

COMMITTEE MEETING TITLE

JPACT

DATE

10-11-84

7:30 a.m.

NAME

AFFILIATION

M- George Van Bryan	Metro
G- BRIAN CAMPBELL	PORT OF PORTLAND
G- Bebe Rucker	Multnomah Co.
G- Ted Spence	ODOT
G- Rick Mason	WISAF MTL CO.
G- Steve Dotterer	CITY OF PORTLAND
G- Rob Post	TRI-MET
M- Ed Hardt	ODOT
M- Charlie Wilburson	Metro
M- J L PERMINER	TRI-MET
M- RICHARD WAKER	METRO
S- Rick Gustafson	METRO
M- Robin Lundqvist	Clack. Cty. Cities
M- Dick Pokorenchowski	VANCOUVER
M- Wes Myllesbush	Wash. Co.
M- Donna Dunnington	CLACKAMAS CO.
S- Peg Henwood	METRO
G- Gilbert Mollery	Regional Planning Council
S- Karen Thackston	Metro
G- Peter F Fry	CEIC
S- Andy Cotugno	Metro

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. _____ FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION
IMPROVEMENT PROGRAM TO INCLUDE A BROOKWOOD AVENUE
BRIDGE REPLACEMENT PROJECT OVER ROCK CREEK IN
WASHINGTON COUNTY

Date: October 1, 1984

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

This action will amend the Transportation Improvement Program to include a new project: Rock Creek/Brookwood Avenue Bridge Replacement.

Highway Bridge Replacement and
Rehabilitation (HBRR) Funds

Preliminary Engineering	\$ 10,000
Construction	324,800
Total HBRR	\$334,800
City of Hillsboro Match	83,700
Total Costs	\$418,500

TPAC has reviewed this project and recommends approval of Resolution No. _____.

Background and Analysis

The existing wood structure is currently inadequate and in a deteriorating condition. The narrow roadway (20') presents a safety hazard for two-way traffic, pedestrians and bicyclists.

The proposed project will replace the existing bridge with one offering two 14' travel lanes and pedestrian/bicycle access. Site distance problems, alignments and approaches will be improved as required. Improvement to Brookwood to a minor arterial status is identified in the Regional Transportation Plan.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. _____.

AC/BP/srb
2100C/392-3
10/26/84

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO.
TRANSPORTATION IMPROVEMENT PROGRAM)	
TO INCLUDE A BROOKWOOD AVENUE	)	Introduced by the Joint
BRIDGE REPLACEMENT PROJECT OVER	)	Policy Advisory Committee
ROCK CREEK IN WASHINGTON COUNTY	)	on Transportation

WHEREAS, Through Resolution No. 84-498, the Council of the Metropolitan Service District (Metro) adopted the Transportation Improvement Program (TIP) and its FY 1985 Annual Element; and

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

WHEREAS, Federal funds for this project will be matched by the city of Hillsboro and cover replacement of the bridge located at Rock Creek/Brookwood Avenue; and

WHEREAS, It is necessary that projects utilizing the noted funds be included in the TIP in order to receive federal funds; now, therefore,

BE IT RESOLVED,

1. That federal HBRR funds be authorized for the Rock Creek/Brookwood Avenue Bridge improvement project.

PE	\$ 10,000
Construction	324,800
Local Match	83,700
Total	<u>\$418,500</u>

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 _____, 1984.

Presiding Officer

AC/BP/srb
2100C/392-2
10/17/84

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. _____ FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION
IMPROVEMENT PROGRAM TO INCLUDE A RECONSTRUCTION
AND REPLACEMENT PROJECT FOR TWO RETAINING WALLS
ON N.W. CORNELL ROAD IN THE VICINITY OF
N.W. 29TH/30TH AVENUES

Date: October 18, 1984

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Approve the Resolution to add a new project initiated by the City of Portland utilizing Federal-Aid Urban funds.

TPAC has reviewed the proposed amendment and recommends approval of Resolution No. ____.

Background

The City of Portland has submitted a request for Federal-Aid funds to undertake reconstruction of a retaining wall supporting the roadway of N.W. Cornell Road (FAU 9022) at N.W. 29th Avenue, and removal and replacement of a retaining wall that supports N.W. Cornell Road 600 feet west of N.W. 30th Avenue. A systems report and funding requirements for the project are contained in Attachment A.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. ____.

