

CONSIDERATION OF RESOLUTION NO. 85-599 FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) TO ADD A HAWTHORNE
BRIDGE APPROACH RAMPS REPLACEMENT PROJECT

Date: September 18, 1985

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

This action will amend the TIP to include a new project to construct three concrete/steel bridge approach ramps between S. E. Water Avenue and the main truss span of the Hawthorne Bridge:

Hawthorne Bridge East Approach Ramps Replacement (HBR)

Highway Bridge Replacement Funds

Preliminary Engineering	\$ 181,000
Construction	4,383,000
Match	<u>1,141,000</u>
Total	\$5,705,000

Background and Analysis

The project is to replace three existing approach ramps between S. E. Water Avenue and the Hawthorne Bridge main truss span. The existing approach ramps are of timber/concrete construction and while having received temporary repairs, the ramps are in poor condition and in need of replacement.

In late 1984, Multnomah County completed short-term repairs to prolong the structure life until a complete replacement could occur estimated for 1986-87. If replacement is scheduled beyond 1987, additional strengthening at additional cost will be required. Although the proposed project is scheduled for construction in 1989 because HBR funds through that period have been fully committed to other bridge projects, Multnomah County is seeking to have it accelerated to 1987.

Draft Resolution No. 85-594 adopting a McLoughlin Boulevard Improvement Program calls for, among other actions, amendment of the Regional Transportation Plan (RTP) to include LRT in the

corridor from downtown Portland to Milwaukie. It establishes the need for and timing of transit and highway improvements and compatibility with future LRT considerations. Preliminary engineering for the Hawthorne Bridge approaches, to commence immediately, will need to address the issue of how to ensure the Water Avenue ramp has the flexibility to add LRT at a later date (i.e., taking into consideration such matters as structural capacity, curves, width, etc.).

Other matters that should be addressed during preliminary engineering include coordination with the Willamette River Greenway and consideration of increased parking under the structure.

TPAC has reviewed the project and recommends approval of Resolution No. 85-599.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-599.

BP/gl
4317C/435-2
09/30/85

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 85-599
TRANSPORTATION IMPROVEMENT)	
PROGRAM (TIP) TO ADD A HAWTHORNE)	Introduced by the Joint
BRIDGE APPROACH RAMPS REPLACEMENT)	Policy Advisory Committee on
PROJECT)	Transportation

WHEREAS, Through Resolution No. 85-593, the Council of the Metropolitan Service District adopted the TIP and its FY 1986 Annual Element; and

WHEREAS, The Oregon Department of Transportation (ODOT) has requested that a new project using Highway Bridge Replacement funds be added to the TIP; and

WHEREAS, This project will replace three timber/concrete approach ramps of the Hawthorne Bridge with three concrete/steel ramps; and

WHEREAS, Preliminary engineering for this project will commence in FY 1986 and will address compatibility and timing of highway and LRT considerations; and

WHEREAS, Construction of the ramp improvements is scheduled for FY 1989 and projects using the noted funds are required to be in the TIP in order to receive federal funds; now, therefore,

BE IT RESOLVED,

1. That Federal-Aid Highway Bridge Replacement funds be authorized for the Hawthorne Bridge approach ramps project.

Preliminary Engineering	\$ 181,000
Construction	<u>4,383,000</u>
Federal	\$4,564,000

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 Regional Transportation Plan and gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1985.

Ernie Bonner, Presiding Officer

BP/gl
4317C/435-3
09/30/85

APPROVAL OF RESOLUTION NO. 85-600 FOR
THE PURPOSE OF AMENDING THE FUNCTIONAL
CLASSIFICATION SYSTEM AND THE FEDERAL-
AID URBAN SYSTEM (FAUS) IN THE CITY OF MILWAUKIE

Date: September 19, 1985

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

This action will initiate a request to the Federal Highway Administration to classify and designate under the Federal-Aid System S. E. 42nd Avenue consistent with its use set forth in the city of Milwaukie's Street Classification Plan.

This action will add to the Functional Classification and Federal-Aid designation as requested by the city of Milwaukie, thereby permitting the use of federal funds on the affected street.

Add the following local street as collector:

S. E. 42nd Avenue - S. E. Harrison Street to S. E.
Railroad Avenue

TPAC has reviewed this amendment to the Functional Classification System and recommends approval of Resolution No. 85-600.

