

CONSIDERATION OF ACCEPTANCE OF PRELIMINARY  
PRIORITIES FOR INCLUSION OF PROJECTS IN THE ODOT  
SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM

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Date: October 25, 1985

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

1. Review and accept Attachment "A" as Preliminary "High" and "Medium" priorities for state highway projects for consideration by ODOT for funding in the Six-Year Highway Program.
2. Review and accept Attachment "B" as Preliminary "High" and "Medium" priorities for economic development projects (off the state highway system) for funding in the Six-Year Highway Program.

Background and Analysis

In September, Metro established a process by which projects would be evaluated and prioritized for inclusion in the ODOT Six-Year Highway Program involving the following steps:

1. May 1, 1985                      Deadline for submission of candidate projects by local jurisdictions.
2. September 1, 1985              Accept "Preliminary" priorities based upon local jurisdiction expression of priorities.
3. November 1985                  Accept "Preliminary" priorities based upon application of criteria adopted by OTC.
4. March 1986                      Adopt "Final" priorities for presentation to OTC public hearings.

This action is in accordance with the third step in the process described above representing a delineation of "High" and "Medium" priorities from the previously approved list of projects. The basis for the priority ranking was established taking into consideration the following criteria adopted by the OTC.

- Projects must be of significance to the state highway system.
- Priority will be given where there is strong local support.
- Priority will be given where there is local government or private sector financial participation, or both, in the improvement in addition to improvements adjacent to the project.
- Priority will be given to projects which encourage economic development where:
  1. There is a commitment by private industry to construct a facility.
    - a. Jobs are assured through new or expanded facilities.
    - b. Investments have been made in local services.
    - c. New development is consistent with local plans.
  2. The economic integrity of the region is preserved by retaining existing jobs.
  3. There is support from other state agencies.
- Projects will not be selected on the Interstate system.
- Projects may be on county or city arterial roads connecting to or supporting a state highway.

TPAC has reviewed the projects and their priority ranking and recommends approval.

EXECUTIVE OFFICER'S RECOMMENDATION

AC/srs  
4569C/435-3  
11/05/85

ECONOMIC DEVELOPMENT PROJECTS -.MEDIUM PRIORITY

<u>Significance to Highway System</u>	<u>Economic Significance</u>	<u>Cost</u>	<u>Overall Ranking</u>
Provides alternate route to Highway 212.	Good economic potential.	\$1.7 m	M
Provides minor relief to I-205.	Revitalize small commercial district.	\$ .3 m	M
Minor arterial connection to I-5, relieves Stafford and Wilsonville interchanges.	Good economic potential.	\$ .45 m	M
Provides property access function.	Major new employment center divided amongst four different collector roads.	\$2.26 m	M
Provides property access function.	Good development potential.	\$ .95 m	M
Provides property access function.	Significant economic potential.	\$1.4 m	M
Provides property access function.	Minor economic potential.	\$ .23 m	M
Provides property access function.	Modest economic potential.	\$ .75 m	M
	MEDIUM PRIORITY SUBTOTAL	<u>\$8.04 m</u>	

ECONOMIC DEVELOPMENT PROJECTS - HIGH PRIORITY

(continued)

<u>Significance to Highway System</u>	<u>Economic Significance</u>	<u>Cost</u>	<u>Overall Ranking</u>
Property access improvement off state highway that would otherwise be overburdened.	Good development potential, expansion of successful urban renewal project.	\$3.06 m	H
Extension of E-W arterial system.	Good economic potential; committed plant.	\$1.25 m	H
Improves minor arterial connection to Principal Arterial.	Good economic potential; committed plant.	\$ .68 m	H
	HIGH PRIORITY SUBTOTAL	<u>\$29.18 m</u>	

