metropolitan Service District and the federal funding agencies; and

WHEREAS, The FY 1988 Unified Work Program must be revised to accurately reflect revised task priorities and actual funding availability; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District hereby approves the amendments to the FY 1988 Unified Work Program as shown in Attachment "A."

2. That staff is directed to submit this Resolution with its exhibits and necessary grant amendments to the federal agencies for approval.

3. That the Council of the Metropolitan Service District finds the project in accordance with the Regional Transportation Plan and gives Affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1988.

Mike Ragsdale, Presiding Officer

FY 1988 UNIFIED WORK PROGRAM

PROPOSED FUNDING CHANGES

	<u>PL/ODOT</u>	<u>FHWA (e) (4)</u>	<u>ODOT</u>	<u>Other</u>	<u>Total</u>
RTP	\$43,678	\$ 0	\$30,000	\$ 67,072	\$140,750
	- 7,262	+ 4,215	+ 10,000	0	+ 6,953
	<u>\$36,416</u>	<u>\$ 4,215</u>	<u>\$40,000</u>	<u>\$ 67,072</u>	<u>\$147,703</u>
Southeast Corridor	\$26,432	\$35,000	\$35,000	\$132,676	\$229,108
	- 26,432	- 35,000	- 35,000	0	- 96,432
	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$132,676</u>	<u>\$132,676</u>
Data, Growth Monitoring	\$34,867	\$ 0	\$ 2,500	\$229,004	\$266,371
	0	+ 21,400	0	0	+ 21,400
	<u>\$34,867</u>	<u>\$21,400</u>	<u>\$ 2,500</u>	<u>\$229,004</u>	<u>\$287,771</u>
Model Refinement	\$51,645	\$ 0	\$ 0	\$ 82,431	\$134,076
	- 980	+ 4,410	+ 25,000	0	+ 28,430
	<u>\$50,665</u>	<u>\$ 4,410</u>	<u>\$25,000</u>	<u>\$ 82,431</u>	<u>\$162,506</u>
Technical Assistance	\$73,590	\$ 0	\$10,000	\$105,612	\$189,202
	0	+ 8,500	0	0	+ 8,500
	<u>\$73,590</u>	<u>\$ 8,500</u>	<u>\$10,000</u>	<u>\$105,612</u>	<u>\$197,702</u>
TIP	\$22,000	\$ 0	\$ 5,000	\$ 90,431	\$117,431
	0	0	0	0	0
	<u>\$22,000</u>	<u>0</u>	<u>\$ 5,000</u>	<u>\$ 90,431</u>	<u>\$117,431</u>
Coordination/ Management	\$42,000	\$ 0	\$ 5,000	\$ 54,750	\$101,750
	0	0	0	0	0
	<u>\$42,000</u>	<u>0</u>	<u>\$ 5,000</u>	<u>\$ 54,750</u>	<u>\$101,750</u>