AC/BP/srb
2206C/402-3
10/26/84

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO.
TRANSPORTATION IMPROVEMENT PROGRAM)	
TO INCLUDE A RECONSTRUCTION AND	)	Introduced by the Joint
REPLACEMENT PROJECT FOR TWO	)	Policy Advisory Committee
RETAINING WALLS ON N.W. CORNELL	)	on Transportation
ROAD IN THE VICINITY OF N.W. 29TH/)	
30TH AVENUES)	

WHEREAS, Through Resolution No. 84-498, the Council of the Metropolitan Service District (Metro) adopted the Transportation Improvement Program (TIP) and its FY 1985 Annual Element; and

WHEREAS, The City of Portland has requested an amendment to the TIP to include the subject project; and

WHEREAS, It is necessary that projects be included in the TIP in order to receive federal funds; now, therefore,

BE IT RESOLVED,

1. That the Metro Council hereby approves the amendment to the FY 1985 TIP as shown in Attachment A.

2. That this action is consistent with the Regional Transportation Plan and is hereby given Affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1984.

Presiding Officer

BP/srb
2206C/402-2
10/18/84

SYSTEMS REPORT

Retaining Walls on NW Cornell Road at NW 29th Ave.
and 600 feet West of NW 30th Ave.

Problem

NW Cornell Road is one of the access routes through Portland's west hills that carries a heavy volume of commuter traffic and significant local traffic as well. At NW 29th Avenue and at 600 feet west of NW 30th Ave the north edge of the roadway is supported by old gravity retaining walls that show signs of progressive failure. Left as they are with no corrective work done, complete failure of the walls will occur with resultant collapse of part or all of the retained roadway.

Approach

At NW 29th Avenue the retaining wall can be repaired by underpinning about 60 feet of the toe of the wall. This can be done by removing part of the existing stairway in front of the wall and excavating to expose the footing. After cutting slots in the footing, drive steel piling to underpin the toe. By casting a concrete beam on top of the footing all the piles and the wall would be connected together. Then the area in front of the wall would be restored, the stairway rebuilt and a new concrete facing added to the wall completing the repair.

The wall 600 feet west of NW 30th Avenue is a gravity wall made of fitted stone blocks mortared together. There are several places where the wall is cracked and there is displacement of adjacent blocks. Considerable movement has taken place eliminating the batter that was built into the wall. Therefore, this wall will be removed, any unsuitable material under it will be removed and a new wall built on the same alignment.

Both walls can be completed during the closure of NW Cornell Road for bridge replacement work being done by Multnomah County with HBR funds.

Anticipated Results

Construction of a permanent repair to the wall at NW 29th by underpinning will prevent the eventual failure of the wall at a cost far less than a complete replacement. Implementation of the project will limit ongoing maintenance costs and prevent eventual failure of the retained roadway. By scheduling this project concurrently with the bridge reconstruction, traffic disruption would be minimized.

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND
METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland

LIMITS NW Cornell Road at NW 29th Avenue & 600' LENGTH 103 Ft.

DESCRIPTION West of NW 30th & 270 Ft.

Repair a failing concrete gravity retaining wall by underpinning. The wall supports the roadway of NW Cornell Road. Replacement of a retaining wall that also supports NW Cornell Road 600 ft. West of NW 30th Ave.

PROJECT NAME NW Cornell Road at NW 79th Ave Retaining Wall

ID No FAU 9022

APPLICANT City of Portland

SCHEDULE

TO ODOT _____

PE OK'D _____ EIS OK'D _____

CAT'Y _____ BID LET _____

HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT _____ TSM ELEMENT _____

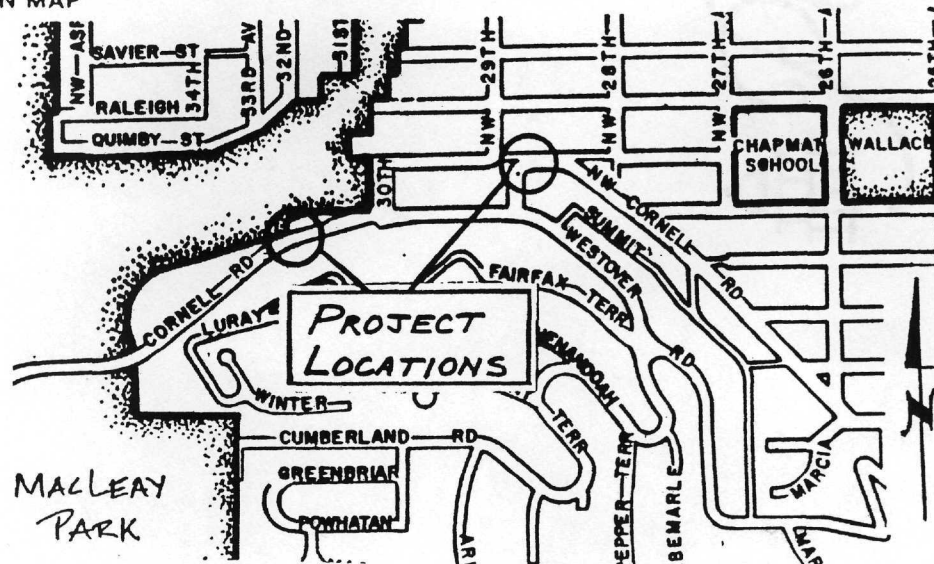
FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 84	FY 85	FY 86	FY 87	FY 88	TOTAL
TOTAL		\$358.3				\$ 358.3
FEDERAL		315.3				315.3
STATE		21.5				21.5
LOCAL		21.5				21.5