ECONOMIC DEVELOPMENT PROJECTS - HIGH PRIORITY

<u>Significance to Highway System</u>	<u>Economic Significance</u>	<u>Cost</u>	<u>Overall Ranking</u>
Improves safety on one portion of U.S. 26 to 99E movement.	Important to retain existing firms.	\$ .15 m	H
Provides major arterial function - distributes traffic better between I-205 and I-84.	Major new employment center -- requires improved access.	\$ .62 m \$ 3.88 m	H H
Arterial connection to I-84, spreads traffic destined to I-84 @ 238th.	Good economic potential; committed plant.	\$ 1.5 m	H
Important arterial link to I-205, relieves Sunnyside interchange.	Good economic potential; plant expansion underway.	\$ 1.8 m	H
Beavercreek: Major access function for Oregon City to Bypass. Warner-Milne: Major collector function.	Important to implementation of urban renewal district; firms in negotiation.	\$ 2.6 m	H
Serves as a combination of arterial access to Sunset Highway and property access.	Major economic growth area; committed plants	\$ 1.45 m	H
Serves as a combination of arterial access to Sunset Highway and property access.	Major economic growth area; committed plants.	\$ 1.49 m	H
Creates new major arterial route from 99W to I-5; relieves 99W and Highway 217.	Opens major employment area.	\$ 4.5 m	H
Creates new E-W route to relieve T.V. Highway and Sunset Highway.	Provides improved circulation throughout a major employment area.	\$ 3.9 m	H
Provides access function to significant statewide port facilities.	Major facilities committed; important to statewide economy; committed plants and terminals.	\$2.3 m	H

STATE HIGHWAY PROJECTS: MEDIUM PRIORITY

<u>Significance to Highway System</u>	<u>Economic Significance</u>	<u>Cost</u>	<u>Overall Ranking</u>
Eliminates dangerous safety problem.	None	\$2.0 m	M
Traffic operations adequate but safety severe problem.	N/A	\$ .7 m	M
Heavy weave movement now 2005	N/A	\$1.1 m	M
Minor traffic operations improvement to key N-S principal arterial.	N/A	\$ .4 m	M
Traffic operations improvement to residential arterial.	N/A	\$1.0 m	M
Traffic volumes static, traffic operations adequate.	N/A	\$ .4 m	M
Improve traffic access into Metzger area.	Access to Washington Square area.	\$ .2 m	M
Minor traffic operations improvement to major arterial.	N/A	\$ .1 m	M
		\$2.3 m	M
	MEDIUM PRIORITY SUBTOTAL	<u>\$8.2 m</u>	

STATE HIGHWAY PROJECTS: HIGH PRIORITY

(continued)

<u>Significance to Highway System</u>	<u>Economic Significance</u>	<u>Cost</u>	<u>Overall Ranking</u>
Key interchange between E-W and N-S principal arterials.	N/A	\$ 4.6 m	H
Improve traffic operations on key freeway.	N/A	\$ .4 m	H
Key major arterial, traffic growth heaviest east of Old Scholls/New Scholls intersection.	N/A	\$ 3.8 m	H
Key E-W principal arterial for area with undefined improvement.	Economic impact due to overall circulation system.	\$ .3 m	H
Traffic volumes to increase slightly, improvement will draw traffic off T.V. Highway.	N/A	\$ 4.6 m	H
Minor state highway but traffic is excessive for two-lane facility.	Minor development along Sandy Boulevard, minor access function into Columbia South Shore.	Ph. I: \$5.1 m Ph. II: \$2.3 m	H
Critical gap in 257th arterial - two-lane reconstruction important.	None	\$ 1.7 m	H
	HIGH PRIORITY SUBTOTAL	<u>\$60.6-63 m</u>	

STATE HIGHWAY PROJECTS: HIGH PRIORITY

Significance to Highway System	Economic Significance	Cost	Overall Ranking
Important link in E-W state highway connecting I-5 and I-205; if state highway is redesignated from Lombard to Columbia -- then 60th is a state highway gap; otherwise, it is an access route to the state highway.	Minor impact to immediately surrounding area. Important to overall circulation in Columbia Corridor.	\$ 1.9 m \$ 2.2 m	82nd to I-205 - H @ 60th - H if state highway designation moved
Important bottleneck in major arterial access to Port facilities.	Key to development of Port and and Rivergate area.	\$ 7.0 m	H
Completes four-way interchange, restores westbound movement; relieves traffic problems at Sylvan interchange and on westbound Sylvan on-ramp weave on Sunset Highway.	Principal statewide tourist attraction 30,000 daily visitors.	\$ 3.0 m	H
Important improvement to major arterial.	Minor.	\$ .3-.7 m	H
Important principal arterial, problems are clear, solution is undetermined.	Important for surrounding property -- Clackamas Industrial areas.	\$ .5 - Recon. \$ 5.0 - Ph. I	H
Connects to minor N-S arterial.	Significant growth area.	\$ 9.6 m (may be reduced to \$7.6 m)	H
Connects to major N-S arterial; area served overlaps with Cornelius Pass and Cornell interchanges.	Significant growth area.	\$ 5.0 m	H
Connects to major E-W arterial and minor N-S arterial.	Significant growth area.	\$ 5.3 m	H