8836C/491

FY 88 UNIFIED WORK PROGRAM FUNDING SUMMARY
Revised January 1988

uwp88
1/14/88

federal funding																			
CARRYOVER																			
	88 PL/ODOT	88 SEC 8	UTA 88E(4)	FHWA 88E(4)	88 ODOT	88 SEC 9	29-9012 87 E(4)	29-9011 86 E(4)	29-9010 85 E(4)	08-0046 87 SEC 8	08-0045 86 SEC 8	90-2017 87 SEC 9	T A EXPLAN	90-2007 86 SEC 9	90-X011	23-9002	88 HPR	LOCAL MATCH	TOTAL
METRO																			
RTP UPDATE/REFINEMENT	36416	50999		4215	40000							0	4244					11829	147703
RTP PRIVITIZATION/METRO		14000								21007								8752	43759
TRI MET						42760						8800		16480				17010	85050
SOUTHEAST CORRIDOR	0		0		0		107576	5199										19901	132676
PHS I ALT ANALYSIS/METRO			61475					15377	29060									13562	119474
TRI MET												4000						1000	5000
DATA, GROWTH MONITORING	34867	55540		21400	2500	2000				1600	4606							165258	287771
TRAVEL MODEL REFINEMENT	50665	29542		4410	25000	31600					4370							16921	162508
TECHNICAL ASSISTANCE	73590			8500	10000	8000					522		83455					13635	197782
BANFIELD AFTER/METRO						38400					5921	34800						19780	98901
TRI MET						32000												8000	40000
TRANS IMPROVE PROGRAM	22000	25741			5000	20000	32517											12173	117431
COORDINATION/MANAGE	42000	47800			5000					0								6950	101750
																		0	0
																		0	0
Metro SUBTOTAL	259538	223622	61475	38525	87500	174760	140093	20576	29060	22607	15419	51844	83455	0	0	0	0	314771	1539725
ODOT PLANNING ASSIST																			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179500	0
TRI MET																			
EFFICIENCY PLANNING						194160						132800		8000				83740	418700
INFORMATION SYSTEMS PLAN						243800						85000						82200	411000
PROJECT PLANNING						780191						60000		11200	917020	365704		506609	2640724
SERVICE PLAN ANALY/EVAL						187200						64000						62800	314000
SPECIAL AREA PLANNING						124000						4000		12000				35000	175000
LONG RANGE PLANNING						100000						16000						29000	145000
PROGRAM ADMINISTRATION						2400						2400		0				1200	6000
Tri-Met SUBTOTAL	0	0	0	0	0	1631251	0	0	0	0	0	364200	0	31200	917020	365704	0	800549	4110424
GRAND TOTAL																			
	259538	223622	61475	38525	87500	1806511	140093	20576	29060	22607	15419	416044	83455	31200	917020	365704	179500	1115320	5829649

Note: PL/ODOT is \$249,856 comprised
of \$222,522 (89.06%) federal share
and \$27,334 (10.94%) ODOT match
and \$44,356 FY86 carryover



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: February 3, 1988

To: JPACT

From: *AC* Andrew C. Cotugno, Transportation Director

Regarding: FY 89 Unified Work Program

Attached for discussion by the Committee are possible work program items for FY 89. Suggestions and/or alternatives to these are welcomed.

ACC:lmk

Attachment

FY 89 Transportation Planning Work Program Options

<u>Proposed Work Tasks</u>	<u>Possible Options</u>
<ul style="list-style-type: none">. Provide support for Sunset LRT PE. Provide support for Sunset Highway PE. Define needed Sunset parallel improvements. Suburban Transit Study. Complete Regional LRT Plan. Provide support for I-205 LRT PE. Complete Southeast Corridor Study. Complete Banfield LRT After Evaluation. Provide support for TDP update. Identify Bi-State issues and alternatives. Develop regional consensus for transportation funding proposals (provide support for Public-Private Task Force). Update RTP to 2010. Coordinate RTP with Public Facility Plans. Coordinate Western Bypass with UGB requirements. Improve inventory of RTP projects, costs, revenues. Update TIP	<ul style="list-style-type: none">Initiate Milwaukie LRT DEISInitiate Bi-State Study
<ul style="list-style-type: none">. Standardize and publish regional traffic counts. Incorporate LRT bias into travel forecasts. Update travel forecasts to 2010. Develop a.m. traffic forecasts. Investigate methods to forecast transit ridership by route. Maintain expanded technical assistance program. Publish 85 and 88 O-D survey data	<ul style="list-style-type: none">Survey commercial and external traffic
<ul style="list-style-type: none">. Complete 2010 population/employment forecasts. Update vacant commercial/industrial land. Update base data to 1987. Update regional base maps. Initiate geographic information system. Publish Development Trends Report(s)	<ul style="list-style-type: none">Develop transit route forecast modelConduct regional speed/delay surveyPublish annual travel dataDevelop 2015, 2020 or other forecastsUpdate all land use dataImplement parcel-based geographic information system