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	\$ 14,000
CONSTRUCTION	
RIGHT OF WAY	
TRAFFIC CONTROL	2,900
ILLUMIN, SIGNS, LANDSCAPING, ETC	
STRUCTURES	243,000
RAILROAD CROSSINGS	
Engineering & Contingencies	98,400
TOTAL	\$ 358,300

LOCATION MAP



SOURCE OF FUNDS (%)

FEDERAL	88%
FAUS (PORTLAND)	
FAUS (OREGON REGION)	
FAUS (WASH REGION)	
UMTA CAPITAL	UMTA OPRTG
INTERSTATE	
FED AID PRIMARY	
INTERSTATE	
SUBSTITUTION	
NON FEDERAL	
STATE	6%
LOCAL	6%

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. _____ FOR THE
PURPOSE OF ENDORSING AN INCREASE TO THE STATE GAS
TAX AND ASSOCIATED WEIGHT-MILE TAX FOR STATE,
COUNTY AND CITY ROAD IMPROVEMENTS

Date: October 19, 1984

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

The attached resolution would endorse adoption of legislation by the 1985 session of the Oregon Legislature to increase the state gas tax from the currently approved level of 10¢ to 13¢ with an appropriate increase to the truck weight-mile tax, for the following purpose:

- A 1¢ increase would be dedicated to a \$200 million state modernization program. Current legislative proposals call for this program to be targeted at improvements to the state highway system. This resolution calls for the scope of the program to be expanded to include modernization projects off the state highway system that are needed to serve significant areas of economic development. This program would be in addition to the current 68 percent of the state gas tax devoted to the Oregon Department of Transportation (ODOT) and the current federal funding sources.
- A 2¢ increase would be distributed among cities and counties and would largely be dedicated to maintenance and reconstruction of the existing local road system. Some funds on a jurisdiction-by-jurisdiction basis would also be spent on needed capital improvements. The specific allocation method to cities and counties has yet to be determined. The current state and federal allocations to cities and counties would remain unchanged.

Background

In January, at the request of Governor Atiyeh, ODOT initiated an effort to investigate alternatives to increase road funding to state and local governments. ODOT has been evaluating options and developing recommendations in cooperation with the Association of Oregon Counties and League of Oregon Cities. In April, House Speaker Grattan Kerans appointed a special House Task Force on State and

Local Road Funding to consider options and develop recommendations for the 1985 session of the Oregon Legislature. Currently, the Task Force is considering a measure to increase the gas tax 1¢ plus weight-mile tax for state highways and 1¢ plus weight-mile to cities and counties. This measure is supported by the Oregon Transportation Commission (OTC). Although this measure is a step in the right direction, representatives from the Portland area suggested that the Task Force consider an alternative that would: a) expand the scope of the state modernization program to include economic development projects off the state highway system; and b) increase funding to cities and counties through a 2¢ gas tax increase. The League of Oregon Cities-Legislative Committee has also endorsed a measure that would include a 2¢ increase to cities and counties. The House Task Force is expected to conclude its efforts with a recommendation before the end of the year.

Basis for the Recommendation

1. The 1¢ increase for a \$200 million state modernization program is endorsed for two purposes:

- a. Additional funding for state highway improvements will allow projects identified in the unfunded portion of the ODOT Six-Year Highway Improvement Program to proceed to construction. The need for these projects was clearly demonstrated by the public response to the 18 public hearings held statewide in the fall of 1983. This funding would be in addition to the federal categories already available for this purpose.
- b. The program is recommended to be expanded in scope to include road projects needed for significant economic development areas. These projects do not otherwise have a sufficient funding category and are essential for new job development in the state.

2. The 2¢ increase recommended for cities and counties is endorsed because of the magnitude of the maintenance and capital shortfall.

- a. In the Portland region, state-shared gas tax revenue provides sufficient funds for 42 percent of the annual city/county maintenance need (see Figure 1). With the addition of local gas taxes, local property taxes and federal forestry receipts, the funding level is increased to 75 percent of need with the 25 percent shortfall resulting in deferred maintenance. With the loss of local property taxes for road purposes, this shortfall would be increased to 40 percent, further exacerbating the deferred maintenance problem. A 2¢ gas tax increase would produce sufficient revenue to fund 24 percent of the maintenance need. A similar situation exists throughout the state.

