

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)
MTIP AND ADOPTING A JOINT METRO/)
ODOT REGION 1 RECOMMENDATION TO)
THE OREGON TRANSPORTATION COM-)
MISSION TO ALLOCATE ANTICIPATED)
FY 1998-2001 STATE MODERNIZATION)
AND REGIONAL FLEXIBLE FUNDS)

RESOLUTION NO. 97-2467

Introduced by
Presiding Officer Jon Kvistad

WHEREAS, Metro is responsible under federal regulations for preparation and update of a Portland area Metropolitan Transportation Improvement Program (MTIP) that shows approved allocation of federal and state transportation funding to projects; and

WHEREAS, ODOT Region 1 is responsible for recommending a program of projects and funding allocations to the Oregon Transportation Commission (OTC) for adoption as a Region 1 element of a State Transportation Improvement Program (STIP); and

WHEREAS, Regulations of the U.S. Department of Transportation require that the approved MTIP and STIP be identical with respect to programmed projects and funding within Metro's jurisdiction; and

WHEREAS, Region 1 and Metro agreed that preparation of the 1998-2001 STIP should be jointly prepared to minimize potential for discrepancy between documents; and

WHEREAS, The Oregon Transportation Commission (OTC) has approved projections of expected state gas tax and federal appropriations for the period of federal fiscal years 1998 through 2001; and

WHEREAS, The OTC has further suballocated expected revenue to various program areas including highway system maintenance, safety

improvements, bridge maintenance and transportation system modernization; and

WHEREAS, The OTC has further allocated expected revenue of these various programs to the five ODOT regions; and

WHEREAS, The OTC has further allocated expected revenues between those principally to be programmed toward state system priorities by ODOT Region staff (State Modernization funds); and

WHEREAS, Region 1 has traditionally suballocated its OTC apportionment between urban and rural portions of its jurisdiction on a roughly 80/20 pro rata of population; and

WHEREAS, The OTC has further allocated expected federal revenue sources that derive from the Regional STP, Congestion Mitigation/Air Quality and Transportation Enhancement Programs, collectively referred to as Regional Flexible funds, that are primarily programmed at the discretion of Metro acting under federal and state regulations as the Portland Metropolitan Area Planning Organization (MPO); and

WHEREAS, Federal regulations require that the first three years of the MTIP and STIP must be constrained to reasonably expected revenue; and

WHEREAS, Currently programmed ODOT system projects exceed Modernization revenue allocated to Region 1 in the period FY 1998-2001 (see Exhibit A); and

WHEREAS, Many of ODOT's currently programmed Modernization projects embody significant safety improvements; and

WHEREAS, No rural Modernization projects are currently programmed for construction in the period FY 1998-2001; and

WHEREAS, Metro anticipates appropriation of Regional Flexible

funds in FY 1998-2001 in excess of currently programmed project commitments (see Exhibit A); and

WHEREAS, Metro approved a list of candidate projects to receive the expected FY 1998-2001 revenue in September of 1996; and

WHEREAS, Metro and ODOT conducted a series of four public workshops throughout the region to receive comments on currently programmed projects, revenue projections and approved candidate projects; and

WHEREAS, A series of programmed improvements to the Hawthorne Bridge will be staged as a single effort rather than as independent projects; and

WHEREAS, The single staging of these efforts is expected to yield project cost savings in the neighborhood of \$1.5 million dollars; and

WHEREAS, The precise project savings will not be known until after bids are received for the work near the end of federal Fiscal Year 1997; and

WHEREAS, It lies within the discretion of Multnomah County to direct any such savings toward construction of a 10-foot bike and pedestrian pathway on the Hawthorne Bridge; and

WHEREAS, The City of Portland has allocated to it \$1.8 million for the Eastbank Esplanade project, \$1.29 million for the Steel Bridge Bicycle and Pedestrian Crossing project, and \$987,300 for the Eastbank Trail: Steel Bridge to OMSI project; now therefore

BE IT RESOLVED:

1. That allocation of expected FY 1998-2001 Regional

Flexible funds to currently programmed projects is the first priority for use of these funds.

2. That Metro formally anticipates delay of \$4.41 million of currently programmed projects into FY 1998 as indicated in Exhibit A which will draw on FY 1998-2001 revenue.

3. The amount of \$12.98 million of FY 1998-2001 Regional Flexible funds will be allocated to assume funding responsibility from ODOT for the "state" projects listed in Exhibit A.

4. The sum of \$14.24 million of anticipated FY 1998-2001 Regional Flexible funding is allocated to the projects listed in Exhibit B. Upon programming of these projects by year, the \$2.84 million inflation reserve will be assigned to these projects accordingly.

5. That Metro endorses the Region 1 recommendation to the Oregon Transportation Commission that up to \$14.22 million of state Modernization funds be allocated to currently programmed "urban" area projects before new "rural" area projects are programmed.