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF BEGINNING	)	RESOLUTION NO. 88-859
IMPLEMENTATION OF ALLOCATION OF)	
FEDERAL-AID URBAN AND INTERSTATE	)	Introduced by the Joint
TRANSFER FUNDS	)	Policy Advisory Committee on
	)	Transportation

WHEREAS, The Joint Policy Advisory Committee on Transportation has established a preliminary 10-year transportation program of priorities and strategies; and

WHEREAS, The program sets the agenda for transportation improvements throughout the next decade, specifies what the funding programs should be, and identifies the strategies to get there; and

WHEREAS, To begin to carry out the program, initial needs exist for recommending allocations of funds available under the Interstate Transfer, Federal-Aid Urban, and Section 3 Trade Program; and

WHEREAS, The Transportation Improvement Program Subcommittee has developed a series of recommendations to respond to the initial needs; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District authorizes the transfer of funds from the Interstate Transfer Regional Reserve to the following projects:

Stark Street - 221st to 242nd	\$1,150,000
185th Avenue - T.V. to Sunset	1,680,000
82nd Drive/Evelyn RR Overpass	1,680,000
Marine Drive - I-5 to Rivergate	3,200,000
TOTAL	<u>\$7,710,000</u>

2. That the FAU Regional Reserve in the amount of \$3,480,142 be allocated as follows:

To Projects in:

Washington County	\$1,153,667
Clackamas County	819,574
Multnomah County	636,866

To County Technical Assistance
Program

\$ 75,000

To Initiate Preliminary Engineering
For:

Westside Bypass - P.E.	\$ 100,000
Sunrise Corridor - P.E.	100,000
I-84/U.S. 26 Connector - P.E.	100,000

To Be Allocated To Priority Projects
in the Non-Portland Region

495,035

TOTAL

\$3,480,142

3. That \$100,000 of City of Portland FAU funds are approved for initiation of Preliminary Engineering on Convention Center area transit improvements.

4. That the Transportation Improvement Program be amended to incorporate these allocations.

5. That these actions are consistent with the Regional Transportation Plan update and affirmative intergovernmental project review is hereby given.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1988.

Mike Ragsdale, Presiding Officer

AC/sm
8909C/531
02/01/88

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 88-859 FOR THE
PURPOSE OF BEGINNING IMPLEMENTATION OF ALLOCATION
OF FEDERAL-AID URBAN AND INTERSTATE TRANSFER FUNDS

Date: February 1, 1988

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would 1) utilize funds in the Interstate Transfer Regional Reserve to allocate \$7.71 million to various highway projects; 2) initiate allocation of non-Portland FAU Reserve funds to projects in the three counties and continue another year's funding for the county technical assistance program; and 3) allocate a portion of FAU funds.

Transportation Policy Alternatives Committee (TPAC) has reviewed this Transportation Improvement Program (TIP) amendment and recommends approval of Resolution No. 88-859.

FACTUAL BACKGROUND AND ANALYSIS

To implement the 10-year program, priorities must be established to guide specific funding decisions, now and during the course of the 10-year period.

A first step toward implementation of Joint Policy Advisory Committee on Transportation's (JPACT) "Transportation Priorities and Strategies" calls for a staff recommendation for JPACT consideration for allocation of Interstate Transfer and Federal-Aid Urban funds. The attached resolution carries out this as follows:

1. To proceed with the allocation of Interstate Transfer funds to the following highway projects:

Stark Street	\$1.15m.
185th Avenue	1.68
82nd Drive	1.68
Marine Drive	<u>3.2</u>
TOTAL	\$7.71m.