Background and Analysis

S. E. 42nd Avenue, which connects to S. E. Railroad Avenue (FAU 9702) on the south and to S. E. Harrison Street (FAU 9714) on the north, is currently not on the Federal-Aid System. Since all major streets intersecting this segment of S. E. 42nd Avenue are on the Federal-Aid System, it is appropriate that the segment likewise be designated. Metro staff analysis has confirmed that the proposed change is consistent with the functions serving the traffic circulation patterns associated with the segment.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-600.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 85-600
FUNCTIONAL CLASSIFICATION SYSTEM)
AND THE FEDERAL-AID URBAN SYSTEM) Introduced by the Joint
(FAUS) IN THE CITY OF MILWAUKIE) Policy Advisory Committee
) on Transportation

WHEREAS, The city of Milwaukie has requested that a S. E. 42nd Avenue street segment be functionally classified and federally designated; and

WHEREAS, This requested street change has been brought about to support a collector function between S. E. Harrison Street and S. E. Railroad Avenue and is classified as such in the City's Street Classification Plan; and

WHEREAS, To be eligible for federal funds, streets undergoing roadway improvements must be functionally classified and federally designated; and

WHEREAS, Staff analysis indicates that the proposed change is consistent with the functions serving the traffic circulation patterns associated with the segment; now, therefore,

BE IT RESOLVED,

1. That the Metro Council amend the Functional Classification system to add as collector:

S. E. 42nd Avenue - S. E. Harrison Street to S. E. Railroad Avenue

2. That the Metro Council amend the Federal-Aid Urban System to incorporate Exhibit "A."

3. That a Federal-Aid route number be assigned to the added segment in accordance with Exhibit "A."

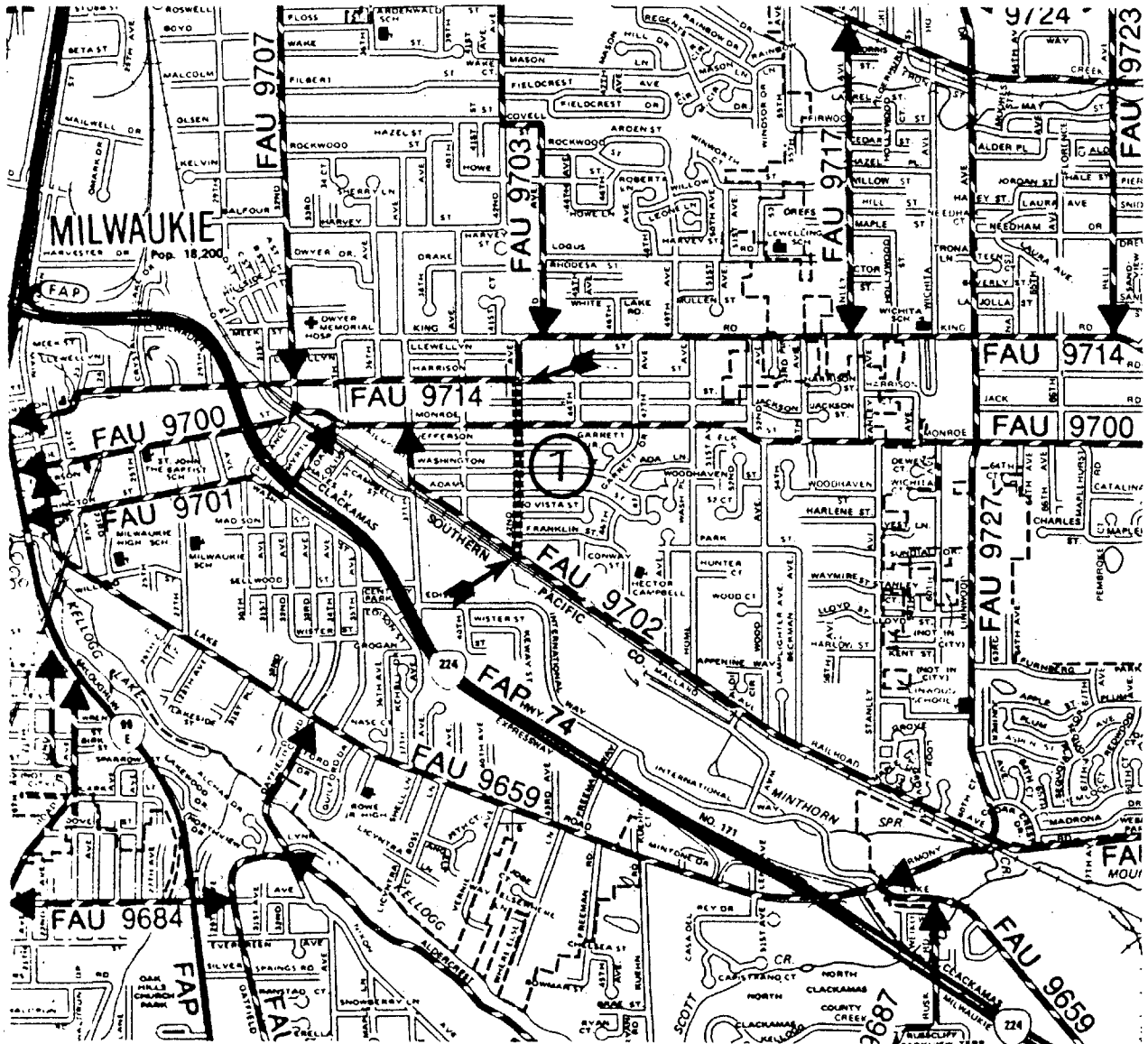
4. That Metro staff coordinate the amendments with ODOT.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1985.