6. That Metro endorses the Region 1 recommendation to the Oregon Transportation Commission that up to \$21 million of Region 1 Modernization projects be credited to "Safety and Bridge" program funding.

7. That the Hawthorne Bridge bike lanes (current federal share estimate of \$1.56 million) be programmed for construction in FY 97 upon receipt of final bids for all bridge-related work, contingent on:

- a). Multnomah County formally allocating any cost savings from single staging of currently programmed bridge improvement projects toward the bike lanes; and

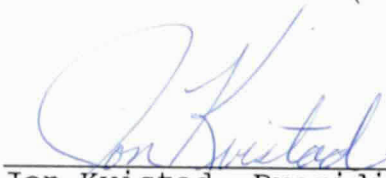
b) a loan by the City of Portland of funds from the Eastbank Esplanade, the Steel Bridge Bike/Pedestrian Crossing project, and the Eastbank Trail project, sufficient to make up any gap that may result in Hawthorne Bike lane project funding after application of other expected cost savings from bridge-related construction activity. The loan is to be repaid from future regional allocations.

8. That should projects in excess of \$4.41 million be delayed from FY 97 into FY 98 or beyond, the fourth year of the MTIP will absorb any such increase, causing that year of the program to become overprogrammed as is permitted by federal regulations.

9. That Metro staff are directed to coordinate with ODOT to determine the final programming of funds, within the limits established by this resolution, according to their availability by year and program category.

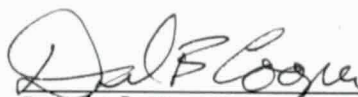
10. This approval is subject to demonstration of conformity with the State (Air Quality) Implementation Plan.

ADOPTED by the Metro Council this 27th day of March, 1997.



Jon Kvistad, Presiding Officer

Approved as to Form:



Daniel B. Cooper, General Counsel

EXHIBIT A
FEDERAL FISCAL YEAR 1998 - 2001
PORTLAND METROPOLITAN AREA
DRAFT TRANSPORTATION IMPROVEMENT PROGRAM

STATE PROGRAM Anticipated and Potential Funding (millions)	REGIONAL PROGRAM Anticipated Funding (millions)																																																								
ODOT Region 1 Urban "Modernization" Funds: 56.87 (e.g., federal or state gas tax funds used to expand road and alternate mode capacity.) Use Region 1 Rural Funds On Urban Projects: 14.22 Safety/Bridge Program Credit for Modern. Projects: 21.00 Metro Flex Fund Allocation 12.98 MAXIMUM ODOT REGION 1 FY 98-01 REVENUE* 105.07	Regional STP Funds: 17.82 (includes reservation of \$13.5 million for S/N LRT) CMAQ Funds (w/ takedown for Hi Speed Rail): 11.98 Transportation Enhancement Funds: 4.67 Subtotal 34.47 Inflation Factor -2.84 TOTAL FY 98-01 REGIONAL FLEX REVENUE 31.63																																																								
DRAFT LIST OF FY 98 - 01 PROJECTS (All Projects Are Programmed in Current STIP)	DRAFT LIST OF FY 98 - 01 PROJECTS																																																								
<table border="1"> <tr><td colspan="2">Delayed ODOT Projects Allocated Regional Funds</td></tr> <tr><td>BUS PURCHASE (ID NO. 154)</td><td align="right">6.00</td></tr> <tr><td>OR-8 TV HWY: HWY 217 TO 117TH (ID NO. 240)</td><td align="right">3.10</td></tr> <tr><td>SUNNYSIDE RD WIDENING: I-205 TO 122ND (ID NO. 168)</td><td align="right">2.00</td></tr> <tr><td>PACIFIC AVE PED PROJECT (F.G.) (ID NO. 184)</td><td align="right">0.08</td></tr> <tr><td>EASTBANK ESPLANADE (City of Portland) (ID NO. 346)</td><td align="right">1.80</td></tr> <tr><td colspan="2">Subtotal of ODOT Projects Given Flex Funds 12.98</td></tr> </table>	Delayed ODOT Projects Allocated Regional Funds		BUS PURCHASE (ID NO. 154)	6.00	OR-8 TV HWY: HWY 217 TO 117TH (ID NO. 240)	3.10	SUNNYSIDE RD WIDENING: I-205 TO 122ND (ID NO. 168)	2.00	PACIFIC AVE PED PROJECT (F.G.) (ID NO. 184)	0.08	EASTBANK ESPLANADE (City of Portland) (ID NO. 346)	1.80	Subtotal of ODOT Projects Given Flex Funds 12.98		<table border="1"> <tr><td colspan="2">FY 97 Regional Projects Delayed to FY 98-01</td></tr> <tr><td>SUNNYSIDE RD: I-205 TO 122ND (ID NO. 168)</td><td align="right">3.00</td></tr> <tr><td>TRANSIT ORIENTED DEVELOPMENT RESERVE (ID NO. 609)</td><td align="right">0.70</td></tr> <tr><td>PED TO TRANSIT ACCESS STUDY (PORTLAND) (ID NO. 606)</td><td align="right">0.90</td></tr> <tr><td>HALL BLVD: SPRR/RIDGECREST BIKE LANE (ID NO. 639)</td><td align="right">0.29</td></tr> <tr><td>OREGON ELECTRIC RIGHT OF WAY (WASH. CO.) (ID NO. 275)</td><td align="right">0.09</td></tr> <tr><td>EASTBANK TRAIL: STEEL BRIDGE TO OMSI (ID NO. 302)</td><td align="right">0.99</td></tr> <tr><td>COMPLETE CEDAR CREEK TRAIL (SHERWOOD) (ID NO. 311)</td><td align="right">0.07</td></tr> <tr><td>INTERMODAL TRANSFER PARK (TROUTDALE) (ID NO. 318)</td><td align="right">0.08</td></tr> <tr><td colspan="2">Subtotal of Delayed Regional Projects 6.12</td></tr> <tr><td colspan="2">JPACT APPROVED TARGET FOR SLIPPAGE 4.41</td></tr> </table>	FY 97 Regional Projects Delayed to FY 98-01		SUNNYSIDE RD: I-205 TO 122ND (ID NO. 168)	3.00	TRANSIT ORIENTED DEVELOPMENT RESERVE (ID NO. 609)	0.70	PED TO TRANSIT ACCESS STUDY (PORTLAND) (ID NO. 606)	0.90	HALL BLVD: SPRR/RIDGECREST BIKE LANE (ID NO. 639)	0.29	OREGON ELECTRIC RIGHT OF WAY (WASH. CO.) (ID NO. 275)	0.09	EASTBANK TRAIL: STEEL BRIDGE TO OMSI (ID NO. 302)	0.99	COMPLETE CEDAR CREEK TRAIL (SHERWOOD) (ID NO. 311)	0.07	INTERMODAL TRANSFER PARK (TROUTDALE) (ID NO. 318)	0.08	Subtotal of Delayed Regional Projects 6.12		JPACT APPROVED TARGET FOR SLIPPAGE 4.41																					
Delayed ODOT Projects Allocated Regional Funds																																																									
BUS PURCHASE (ID NO. 154)	6.00																																																								
OR-8 TV HWY: HWY 217 TO 117TH (ID NO. 240)	3.10																																																								
SUNNYSIDE RD WIDENING: I-205 TO 122ND (ID NO. 168)	2.00																																																								
PACIFIC AVE PED PROJECT (F.G.) (ID NO. 184)	0.08																																																								
EASTBANK ESPLANADE (City of Portland) (ID NO. 346)	1.80																																																								
Subtotal of ODOT Projects Given Flex Funds 12.98																																																									
FY 97 Regional Projects Delayed to FY 98-01																																																									
SUNNYSIDE RD: I-205 TO 122ND (ID NO. 168)	3.00																																																								
TRANSIT ORIENTED DEVELOPMENT RESERVE (ID NO. 609)	0.70																																																								
PED TO TRANSIT ACCESS STUDY (PORTLAND) (ID NO. 606)	0.90																																																								
HALL BLVD: SPRR/RIDGECREST BIKE LANE (ID NO. 639)	0.29																																																								
OREGON ELECTRIC RIGHT OF WAY (WASH. CO.) (ID NO. 275)	0.09																																																								
EASTBANK TRAIL: STEEL BRIDGE TO OMSI (ID NO. 302)	0.99																																																								
COMPLETE CEDAR CREEK TRAIL (SHERWOOD) (ID NO. 311)	0.07																																																								
INTERMODAL TRANSFER PARK (TROUTDALE) (ID NO. 318)	0.08																																																								
Subtotal of Delayed Regional Projects 6.12																																																									
JPACT APPROVED TARGET FOR SLIPPAGE 4.41																																																									