2. To initiate prioritization of non-Portland FAU projects and develop a recommended project allocation of FY 1986, 87 and 88 FAU funds so that each county receives at least a 75 percent "minimum allocation" based upon population (75 percent of the funds allocated based upon population, 25 percent by region priority):

	<u>Population</u>	<u>Percent</u>	<u>75% Minimum "Guideline"</u>
Washington County	251,991	44.2	\$1,153,667
Clackamas County	179,260	31.4	819,574
Multnomah County	139,210	24.4	636,866
Balance			870,035
TOTAL	570,461	100.0	\$3,480,142

3. To allocate non-Portland FAU funds to initiate Preliminary Engineering for the following (taken from above balance):

Westside Bypass - Phase I - P.E.	\$100,000
Sunrise Corridor - McLoughlin Blvd. to U.S. 26 - P.E.	100,000
I-84/U.S. 26 Connector - P.E.	100,000
Total	\$300,000

4. To allocate non-Portland FAU funds to continue another year's funding (\$75,000) for the county technical assistance expansion program (taken from above balance).
5. To approve City of Portland FAU funds to initiate Preliminary Engineering on Convention Center area transit improvements.

During discussion on the proposed resolution, there was considerable disagreement by the Transportation Improvement Program Subcommittee regarding several items:

1. The Subcommittee considered alternative approaches to allocating the FAU funds. Possible alternatives include:
 - 100 percent per capita allocation to counties rather than 75 percent as proposed.
 - 75 percent allocation to the counties and Portland with 25 percent distributed on a priority basis throughout the region rather than just with the non-Portland share of the FAU funds.
 - 100 percent per capita allocation to 24 cities and three counties.
 - 100 percent allocation on the basis of regional priorities with no per capita allocation.

The TIP Subcommittee considered an amendment to allocate 100 percent of the non-Portland FAU funds to counties on a per capita basis but the amendment failed.

2. This resolution proposes to initiate Preliminary Engineering on the Westside Bypass, Sunrise Corridor and I-84/U.S. 26 connector using "county" FAU funds rather than

"regional" Interstate Transfer funds. This approach was recommended based upon JPACT's conclusion that the projects should be part of the region's priorities for ODOT funding rather than being implemented with local or regional funds. The request to initiate Preliminary Engineering was made by the counties in order to settle outstanding right-of-way issues as soon as possible. Since it was a "county" request, "county" FAU funds were proposed as the source. The TIP Subcommittee considered an amendment to initiate Preliminary Engineering with Interstate Transfer funds rather than "county" FAU funds since the projects are of regional significance. The amendment, however, failed and is not reflected in this resolution. Another amendment was also approved to initiate Preliminary Engineering for transit improvements required in the Convention Center area with City of Portland Federal-Aid Urban funds.

The resolution as amended is recommended for adoption by TPAC.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 88-859.

AC/sm
8909C/531
02/01/88

REGIONAL TRANSPORTATION FUNDING PROPOSALS

Presented here is a proposal for beginning to implement the 10-year JPACT "Transportation Priorities and Strategies." It is comprehensive in scope in that it is designed to meet the 10-year objectives endorsed by JPACT. This proposal provides a framework for review of possible funding sources with JPACT in order to narrow the options down to a preferred package for implementation at the 1989 Legislature and/or through the appropriate local or regional jurisdiction. In addition, the region should reassess priorities for funding in several years, after actual implementation, to determine where to focus future priorities.

The overriding principles upon which this proposal is based are as follows:

- A. Funding should be pursued to meet priorities in all four regional priority areas:
 - Regional highway corridors
 - LRT expansion
 - Urban arterial improvements
 - Bus service expansion
- B. Federal funding to the region should be maximized.
- C. Standards for funding improvements should be applied consistently.
- D. Emphasis should be given to securing Tri-Met local match and operating funds (including fully funding the TDP Capital Program).
- E. Sufficient funding for highway operations and maintenance is a priority concern but recognized as being primarily the responsibility of the affected jurisdiction. As such, this funding program does not address maintenance funding. Future funding conditions may necessitate making this a regional priority at a later date.

PRINCIPLES FOR DEVELOPMENT OF TRANSPORTATION FUNDING

A. Highway

1. Regional Highway Corridors

Fund major state highways in the Metro region through ODOT; pursue the necessary level of statewide funding increase through the Legislature for state highways.