ATTACHMENT A

STATE HIGHWAY PROJECTS: HIGH PRIORITY

Project	Significance to Highway System	Economic Significance	Cost	Overall Ranking
N.E. Portland Highway 82nd - I-205 @ 60th	Important link in E-W state highway connecting I-5 and I-205; if state highway is redesignated from Lombard to Columbia — then 60th is a state highway gap; otherwise, it is an access route to the state highway.	Minor impact to immediately surrounding area. Important to overall circulation in Columbia Corridor.	\$ 1.9 m \$ 2.2 m	82nd to I-205 - H @ 60th - H if state highway designation moved
Marine Drive @ BNRR	Important bottleneck in major arterial access to Port facilities.	Key to development of Port and and Rivergate area.	\$ 7.0 m	H
Sunset Highway @ Zoo	Completes four-way interchange, restores westbound movement; relieves traffic problems at Sylvan interchange and on westbound Sylvan on-ramp weave on Sunset Highway.	Principal statewide tourist attraction 30,000 daily visitors.	\$ 3.0 m	H
State Street	Important improvement to major arterial.	Minor.	\$ .3-.7 m	H
Highway 224/212 Recon & Ph. I	Important principal arterial, problems are clear, solution is undetermined.	Important for surrounding property — Clackamas Industrial areas.	\$ .5 - Recon. \$ 5.0 - Ph. I	H
U.S. 26 - Cornelius Pass	Connects to minor N-S arterial.	Significant growth area.	\$ 9.6 m (may be reduced to \$7.6 m)	H
U.S. 26 - 185th	Connects to major N-S arterial; area served overlaps with Cornelius Pass and Cornell interchanges.	Significant growth area.	\$ 5.0 m	H
U.S. 26 - Cornell	Connects to major E-W arterial and minor N-S arterial.	Significant growth area.	\$ 5.3 m	H

STATE HIGHWAY PROJECTS: HIGH PRIORITY

(continued)

Project	Significance to Highway System	Economic Significance	Cost	Overall Ranking
217 @ 99W	Key interchange between E-W and N-S principal arterials.	N/A	\$ 4.6 m	H
Hwy. 217 Ramp Metering	Improve traffic operations on key freeway.	N/A	\$ .4 m	H
Scholls Ferry Road	Key major arterial, traffic growth heaviest east of Old Scholls/New Scholls intersection.	N/A	\$ 3.8 m	H
T.V. Highway Recon.	Key E-W principal arterial for area with undefined improvement.	Economic impact due to overall circulation system.	\$ .3 m	H
Parmington	Traffic volumes to increase slightly, improvement will draw traffic off T.V. Highway.	N/A	\$ 4.6 m	H
Sandy Boulevard 122nd to 238th	Minor state highway but traffic is excessive for two-lane facility.	Minor development along Sandy Boulevard, minor access function into Columbia South Shore.	Ph. I: \$5.1 m Ph. II: \$2.3 m	H
257th Extension (Graham Road)	Critical gap in 257th arterial - two-lane reconstruction important.	None	\$ 1.7 m	H
HIGH PRIORITY SUBTOTAL			<u>\$60.6-63 m</u>	

4535C/436-1/2  
11/05/85

STATE HIGHWAY PROJECTS: MEDIUM PRIORITY

Project	Significance to Highway System	Economic Significance	Cost	Overall Ranking
U.S. 26 - Jackson Overpass	Eliminates dangerous safety problem.	None	\$2.0 m	M
Beaverton-Hillsdale/Scholls/Oleson	Traffic operations adequate but safety severe problem.	N/A	\$ .7 m	M
217 - Beaverton-Hillsdale to Allen Auxiliary Lanes	Heavy weave movement now 2005	N/A	\$1.1 m	M
99W @ Greenburg	Minor traffic operations improvement to key N-S principal arterial.	N/A	\$ .4 m	M
Beaverton-Tualatin Highway Nyberg to Avery	Traffic operations improvement to residential arterial.	N/A	\$1.0 m	M
T.V./Cedar Hills	Traffic volumes static, traffic operations adequate.	N/A	\$ .4 m	M
217 @ Greenburg	Improve traffic access into Metzger area.	Access to Washington Square area.	\$ .2 m	M
Beaverton-Hillsdale Signals - Laurelwood to Lombard	Minor traffic operations improvement to major arterial.	N/A	\$ .1 m	M
Highway 213 - Spangler Hill			\$2.3 m	M
		MEDIUM PRIORITY SUBTOTAL	<u>\$8.2 m</u>	