<table border="1"> <tr><td>BUS PURCHASES (ID NO. 154)</td><td align="right">4.76</td></tr> <tr><td>238TH AND HALSEY INTERSECTION IMPROVEMENT (ID NO. 90)</td><td align="right">0.28</td></tr> <tr><td>SPRINGWATER CORRIDOR ACCESS AT 190TH (ID NO. 96)</td><td align="right">0.23</td></tr> <tr><td>BARBUR BLVD BIKE LANES (ID NO. 108)</td><td align="right">1.89</td></tr> <tr><td>LOMBARD/BURGARD INTERSECTION REALIGNMENT (ID NO. 142)</td><td align="right">0.99</td></tr> <tr><td>US-30B - SANDY BLVD MACS IMPLEMENTATION (ID NO. 230)</td><td align="right">4.03</td></tr> <tr><td>US-26: CAMELOT - SYLVAN INTERCHANGE (PH 2) (ID NO. 254)</td><td align="right">14.98</td></tr> <tr><td>99W/TUALATIN RD. INTRSCN REALIGNMENT - PH. 1 (ID NO. 172)</td><td align="right">2.49</td></tr> <tr><td>SIGNAL INTRCNCT: MURRAY - FARMINGTON/MILLIKAN (ID NO. 186)</td><td align="right">0.03</td></tr> <tr><td>BEAVERTON CENTRAL TOD (ID NO. 188)</td><td align="right">0.78</td></tr> <tr><td>GREENBURG RD/HWY 217 INTERSECTION (ID NO. 182)</td><td align="right">0.39</td></tr> <tr><td>I-205: SUNNYBROOK INTERCHANGE (ID NO. 865)</td><td align="right">16.90</td></tr> <tr><td>I-5/ HWY 217/KRUSE WAY INTERCHANGE: Ph. 1 (ID NO. 893)</td><td align="right">21.57</td></tr> <tr><td>OR-47: COUNCIL CREEK-QUINCE (ID NO. 441)</td><td align="right">4.20</td></tr> <tr><td>NE 148TH SOUNDWALL</td><td align="right">0.19</td></tr> <tr><td>NW 185TH SOUNDWALL</td><td align="right">1.50</td></tr> <tr><td>HALSEY BIKE LANE</td><td align="right">0.80</td></tr> <tr><td>PROJECTS ASSUMED BY METRO (see opposite column)</td><td align="right">12.98</td></tr> <tr><td>ADDITIONAL DELAYED PROJECTS</td><td align="right">12.00</td></tr> <tr><td colspan="2">Subtotal of Project Costs 100.98</td></tr> <tr><td colspan="2">Subtotal With 5 Percent Inflation 106.03</td></tr> <tr><td colspan="2">Region 1 Modernization Funds: 56.87</td></tr> <tr><td colspan="2">Inflation Adjusted Project Costs: 106.03</td></tr> <tr><td colspan="2">BALANCE -49.16</td></tr> </table>	BUS PURCHASES (ID NO. 154)	4.76	238TH AND HALSEY INTERSECTION IMPROVEMENT (ID NO. 90)	0.28	SPRINGWATER CORRIDOR ACCESS AT 190TH (ID NO. 96)	0.23	BARBUR BLVD BIKE LANES (ID NO. 108)	1.89	LOMBARD/BURGARD INTERSECTION REALIGNMENT (ID NO. 142)	0.99	US-30B - SANDY BLVD MACS IMPLEMENTATION (ID NO. 230)	4.03	US-26: CAMELOT - SYLVAN INTERCHANGE (PH 2) (ID NO. 254)	14.98	99W/TUALATIN RD. INTRSCN REALIGNMENT - PH. 1 (ID NO. 172)	2.49	SIGNAL INTRCNCT: MURRAY - FARMINGTON/MILLIKAN (ID NO. 186)	0.03	BEAVERTON CENTRAL TOD (ID NO. 188)	0.78	GREENBURG RD/HWY 217 INTERSECTION (ID NO. 182)	0.39	I-205: SUNNYBROOK INTERCHANGE (ID NO. 865)	16.90	I-5/ HWY 217/KRUSE WAY INTERCHANGE: Ph. 1 (ID NO. 893)	21.57	OR-47: COUNCIL CREEK-QUINCE (ID NO. 441)	4.20	NE 148TH SOUNDWALL	0.19	NW 185TH SOUNDWALL	1.50	HALSEY BIKE LANE	0.80	PROJECTS ASSUMED BY METRO (see opposite column)	12.98	ADDITIONAL DELAYED PROJECTS	12.00	Subtotal of Project Costs 100.98		Subtotal With 5 Percent Inflation 106.03		Region 1 Modernization Funds: 56.87		Inflation Adjusted Project Costs: 106.03		BALANCE -49.16		<table border="1"> <tr><td colspan="2">Total Approved Regional FY 98-01 Expenses 17.39</td></tr> <tr><td colspan="2">Anticipated FY 98-01 Flexible Revenue 31.63</td></tr> <tr><td colspan="2">BALANCE OF REVENUE FOR NEW PROJECTS 14.24</td></tr> <tr><td colspan="2">(see Exhibit B for project allocations)</td></tr> </table>	Total Approved Regional FY 98-01 Expenses 17.39		Anticipated FY 98-01 Flexible Revenue 31.63		BALANCE OF REVENUE FOR NEW PROJECTS 14.24		(see Exhibit B for project allocations)	
BUS PURCHASES (ID NO. 154)	4.76																																																								
238TH AND HALSEY INTERSECTION IMPROVEMENT (ID NO. 90)	0.28																																																								
SPRINGWATER CORRIDOR ACCESS AT 190TH (ID NO. 96)	0.23																																																								
BARBUR BLVD BIKE LANES (ID NO. 108)	1.89																																																								
LOMBARD/BURGARD INTERSECTION REALIGNMENT (ID NO. 142)	0.99																																																								
US-30B - SANDY BLVD MACS IMPLEMENTATION (ID NO. 230)	4.03																																																								
US-26: CAMELOT - SYLVAN INTERCHANGE (PH 2) (ID NO. 254)	14.98																																																								
99W/TUALATIN RD. INTRSCN REALIGNMENT - PH. 1 (ID NO. 172)	2.49																																																								
SIGNAL INTRCNCT: MURRAY - FARMINGTON/MILLIKAN (ID NO. 186)	0.03																																																								
BEAVERTON CENTRAL TOD (ID NO. 188)	0.78																																																								
GREENBURG RD/HWY 217 INTERSECTION (ID NO. 182)	0.39																																																								
I-205: SUNNYBROOK INTERCHANGE (ID NO. 865)	16.90																																																								
I-5/ HWY 217/KRUSE WAY INTERCHANGE: Ph. 1 (ID NO. 893)	21.57																																																								
OR-47: COUNCIL CREEK-QUINCE (ID NO. 441)	4.20																																																								
NE 148TH SOUNDWALL	0.19																																																								
NW 185TH SOUNDWALL	1.50																																																								
HALSEY BIKE LANE	0.80																																																								
PROJECTS ASSUMED BY METRO (see opposite column)	12.98																																																								
ADDITIONAL DELAYED PROJECTS	12.00																																																								
Subtotal of Project Costs 100.98																																																									
Subtotal With 5 Percent Inflation 106.03																																																									
Region 1 Modernization Funds: 56.87																																																									
Inflation Adjusted Project Costs: 106.03																																																									
BALANCE -49.16																																																									
Total Approved Regional FY 98-01 Expenses 17.39																																																									
Anticipated FY 98-01 Flexible Revenue 31.63																																																									
BALANCE OF REVENUE FOR NEW PROJECTS 14.24																																																									
(see Exhibit B for project allocations)																																																									
<p>To help make up the \$49 million deficit, ODOT staff and Metro have recommended that the Oregon Transportation Commission prioritize completion of programmed urban projects before allocating modernization funds to rural projects (\$14.22 M) and apply up to \$21.0 M of Safety/Bridge Program funds toward Modernization projects. This would generate the following balance:</p> <table border="1"> <tr><td>Maximum Available Revenue</td><td align="right">105.07</td></tr> <tr><td>Inflation Adjusted Project Costs:</td><td align="right">106.03</td></tr> <tr><td>BALANCE OF ODOT MODERNIZATION REVENUE</td><td align="right">-0.96</td></tr> </table>	Maximum Available Revenue	105.07	Inflation Adjusted Project Costs:	106.03	BALANCE OF ODOT MODERNIZATION REVENUE	-0.96																																																			
Maximum Available Revenue	105.07																																																								
Inflation Adjusted Project Costs:	106.03																																																								
BALANCE OF ODOT MODERNIZATION REVENUE	-0.96																																																								