Ernie Bonner, Presiding Officer

BP/gl
4330C/435-3
09/30/85

EXHIBIT A



CHANGES:

1. Add SE 42nd Avenue as a Collector from SE Harrison Street (FAU 9714) to SE Railroad Avenue (FAU 9702).

CONSIDERATION OF RESOLUTION NO. 85-601 FOR THE
PURPOSE OF APPROVING USE OF REGIONAL FEDERAL-AID
URBAN SYSTEM FUNDS IN PARTIAL SUPPORT OF THE
OREGON ROADS FINANCE STUDY

Date: September 30, 1985

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Adopt the Resolution authorizing \$18,861 of Federal-Aid Urban funds as the Portland region's contribution toward the Oregon Roads Finance Study on the assumption that the City of Portland will take separate action providing its pro rata share.

TPAC recommends approval of Resolution No. 85-601.

Background

As a result of the 1985 session of the Oregon Legislature, the Oregon Highway Division, Association of Oregon Counties, and League of Oregon Cities have embarked on an Oregon Roads Finance Study. Steering and Policy Committee memberships have been established to provide representation from these groups (see Attachment "A").

The objective of this study is to develop a legislative proposal for the 1987 session for a roads financing package to meet the long-term needs of the cities, counties and state. Key elements of the study toward this objective include establishment of road needs for Maintenance, Preservation and Modernization of the city, county, state systems, evaluation of existing and potential revenue sources and development of a recommended package to fund unmet needs.

The services of a consultant are now being solicited with an estimated cost of \$500,000. The consultant is expected to begin work by late December and finish by September 1986. Funding will be provided as follows: 68 percent from the State Highway fund, 20 percent from Federal-Aid Secondary funds on behalf of the counties, and 12 percent from Federal-Aid Urban funds on behalf of the cities. The funding shares are based upon the current formula for distributing state highway revenues. This resolution approves the Portland region's share of the FAU portion of the funding.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 85-601.

ATTACHMENT A

Policy Committee

Tom Walsh, Chairman
Anthony Yturri, OTC Chairman
Fred Miller, ODOT Director
Alan Berg, Mayor of Corvallis
Lou Hannum, Mayor of Medford
Bill Vian, Douglas County Commission
Earl Blumenauer, Multnomah County Commission

Steering Committee

Bob Bothman, Chairman
Larry Rulien, State Highway Engineer
Winston Kurth, Clackamas County
Willis Grafe, Linn County
Grace Crunican, Portland
Tom Gellner, Bend

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING USE) RESOLUTION NO. 85-601
OF REGIONAL FEDERAL-AID URBAN)
SYSTEM FUNDS IN PARTIAL SUPPORT) Introduced by the Joint
OF THE OREGON ROADS FINANCE STUDY) Policy Advisory Committee on
) Transportation

WHEREAS, The Oregon Transportation Commission (OTC)/
Association of Oregon Counties (AOC)/League of Oregon Cities (LOC)
appointed Policy Committee has proposed to conduct a study of
Oregon's road needs and existing sources of revenues; and

WHEREAS, It is intended that the results of the study will
serve as a recommended package on which the 1987 Legislature can
base state and local road financing; and

WHEREAS, The study will utilize the services of a
consultant team; and

WHEREAS, Costs of the study are to be financed from the
State Highway Fund at 68 percent, Federal-Aid Secondary funds
(counties) at 20 percent, and Federal-Aid Urban funds (urban areas)
at 12 percent; and

WHEREAS, The Metro region has been called upon to provide
its pro rata share of the \$60,000 of Federal-Aid Urban funds; now,
therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District
endorses the Roads Finance Study.