2. Urban Arterials

- a. New arterial funds are needed for capital improvements to city, county and state-owned arterials to supplement FAU funds and replace Interstate Transfer funds.
- b. Urban arterial funding should be provided from both state and regional funding sources:
 - i) to ensure that sufficient funds are available to meet the needs on state, county and city-owned arterials; and
 - ii) to ensure that spending of funds on state and local facilities is consistent with collection of funds from state and regional sources.
- c. The arterial fund should be established on a regional, county or city basis with distribution based upon a balance between regional needs and equitable distribution to geographic area of collection.

Possible funding options: state gas tax distributed to urban arterial program, regional gas tax, regional registration fee, county registration fee, county gas tax.

B. Transit

1. Regional Transit Corridors

- a. Sunset LRT is the regional LRT priority and will be the next project to pursue UMTA Section 3 Discretionary funds. Local match responsibility for Sunset LRT construction should be shared by the state and the region on a 50/50 basis.

Note: See Section 2 c. for "regional" funding source.

- b. I-205 LRT should proceed to preliminary engineering with available bus lane transfer funds; I-205 LRT can be advanced to construction if corridor funding is obtained to make up the difference between federal, state and regional contributions (estimated at 45 - 50 percent of construction cost). The state and regional contribution toward I-205 construction should be up to 25 percent on a 50/50 basis (12.5 percent each).

Note: See Section 2 c. for "regional" funding source.

- c. UMTA Section 3 Discretionary funding should be pursued for Milwaukie LRT as a regional priority after a construction decision at the conclusion of Sunset LRT preliminary engineering. Local match responsibility for construction should be shared by the state and the region on a 50/50 basis.

Note: See Section 2 c. for "regional" funding source.

- d. Private sector funding for LRT will be needed to be competitive with UMTA and close the gap between federal, state and regional sources.
- e. An LRT corridor should support 50 percent of its own operating cost, either through the farebox or corridor funding mechanisms. In order for I-205 to advance in priority for construction ahead of the Sunset LRT, it should cover more of its operating cost.
- f. LRT will not be constructed unless increased operating funds are available for LRT operations, feeder bus service and service expansion for the balance of the system.

2. Expanded Transit Service

- a. The state should provide one-half the local match on Section 9 and Section 18 funds to treat transit in a manner consistent with roads (the state provides one-half the local match on FAU, FAS and HBR funds distributed to cities and counties).
- b. The state should assume full responsibility for funding the social service aspects of Tri-Met's elderly and handicapped transit service.

Recommended funding source: 1¢ state cigarette tax increase.

c. A regional transit funding source should be imposed to:

- i) correct current service deficiencies and allow for a modest improvement in service;
- ii) provide funds to accrue for LRT local match; and
- iii) provide for operating costs of bus and LRT service expansion after LRT is built.

Recommended funding option: wage/payroll tax split at about .35 percent.

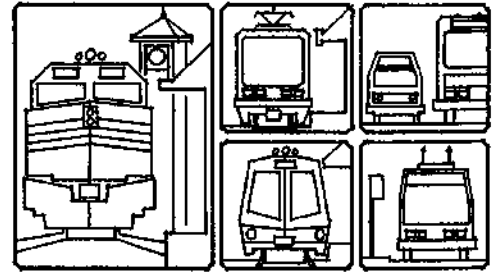
Other options under consideration: income tax, payroll tax on local governments and private, nonprofit organizations, property tax and other.

AC/sm
8853C/523

RECEIVED JAN 25 1988

Oregon Association of Railway Passengers

OreARP • P.O. Box 2772 • Portland, Oregon 97208



January 21, 1988

Joint Policy Advisory Committee on
Transportation, METRO
2000 S.W. 1st Avenue
Portland, OR 97201-5398

Dear Committee member:

At the January 9, 1988 meeting of Oregon Association of Railway Passengers Board of Directors, a resolution was passed expressing endorsement of the proposed Westside Light Rail alignment between Portland and Beaverton, but opposing the current proposed alignment west of Beaverton and urging instead the development of two separate alignments:

1. From Cedar Hills west along the Sunset Corridor, AND
2. From Beaverton west along the Tualatin Valley Highway corridor.