*Figures are still preliminary and may change.

EXHIBIT B

PROJECTS	Funds
RECOMMENDED FLEX FUND ALLOCATION FY 1998 - 2001	
METRO PLANNING	2.40
TDM PROGRAM	1.46
COLUMBIA/BURGARD COMPLETION	0.15
SO. RIVERGATE OVERCROSSING	0.84
PED TO MAX/TRANSIT PROGRAM	0.15
LOVEJOY RAMP REPLACEMENT (PED CREDIT)	3.00
LOVEJOY RAMP REPLACEMENT (ROAD CREDIT)	3.00
SCHOLLS FERRY SIGNAL INTERCONNECT	0.11
TV HWY SIGNAL INTERCONNECT	0.28
GRESHAM/MULT CO SIGNAL INTERCONNECT PROGRAM	1.00
CIVIC NEIGHBORHOOD LRT STATION COMPLETION	0.26
SUNNYSIDE RD: I-205/122ND	0.80
JOHNSON CREEK BLVD PHASE 2	0.80
HAWTHORNE BIKE/PEDESTRIAN LANES	*

RECOMMENDED ALLOCATION GRAND TOTAL 14.24

*Project funding will derive from savings attributable to single staging of all programmed Bridge related improvements contingent on County approval of pass through of savings to the multi-use bike/ped project. Any gap between pathway project cost and overall project savings will be made whole by City of Portland via loan of funds from the Eastbank Esplanade Eastbank Trail (Steel Bridge/OMSI) and/or the Steel Bridge Bicycle/Pedestrian crossing projects, contingent on City of Portland approval.

**1998-2001 MTIP/STIP
SUMMARY OF PUBLIC COMMENTS
MARCH 6, 1997**

Introduction

This report provides a summary of public comments received to date on transportation funding priorities in the 1998-2001 Metropolitan Transportation Improvement Program (MTIP) and the State Transportation Improvement Program (STIP). Both oral and written comments were received during a series of public meetings called Priorities '97. These meetings were held in January 1997 to solicit comment on the draft MTIP and STIP funding recommendation. This summary also includes comments received at a MTIP/STIP kickoff meeting held in September 1996.