4535C/436-3  
10/23/85

ATTACHMENT B

ECONOMIC DEVELOPMENT PROJECTS - HIGH PRIORITY

Project	Significance to Highway System	Economic Significance	Cost	Overall Ranking
S.E. 9th/Division/SPRR	Improves safety on one portion of U.S. 26 to 99E movement.	Important to retain existing firms.	\$ .15 m	H
N.E. 181st/Airport Way Unit I Unit II	Provides major arterial function - distributes traffic better between I-205 and I-84.	Major new employment center -- requires improved access.	\$ .62 m \$ 3.88 m	H H
223rd	Arterial connection to I-84, spreads traffic destined to I-84 @ 238th.	Good economic potential; committed plant.	\$ 1.5 m	H
Johnson Creek Boulevard Ext.	Important arterial link to I-205, relieves Sunnyside interchange.	Good economic potential; plant expansion underway.	\$ 1.8 m	H
Beavercreek Road	Beavercreek: Major access function for Oregon City to Bypass. Warner-Milne: Major collector function.	Important to implementation of urban renewal district; firms in negotiation.	\$ 2.6 m	H
Cornelius Pass Road	Serves as a combination of arterial access to Sunset Highway and property access.	Major economic growth area; committed plants	\$ 1.45 m	H
Shute Road	Serves as a combination of arterial access to Sunset Highway and property access.	Major economic growth area; committed plants.	\$ 1.49 m	H
Tualatin-Sherwood Road	Creates new major arterial route from 99W to I-5; relieves 99W and Highway 217.	Opens major employment area.	\$ 4.5 m	H
Baseline Road	Creates new E-W route to relieve T.V. Highway and Sunset Highway.	Provides improved circulation throughout a major employment area.	\$ 3.9 m	H
Marine Drive - Portland Road to Slough	Provides access function to significant statewide port facilities.	Major facilities committed; important to statewide economy; committed plants and terminals.	\$2.3 m	H

ECONOMIC DEVELOPMENT PROJECTS - HIGH PRIORITY  
(continued)

Project	Significance to Highway System	Economic Significance	Cost	Overall Ranking
Harbor Drive	Property access improvement off state highway that would otherwise be overburdened.	Good development potential, expansion of successful urban renewal project.	\$3.06 m	H
Glisan	Extension of E-W arterial system.	Good economic potential; committed plant.	\$1.25 m	H
37th Avenue	Improves minor arterial connection to Principal Arterial.	Good economic potential; committed plant.	\$ .68 m	H
HIGH PRIORITY SUBTOTAL			<u>\$29.18 m</u>	

4535C/436-4/5  
11/05/85

ECONOMIC DEVELOPMENT PROJECTS - MEDIUM PRIORITY

<u>Project</u>	<u>Significance to Highway System</u>	<u>Economic Significance</u>	<u>Cost</u>	<u>Overall Ranking</u>
Mather/122nd	Provides alternate route to Highway 212.	Good economic potential.	\$1.7 m	M
Gladstone Bridge	Provides minor relief to I-205.	Revitalize small commercial district.	\$ .3 m	M
Boeckman Road	Minor arterial connection to I-5, relieves Stafford and Wilsonville interchanges.	Good economic potential.	\$ .45 m	M
South Shore Arterials	Provides property access function.	Major new employment center divided amongst four different collector roads.	\$2.26 m	M
Station "L" Access	Provides property access function.	Good development potential.	\$ .95 m	M
13th - Gertz	Provides property access function.	Significant economic potential.	\$1.4 m	M
S.W. Sherman	Provides property access function.	Minor economic potential.	\$ .23 m	M
Palmquist	Provides property access function.	Modest economic potential.	\$ .75 m	M
		MEDIUM PRIORITY SUBTOTAL	<u>\$8.04 m</u>	

4535C/436-6  
11/05/85



# Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: November 5, 1985  
To: JPACT  
From: *K* Andrew Cotugno, Transportation Director  
Regarding: Allocation of Interstate Transfer Regional Reserve  
and FAU Regional Reserve

## FUNDS AVAILABLE

Interstate Transfer "Regional Reserve" -- \$17,370,573

Available for allocation to any transit or highway capital improvement in the region -- first priority given to funding any shortfalls that may develop on the Banfield and I-505 Alternative projects. Funding can be used at any time during the life of the Interstate Transfer Program (expected to extend to about 1990); after September 30, 1986, funding can only be spent on projects already underway (i.e., on projects for which P.E. has already been initiated).