A summary of OreARP's rationale for these suggestions is attached.

Sincerely,

Aloha L. Schade
Executive Director

Attachment

cc: Tri-Met Board
Tri-Met Staff
Metro JPACT
Metro TPAC
Metro: Rena Cusma
Metro Council

Robert Bothman, ODOT
Denny Moore, ODOT
Ted Spence, ODOT Metro
Multnomah County Comm.
Washington County Comm.

Portland City Council
Beaverton City Council
Hillsboro City Council
Aubrey Davis, UMTA Reg. X
Alfred Dellabovio, UMTA

OREARP REASONS FOR PROPOSING

TWO PARALLEL LRT ALIGNMENTS WEST OF HWY 217

1. Current and future development patterns in Washington County require two separate light rail alignments west of Highway 217, as well as a circumferential route along Highway 217 corridor itself, in order for mass transit to offer any meaningful alternative to automobile travel, to the extent that major new road construction can be forestalled.
2. Much of existing development is along the Tualatin Valley Highway corridor, which already has a high quality, but underutilized rail right-of-way, which is being sold by Southern Pacific. On the other hand, the Sunset Highway corridor is where the majority of future growth in the county is going to occur.
3. Constructing a "compromise" light rail alignment halfway between these two corridors will serve neither corridor well and will make it unlikely that alignments will be put in these two corridors in the near future, since the area will probably not be able to support three light rail corridors for some time to come.
4. There is also a need for development of a circumferential light rail alignment from Cedar Hills to at least Tualatin. In the future, there will also be a need to develop a high capacity transit corridor along Beaverton-Hillsdale Highway through southwest Portland, which would lead to a West-central transit spine in the future.
5. A good initial Westside alignment would follow the Sunset corridor from the CBD to Cedar Hills, hence south along the future circumferential alignment along Highway 217 to Beaverton and then out the Tualatin Valley Highway corridor to some appropriate point west of Beaverton.
6. The Sunset alignment west of Cedar Hills could then be constructed as a later expansion, as would the route along Highway 217 to Tualatin.
7. The Tualatin Valley Highway alignment would also interface well with a currently proposed circumferential RailBus service between Gresham and Hillsboro along underutilized, existing rail rights of way.

REMINDER

JPACT FINANCE COMMITTEE MEETING

MARCH 14, 1988 - 3:00 P.M.

METRO, COUNCIL CHAMBER

COMMITTEE MEETING TITLE JPACT

DATE 2-11-88

NAME

AFFILIATION

M- Carl Blumenauer

Portland

M- Pauline Anderson

Mult. Co

M- Bob Bohman

ODOT

M- Tom Brian

Wash. Co. Cities (city of Tual)

M- George Van Bergen

metro

M- Marjorie N. Schumacher

Cities of Mult Co

M- RICHARD WAKER

METRO

M- Bonnie L. Hays

Washington County

M- Quinn Quigley

Clackamas County

M- Wade Byers

Cities of Clackamas Co

G- Frank Hays

Wash. Co.

G- POOR WANNER

WASH. Co.

G- Jeff Hays

ODOT

G- Lee de Fontaine

Public Transit Division

G- Garry Sparrow

Clackamas County

G- STEVE DOTERRER

CITY OF PORTLAND

G- Lee Hays

TRI-MET

G- Robert Goldfield

City of Commerce

Bill Peters

metro

Karen Chackston

metro

G- Peter Fry

self

G- Robert R. Rogers

Chamber of Commerce

G- Susie Labadie

Multnomah Co.

COMMITTEE MEETING TITLE JPRCT

DATE 2-11-88

NAME

AFFILIATION

G-RICHARD ROSS

CITIES OF MOUNT, CO.

G Bebe Rucker

Port of Portland