The MTIP is a regional transportation funding program which identifies projects to be constructed or programs to be funded with federal transportation revenues over the next four years. Local jurisdictions submit transportation projects to Metro for funding consideration. Eligible projects range from roads and highways to bus purchases, bicycle lanes and pedestrian improvements and planning projects.

The STIP is a statewide transportation funding program which also identifies projects to be constructed or programs to be funded within the next four years. Federal regulations require that for urban areas like Portland, the MTIP and STIP must be identical. Therefore, Metro and the Oregon Department of Transportation (ODOT) Region 1 are jointly preparing the Region 1 STIP element. The FY 96-98 STIP makes commitments to a list of projects that will use almost all projected funding during the FY 98-2001 period. Projects have had to be reevaluated due to lower than anticipated funding levels.

General Comments

On September 19, 1996, the comment phase of the MTIP/STIP began with a kickoff public meeting. At this meeting, many expressed concern over the shortfall for the 1998-2001 time period and the effects that would have on projects that were initiated in anticipation of funding. Respondents felt strongly that past commitments should be honored to ensure completion of projects.

At the Priorities '97 meetings in January, virtually every respondent suggested a specific area as a priority for MTIP/STIP funding. The suggestions varied in scope and cost. Many program recommendations called for expansion of existing transportation infrastructure, including the widening of highways, construction or updating of interchanges, and expansion of bike lane availability. Other suggestions focused on building new transit options, including light rail expansion to Portland International Airport and the South-North line.

Safety was a theme raised by many commenters. Suggestions to increase funding on many projects often centered on concerns over increased congestion and the region's inadequate infrastructure.

Some suggested an increase in public education regarding transportation issues. All education advocates suggested emphasis on changing people's transit behavior. Some recommended a more aggressive promotion of bus services, noting success in other metropolitan regions. Those that favored transportation education also tended to advocate working and living in the same community.

Project Focus

The comments regarding project focus can be divided into two main categories -- road expansion and other transportation modes.

Road Expansion.

Most of those favoring road expansion pointed out areas of traffic congestion as suggested sites to improve. Multiple participants identified the Sunset Highway, 82nd Avenue, Highway 47, Route 217, Highway 213, I-205, Highway 43, and I-5 as primary targets.

Highway 47 was the subject of many oral and written comments. Most commenters noted that truck traffic, particularly logging trucks, have been a mounting problem in Forest Grove. Many people recommended that the proposed Highway 47 bypass should be included in funding due to major congestion and safety problems associated with the truck traffic. Several people noted that bypass funding would alleviate this problem.

Participants asserted that some highways and roads required widening because congestion is too great, and that funding for additional lane construction on these major thoroughfares would decrease traffic tie-ups.

Commenters also stated that interchange improvements were needed in the Region. The areas most cited were the I-5/217/Kruse Way, I-205/212, and I-205/Sunnybrook interchanges.

The I-5/217/Kruse Way interchange was identified by many participants as an improvement project that is long overdue. Most commenters noted safety and congestion problems caused by the stoplights at the interchange. Traffic backs onto I-5 from the intersection, creating long delays and the potential for serious accidents during every rush hour commute.

Many people also suggested improvements to the I-205/Sunnybrook interchange. Many in the area, particularly business owners and developers, noted that their investment decisions have relied on past commitments to expand the interchange to accommodate increased traffic flows.

Participants added that funding for the interchange is critical to solving the area's traffic congestion problems. Business interests noted that interchange funding will insure the economic well-being and status of the area as a commercial hub for the northwest.

Some people advocated other projects, such as the construction of additional highways and interchanges. Suggestions included Eastside access to I-5 and a Tualatin to Sherwood Freeway. The Lovejoy ramp removal project in Portland was cited by many participants as the key to urban renewal projects in the vicinity. Many commenters linked the success of other transportation initiatives, such as the central city streetcar, with the Lovejoy ramp removal. Participants advocating funding for this project stressed the innovative developments in pedestrian access and neighborhood improvements as major reasons for making the ramp removal a funding priority.

Other Transportation

Participants offered a variety of suggestions for other transportation needs for MTIP/STIP funding. Recommendations included education on transit, the Transportation Demand Management program (TDM), bus improvements, carpooling, high-speed commuter rail, the Pedestrian to MAX improvement program, South-North light rail, the airport MAX spur proposal and bicycling improvements. A few people expressed opposition to bicycle lanes.

The Pedestrian to MAX improvement program was cited by many as a priority. Commenters noted that the proposed program improvements, such as adding street lighting, widening sidewalks and shortening crosswalks will benefit all pedestrians and transit riders in Gresham. All participants advocating funding supported MAX, but stressed that it is not currently "pedestrian-friendly". One person stated that current pedestrian layout is confusing and in need of improvement. Pedestrian to MAX improvement program advocates state that these problems can be solved through continued funding of the program.