Federal-Aid Urban "Regional Reserve" -- \$649,299

Available for allocation to any highway capital improvement or Rideshare within the urban area outside the City of Portland. Funds must be obligated prior to September 30, 1989. The only active projects in this part of the FAU program are Boones Ferry Road and the Tri-Met Rideshare Program. Funding could be allocated to these, most of the Interstate Transfer projects or a new project on the "Urban" highway system.

## BACKGROUND

Included in the FY 1986 work program was an effort to begin allocation of the \$17 million Interstate Transfer "Regional Reserve." The target date established for this process was to complete the allocation process by March 1986 to allow sufficient time to program preliminary engineering prior to the September 30, 1986, deadline. It was decided to merge the FAU allocation with this process because of the high degree of overlap between projects that would be eligible for the two categories of projects.

Upon review of the Interstate Transfer Program, the TIP subcommittee found:

1. That final costs on the Banfield and I-505 are difficult to determine at this time; therefore, it is premature to release the funds to be spent on other projects.
2. Projects currently authorized within the Interstate Transfer Program exceed current funding allocations by some \$50 million (see Attachment A), thereby easily consuming the available \$17 million. As such, there is no urgency to initiate new projects by the September 30, 1986, deadline.

#### RECOMMENDATION

1. Defer consideration of these reserves until February or March 1986 to allow further progress on the Banfield and I-505 projects and therefore obtain greater confidence in final costs. Issues will become more clear as a result of the following:
  - 4 of the 5 projects in the I-505 alternative will be under contract (\$1.275 million of an overall \$26 million allocation will remain).
  - track construction will be nearly complete for the full length of the LRT project.
  - the Steel Bridge will be open to traffic.
  - all LRT vehicles will be delivered.
  - a final LRT system electrification schedule will be established.
  - a number of contractor claims will be settled.
2. A new effort to allocate funds to initiate preliminary engineering on projects should not be undertaken -- funding allocations should be restricted to projects within the program. The jurisdictions should be permitted to initiate P.E. on projects at their option with funds currently allocated to the jurisdiction. If this is done, it should be with no priority commitment of funds to the new project or the project from which funds were transferred. The jurisdiction would assume the risk of paying back to FHWA any P.E. funds in the event construction is not undertaken.



Memorandum  
November 5, 1985  
Page 3

3. An examination of alternative funding sources for Metro Transportation Planning should proceed including consideration of funding from the Interstate Transfer Program (UMTA Section 9 funds have also been identified in the staff report for the TIP as a potential source).

NOTE: An overall summary of the Interstate Transfer Program is attached for your information.

AC/gl  
4427C/330-3

Attachments

ATTACHMENT A

UNDERFUNDED PROJECTS IN THE PORTLAND AREA  
INTERSTATE TRANSFER PROGRAM

	Funding	Shortfall 85%
<u>Multnomah County</u>		
242nd	\$786,446	\$2.4m
Stark St. - E. of 242nd	120,000	1.6
		\$4.0m
<u>Washington County</u>		
185th	\$9,014,908	\$2.90m
Murray Boulevard	5,501,530	.14
T.V. - 21st to Oak	1,800,000	.75
Hall Boulevard	1,200,000	.60
Barnes Road - Unit II	0	.94
T.V. at 185th	1,973,530	.16
Allen Boulevard	3,283,389	.27
		\$5.76m
<u>Clackamas County</u>		
Beavercreek Extension	\$1,002,096	\$ .6-.9m
82nd Drive	2,476,145	.05-1.77
Thiessen/Jennings	145,520	3.25
Jennifer Extension	75,000	.435
98th Extension	75,000	.265
84th Extension	75,000	.520
S.E. 122nd	75,000	.350
King/Harrison/42nd	50,000	.163
Boones Ferry Rd. (e) (4)	1,055,756	.68
FAU	1,432,180	
State Street*	1,728,103	.67
		\$6.983-8.703m
<u>Banfield</u>		
Landscaping	-	.236m
LRT Vehicles	-	7.0
	173m	7.236m
<u>ODOT</u>		
Oregon City Bypass	21,478,496	.3m
		\$.3m
<u>Portland</u>		
Marine Drive*	\$ 8,733,750	\$12.2 m
Airport Way*	13,007,143	3.88
13th/Gertz*	1,100,611	1.4
City-Wide Signals	2,636,591	1.28
S.W. Vermont	203,930	1.41
82nd Avenue	2,996,000	6.12
		\$26.29m
		\$50.6-52.3m

\*Funding also being sought through the ODOT Six-Year Program Update.