2. That \$18,861 of regional Federal-Aid Urban funds
scheduled for FY 1986 is hereby released to ODOT in exchange for
funds to support the study in accordance with Exhibit "A."

3. That the Metro Council assumes that the City of Portland will take separate action to provide its pro rata share.

4. That the Metro Council finds these actions 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 _____, 1985.

Ernie Bonner, Presiding Officer

AC/gl
4393C/435-2
10/01/85

EXHIBIT A

FY 1986 Regional Federal-Aid Urban Funds

PROJECTED APPORTIONMENT: \$1,564,832

<u>FY 1986 Authorization</u>	<u>Release To Study</u>	<u>Revised FY 1986 Authorization</u>
Projects \$ 844,331	0	\$ 844,331
Reserve 667,748	\$18,449	649,299
Forest Grove <u>52,753</u>	<u>412</u>	<u>52,341</u>
TOTAL \$1,564,832	\$18,861	\$1,545,971

ACC:lmk
9-27-85



METROPOLITAN SERVICE DISTRICT
Providing Zoo, Solid Waste and Local Government Services

October 10, 1985

527 S.W. Hall St.
Portland, Oregon
97201-5287
(503) 221-1646

Rick Gustafson
Executive Officer

Metro Council

Ernie Bonner
Presiding Officer
District 8

Richard Waker
Deputy Presiding
Officer
District 2

Bob Oleson
District 1

Jim Gardner
District 3

Corky Kirkpatrick
District 4

Tom DeJardin
District 5

George Van Bergen
District 6

Sharron Kelley
District 7

Hardy Myers
District 9

Larry Cooper
District 10

Marge Kafoury
District 11

Gary Hansen
District 12

Mr. Larry Rulien
State Highway Engineer
Oregon Department of Transportation
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Earlier this year, we were alerted to the possibility that the FY 86 Interstate Transfer-Highway program would not be fully obligated and therefore the region faced the prospect that some portion of these funds would lapse. To avoid this possibility, ODOT and the other affected jurisdictions set out a program of extraordinary state and local efforts to ensure that projects would remain on schedule. With the close of the federal fiscal year on September 30, 1985, it is clear that we have been successful in meeting the necessary deadlines -- the available FY 86 funds have been fully obligated.

ODOT is to be commended for meeting these deadlines and maximizing funds available to the region. We would like to thank you and your staff for your cooperation.

Sincerely,

Richard Waker, Chairman
Joint Policy Advisory Committee
on Transportation

RW:lmk

COMMITTEE MEETING TITLE JPACT

DATE 10-10-85 7:30 a.m.

NAME	AFFILIATION
M- <u>George Van Bergen</u>	<u>Metro</u>
M- <u>WES MYLLENBECK</u>	<u>WASH. CO.</u>
S- <u>Rick Gustafson</u>	<u>Metro</u>
M- <u>Earl Blumenauer</u>	<u>Multnomah County</u>
M- <u>JOHN FREMING</u>	<u>TRI-MET</u>
M- <u>Jim Gardner</u>	<u>Metro</u>
M- <u>Fred muller</u>	<u>O O T</u>
M- <u>RICHARD WAKER</u>	<u>METRO</u>
M- <u>Ron Thom</u>	<u>Cities of Clack. Co.</u>
G- <u>Grent Curtis</u>	<u>Wash Co</u>
G- <u>Winston Kurth</u>	<u>Clackamas Co.</u>
G- <u>Jane Cease</u>	
S- <u>Andrew Cotugno</u>	<u>Metro</u>
S- <u>Steve Siegel</u>	<u>"</u>
S- <u>Vickie Rocker</u>	<u>"</u>
S- <u>Peg Henwood</u>	<u>"</u>
S- <u>Richard Brandman</u>	<u>"</u>
S- <u>Dan Seeman</u>	<u>"</u>
S- <u>T. Keith Lawton</u>	<u>"</u>
G- <u>Susie Lapsene</u>	<u>Multnomah County</u>
G- <u>Bob Post</u>	<u>Tri-Met</u>
G- <u>Steve Dotterer</u>	<u>City of Portland</u>
G- <u>Grace Cunican</u>	<u>"</u>

COMMITTEE MEETING TITLE JPACT

DATE 10-10-85 7:30 am

NAME

AFFILIATION

G- Geraldine Ball
G- Bob Bothman
G- Ed Hardt
G- Ted Spence
G- Babe Rucker
S- Karen Thackston
G- Peter Fry

DJB, Inc.
ODOT
"
"
Part of Portland
Metro
CEIC