The TDM program received good reviews from participating organizations, including Providence Health Center and Nordstrom. The full subsidy pass program established for Providence Health Center alone doubled the number of employees using transit. Nordstrom has documented an 18% decrease in employees who drive alone to work as a result of its carpooling program established under the TDM program. Proponents of TDM note that the program's success indicates it deserves continued funding.

Funding Issues

Due to the decreased funding available, there is approximately \$106 million over programmed in the STIP alone. Some participants suggested alternative financing strategies. Recommendations included a gas tax hike, a studded tire surcharge, a Vehicle Miles Traveled (VMT) fee and selected toll roads and bridges. Some commenters opposed gas tax and license fee increases.

**1998-2001 MTIP/STIP
SUMMARY OF COMMENTS AND RESPONSES
MARCH 6, 1997**

The following is a list of projects raised as funding priorities in oral and written public comments. The projects are categorized as candidate projects, prior commitments, or off topic. Following each project is the Transportation Policy Alternatives Committee's (TPAC) funding recommendation.

Candidate Projects

- Sunnyside Road: 1-205 to 122nd
TPAC response: recommended for funding
- TDM Program.
TPAC response: recommended for funding
- Pedestrian to MAX program.
TPAC response: recommended for funding
- Lovejoy Ramp replacement
TPAC response: recommended for funding
- Hawthorne Bridge bike-pedestrian multi-use pathway
TPAC response: recommended for funding
- Gresham Signal Optimization
TPAC response: recommended for funding
- Civic neighborhood station (Gresham)
TPAC response: recommended for funding
- Springwater Access at 190th
TPAC response: not recommended for funding
- 238th & Halsey signal
TPAC response: not recommended for funding
- 99W improvements at Tualatin road intersection
TPAC response: not recommended for funding

Prior Commitments

- I-205/Sunnybrook interchange
TPAC response: recommended for funding
- I-5/Hwy 217/Kruse Way interchange
TPAC response: recommended for funding
- Bus purchases
TPAC response: recommended for funding

- Council Creek - Quince Hwy 47 Truck Bypass
TPAC response: recommended for funding
- US 26 Camelot to Sylvan interchange reconstruction
TPAC response: recommended for funding
- Farmington Road widening
TPAC response: recommended for funding
- Hwy 217/Greenburg Rd widening
TPAC response: recommended for funding
- Hwy 43 improvements
TPAC response: recommended for funding

Off Topic

The following were not applicable to the 1998 – 2001 MTIP/STIP funding process or were not recommended for funding:

- Orenco light rail station
TPAC response: received Transit Oriented Development (TOD) funds in 1997
- Widening of Hwy 217 from Hwy 26 to 72nd Avenue Interchange
- Hwy 213 improvements
- I-205/Hwy 212 interchange
- Western bypass construction
- Sunrise corridor highway construction
- Hwy 224 improvements
- 130th Avenue improvements
- 82nd Avenue improvements
- I-5/Marquam interchange improvements
- Ross Island Bridge
- Tualatin-Sherwood Expressway
- Hillsboro airport upgrade
- S/N Light rail support
- MAX to PDX support
- Gas tax support & opposition
- Studded tire surcharge or ban support
- Toll roads
- VMT tax support
- Streetcar project support
- High-speed commuter rail
- Opposition to increased licensing fees

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 97-2467 FOR THE PURPOSE OF AMENDING THE MTIP AND ADOPTING A JOINT METRO/ODOT REGION 1 RECOMMENDATION TO THE OREGON TRANSPORTATION COMMISSION TO ALLOCATE ANTICIPATED FY 1998-2001 STATE MODERNIZATION AND REGIONAL FLEXIBLE FUNDS

Date: March 4, 1997

Presented by: Andrew C. Cotugno

PROPOSED ACTION

Approval of this resolution would endorse the following actions: 1) the recommendation of ODOT's Region 1 staff to the Oregon Transportation Commission (OTC) that it dedicate all \$56 million of projected FY 98-01 state gas tax and federal transportation system Modernization funding to complete currently programmed project commitments; 2) that ODOT allocate \$14.22 million of Region 1 rural Modernization funds to complete currently programmed urban projects; 3) that ODOT credit up to \$21 million of Region 1 Modernization projects against the Region 1 Highway Safety and Bridge Program funding targets set by the Commission (see "State Program" column of Exhibit A of the enclosed resolution); and 5) amends the Metropolitan Transportation Improvement Program (MTIP) to allocate \$12.98 million of anticipated FY 98-01 Regional Flexible funds to support ODOT project commitments and allocates the balance of regional funds expected through FY 2001 (\$14.24 million and an inflation reserve of \$2.84 million) to new transportation projects (see the "Regional Program" column of Exhibit A and also see Exhibit B).