Note: Other cost overruns identified in the Interstate Transfer Program to be funded with underruns and reserves previously allocated.

Interstate Transfer - Funding Level  
Available to the Portland Region

- A. Original Interstate Funding - Every two years, Congress adopts an "Interstate Cost Estimate" providing a commitment of a certain funding level for construction of a specific segment of the Interstate system. The Interstate funding commitment prior to withdrawal of the two freeways was as follows:

Mt. Hood Freeway 1975 Interstate Cost Estimate	\$145,476,652
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I-505 Freeway 1979 Interstate Cost Estimate	98,594,246
	<u>\$244,070,898</u>

- B. Starting Interstate Transfer Funding - Upon approval of an Interstate withdrawal by the U.S. Department of Transportation, the level of funding commitment for Interstate Transfer funds is established. This level is available to the region effective the date of approval and the funding level is escalated from the most recent Interstate Cost Estimate according to the National Construction Cost Index. The starting funding level for Interstate Transfer funding resulting from the two freeways was as follows:

Mt. Hood Freeway Withdrawal 6/77 Value	\$203,533,019
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I-505 Freeway Withdrawal 12/79 Value	160,420,726
	<u>\$363,953,745</u>

- C. Current Interstate Transfer Funding - Up until June 1982, the level of the Interstate Transfer funding commitment escalated (or de-escalated) each quarter according to the National Construction Cost Index. In June 1982, Congress eliminated this provision and froze the level of the funding commitment to the amount committed June 1980. Therefore, the current funding commitment resulting from the two freeways is now as follows:

Mt. Hood Freeway Withdrawal	\$336,928,338
I-505 Freeway Withdrawal	163,724,866
	<u>\$500,653,204</u>

- D. Current Status - The Portland region has been building projects with Interstate Transfer funds since 1976 and will continue to do so until approximately 1990. The current status (June 30, 1985) of this funding schedule is as follows:

Funds Obligated to Projects to Date	\$357,321,316
Funds Appropriated by Congress and Available to Obligate	49,983,759
Funds Remaining for Future Appropriation	<u>93,348,129</u>
	\$500,653,204

AC/gj  
4124C/423-3  
08/19/85

Portland Metropolitan Area - Interstate Transfer Program

(Total Program = \$500.65m)

Regional Projects - \$274.78 million

Banfield LRT and Freeway	\$171.3m
I-505 Alternative	26.0
McLoughlin Corridor	26.1
Powell Boulevard	17.0
Sunset Highway Ramp Metering	.8
*Sunset Overlays	1.4
*Rideshare Program	1.9
Misc. Projects, Studies and Reserves	30.2

Multnomah County - \$26.1 million

State Highways

190th/Powell	\$2.5m
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Local Roads

221st/223rd	\$6.6m
*Burnside Street	4.2
257th	3.3
Sunset/Sylvan Interchange	1.8
238th/242nd	1.6
182nd	1.2
Stark Street	1.2
*Sellwood Bridge at Macadam	.9
S.E. 72nd	.6
Cherry Park Road	.6
Sandy Boulevard	.6
Miscellaneous	1.0

Clackamas County - \$47.8 million

State Highways

Oregon City Bypass	\$21.5m
Highway 212	8.5
*Highway 43-Oswego Creek	2.1
State Street (Lake Oswego)	1.7
Highway 43 at McKillican	.3

Clackamas County - \$47.8 million  
(continued)

Local Roads

Harmony Road	\$3.2m
82nd Drive	2.9
*Sunnyside Road	2.8
Gladstone-Milwaukie Signals	2.1
Boones Ferry Road	1.1
Beavercreek Road	.9
Hubbard Road	.5
Miscellaneous	.5

Washington County - \$57.4 million

State Highways

Highway 217/Sunset	\$10.4m
*Highway 217/Allen	6.1
T.V. Highway (Hillsboro)	1.8
Highway 217/72nd	1.5
99W (Tigard)	1.1
T.V. Highway (Beaverton)	.7