At the February 28 TPAC meeting, the resolution was recommended for adoption with several friendly amendments that clarified reference to:

- . The Hawthorne Bridge bike and pedestrian multi-use pathway;
- . Modernization project credit against the ODOT Region 1 highway safety and bridge program targets; and
- . Reliance on a loan against three currently programmed City of Portland projects and striking "and/or other currently programmed projects."

Background and Analysis

Revenue Shortfall. ODOT and Metro have been developing an FY 1998-2001 MTIP/STIP for approval by the Oregon Transportation Commission since the middle of 1996. Currently committed state system projects require more than all the expected Modernization funding allocated to Region 1 by the OTC during the period of the new STIP. The current FY 1996-1998 STIP commits ODOT to construct approximately \$106 million of transportation system improvement projects in the Portland urban area. However, only \$57 million of system Modernization funds are expected to be available to ODOT Region 1 from FY 1998 through FY 2001 (see the "State Program" column of Exhibit A).

One reason for this shortfall is that ODOT will actually receive only three years of new revenue; FY 98 funds are already allocated to projects in the current STIP. Additionally, the current STIP programs 100 percent of expected federal revenue when federal regulations allow only a portion of appropriated funds to be obligated on projects each year. Less federal funding was appropriated over the previous six years than was expected. Gas tax receipts have been reduced by more efficient vehicles. Extensive storm-related road repair work during the past two years has diverted Modernization funding to system maintenance, which compounds the already high maintenance needs of Oregon's aging transportation facilities. (System maintenance is the OTC's first priority in distributing available transportation funding.) In summary, commitments made by ODOT Region 1 to construct Modernization projects in the Portland area exceed anticipated Modernization funding by nearly \$50 million.

Financial Plan to Honor Commitments. The resolution proposes four measures to bridge this gap. First, it recommends that delivery of currently programmed Modernization projects should be the first priority for use of new Modernization funding in the Portland area. Second, it endorses the Region 1 recommendation to the OTC that \$14.22 million of funds that would normally go toward programming new Modernization projects in the Region 1 rural area should instead be committed to completion of currently committed urban projects. Third, up to \$21 million of Modernization projects should be credited toward the Region 1 Highway Safety and Bridge Program funding targets adopted by the OTC. This recognizes that Modernization projects contribute to Highway Safety and Bridge renovation objectives. Finally, Metro would assume funding responsibility for \$12.98 million of ODOT's current project commitments.

Allocation of Regional Flexible Funds. Adoption of this financial plan leaves approximately \$14.24 million of anticipated Regional Flexible funds available for allocation to new projects in FY 98-01, after accounting for reservation of \$13.5 million of Regional STP funds for the South/North LRT Extension; a takedown of Congestion Mitigation/Air Quality (CMAQ) funds to support High-Speed Rail operations and/or capital; and reservation of a \$2.84 million inflation fund that would be allocated to projects once final programming occurs. The Flex Fund revenue assumptions are shown in the "Regional Program" column of Exhibit A of the Resolution.

Metro approved a \$30 million list of candidate projects eligible to compete for these funds in September. A series of four public workshops were held in January to review the candidate list, the revenue assumptions and the financing plan for committed projects. A summary of comments received at the meetings and staff responses has been prepared. A public hearing on this recommendation will be held by the Metro Council Transportation Committee on Tuesday, March 11, at the Metro Regional Headquarters Building, prior to JPACT consideration of the resolution.

Allocation of Funds Recommended by TPAC. TPAC's recommendation for allocation of the Flex Funds is shown in Exhibit B of the

resolution. The recommended allocation takes into account the \$73 million of 1) prior commitments to freeway enhancements that are already programmed by ODOT for construction in the FY 98-01 timeframe and 2) the roughly \$70 million of additional ODOT and regionally programmed non-freeway and alternative mode projects. Against the backdrop of these investments, the remaining \$14.24 million of Regional Flexible funds were then committed based on technical merits of the candidate projects (congestion relief, safety, cost effectiveness), public comment, and local agency preferences. Other factors considered in the allocation decision include:

- . Meeting alternative mode investment mandates of the State air quality maintenance plan;
- . Focused investments that complete new phases of projects already approved for construction;
- . Investment in low-cost/high efficiency roadway system management improvements;
- . The importance of freight movement and intermodal facilities;
- . Supporting high density 2040 priority land uses with adequate transportation facilities; and
- . Regional equity in transportation system investments.

Some projects that are assumed will obligate funds in FY 97 will most likely be delayed to FY 98, or later. The financial strategy assumes \$4.41 million of projects will be delayed. If projects in excess of \$4.41 million are delayed past FY 97, an equal dollar amount of projects will move into the final year of the MTIP (i.e., FY 2001). This means the final year of the MTIP will become over programmed. Unless new funding is identified, for example, higher than expected federal appropriations, or legislative approval of new sources of transportation funding, it will be necessary to rely on federal and state funds expected after FY 2001 in order to construct these new projects.