Local Roads

*185th Avenue	\$10.5m
T.V. at 185th	2.0
Murray Boulevard	5.5
Cornell Road	5.0
Allen Boulevard	3.3
*Nyberg Road	2.3
Hall Boulevard	1.8
*Jenkins/158th	1.8
*Barnes Road	1.3
*Greenburg Road	.9
Miscellaneous	1.4

Portland - \$94.57 million

State Highways

Marine Drive	\$8.7m
Union Avenue	7.0
Macadam Avenue	4.0

Portland - \$94.57 million  
(continued)

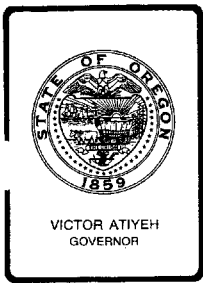
Local Roads

Airport Way	\$13.0m
13th/Gertz	1.1
Vancouver Way	2.6
Rivergate Slough Bridge	.7
*Columbia Boulevard	4.9
Basin/Going	2.9
Hollywood District	2.9
N.W. Front	6.5
S.W. Broadway - 4th/6th	.5
Marquam Ramp Streets	.7
Holgate	4.5
Beaverton-Hillsdale Highway	2.2
S.W. Terwilliger	2.7
82nd Avenue	3.3
39th Avenue	2.4
Various N.W.	4.4
Arterial Street Lights	1.0
*Arterial Reconstruction and Overlays	6.0
*Various Signals	9.5
Miscellaneous	3.07

\*Projects noted are partially funded with Interstate Transfer funds to replace Federal-Aid Urban or Federal-Aid Primary funds transferred downstate. Amounts involved are as follows:

Washington County	\$ 6.1m
Multnomah County	3.6
Clackamas County	1.5
Portland	12.5
Regional Projects	10.8
	<u>\$34.5m</u>

AC/srs  
4124C/423-3  
09/06/85



*Department of Transportation*

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to  
File No.:

October 10, 1985

Richard Waker, Chairman  
Joint Policy Advisory Committee  
on Transportation  
Metropolitan Service District  
527 S.W. Hall Street  
Portland, Oregon 97201-5287

ORG

Thank you for taking the time to express your appreciation for the joint state and local efforts in obligating available Fiscal Year 1986 funds. I will share your comments with those who earned your kind words.

Our employees are certainly accustomed to "going the extra mile" but they are not accustomed to anyone noticing. Thanks, again.

  
Larry Rulien  
State Highway Engineer

cc: Fred Miller  
R. N. Bothman  
Gary Potter  
Ed Hardt



COMMITTEE MEETING TITLE JPACT

DATE 11-14-85 7:30 a.m.

NAME

AFFILIATION

M- FRED HANSEN	DEQ
G- Patsie Lausene	Mult CO.
G- Bebe Rucker	Port of Portland
G- Ted Jensen	ODOT
G- Keith Ahola	WSDOT
M- ED FERGUSON	WSDOT
M- RICHARD WAKER	METRO
M- LARRY COLE	CITIES OF WASHINGTON COUNTY
MA- ELDON EDWARDS	CITIES OF CLATSOP CO.
M- George Van Buren	metro
M- JOHN FRENCH	JTA. MET
M- Mary Woidylo	City of Mult. Co.
M- Wes Myer	Washington Co.
M- Jim Gardner	Metro
M- Dick Pokorenowski	City of Vancouver
G- Geraldine & Bael	JTA. JOC
G- BRUCE WARNER	WV COUNTY
G- STEVE DOTTERER	CITY OF PORTLAND STAFF
G- GRACE CUNICAN	PDX
G- Bob Post	TRI-MET
G- JANE CEASE	SENATE TRANS. COM. OR. LEGISLATURE
G- ROBIN LINDQUIST	HOUSE TRANS. COMM. OR. LEGISLATURE
G- Hank Wakerly	ODOT

COMMITTEE MEETING TITLE \_\_\_\_\_

DATE \_\_\_\_\_

NAME

AFFILIATION

G- Ed Hardt

O DOT

G- Peter F Fry

CEIC

G- Sheldon M. Edner

PSU

G- Gary S Panovich

Clackamas County

G- Max Talbot

Clackamas County

M-A Pauline Anderson

Multnomah County

M- Margaret Strachan

Portland