- b. For the period between 1977 and 1990, cities and counties in the Portland area have had available \$12-15 million per year for needed capital improvements (see Figure 2). This was primarily due to the availability of Interstate Transfer funds resulting from the withdrawal of the Mt. Hood and I-505 freeways. Upon completion of this program, the only capital resource that will be available will be \$4 million per year of Federal-Aid Urban funds, and that only if the program is renewed by federal legislation (the program was nearly eliminated in the 1982 Surface Transportation Act). Increased funding to cities and counties will partially fill this large unmet need.

3. The consequence of not providing sufficient funds for maintenance is a dramatically increasing cost liability. As shown in Figure 3, a road should be resurfaced at approximately 12 years (actual time varies with conditions). This is the point at which the greatest usable life has been achieved with the most economical cost for resurfacing. If the road life is permitted to extend beyond this period (due to deferred maintenance), the cost to fully reconstruct the facility will be five times the cost of a timely resurfacing.

4. The state is the best agent to collect highway user fees for city and county road systems:

- a. The federal interest in collecting user fees is principally to improve facilities for interstate travel: Interstate freeways and other Primary state highways. As such, the recent federal 5¢ gas tax increase did not appreciably improve the funding situation for city and county roads (see Figure 4).
- b. Local gas taxes do not include a mechanism for collection of user fees on trucks (such as the state collection of weight-mile taxes on trucks). Since trucks are responsible for approximately 40 percent of local road costs, this represents a significant loss of revenue and results in a disproportionate tax on autos. Local gas taxes also produce irregular gas prices from one jurisdiction to the next. While local gas taxes will remain an important local resource, improved state funding will minimize the need to exercise this option.

5. The state interest in ensuring the availability of an adequate road system extends beyond the limits of the state-owned roads.

- a. A full road system is needed to serve the traveling public. Inadequate local roads produce excessive traffic pressures on the state road system. Conversely, an inadequate state highway system shifts traffic pressures to the local system.

- b. Both state highways and local roads are necessary to provide access to areas of economic development. Although local roads are the direct responsibility of cities and counties to provide, these jurisdictions do not realize a direct financial benefit as a result of the economic development (through property taxes) in the same manner that the state does (through income and business taxes).

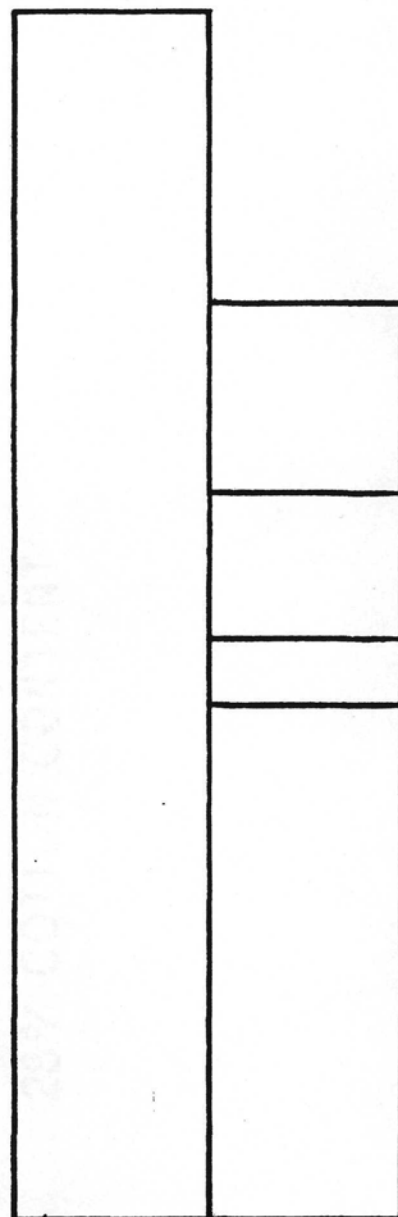
TPAC recommended adoption of the resolution with three dissenting votes: 1) ODOT due to their preference for the 2¢ measure and 2) George Starr and Larry Griffith due to their preference for the vehicle registration alternative.

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the Resolution and seek support from cities, counties and state legislators.

AC/srb
2203C/402-3
10/26/84

HIGHWAY MAINTENANCE
NEED: \$62 million/
year to manage road-
way life @ 15-20
years



HIGHWAY MAINTENANCE EXPENDITURE
\$46.7 million/year
resulting in growing backlog of
reconstruction needs

75% of Need

General Fund Support: \$9.4 million

Local Gas Tax: \$7.7 million

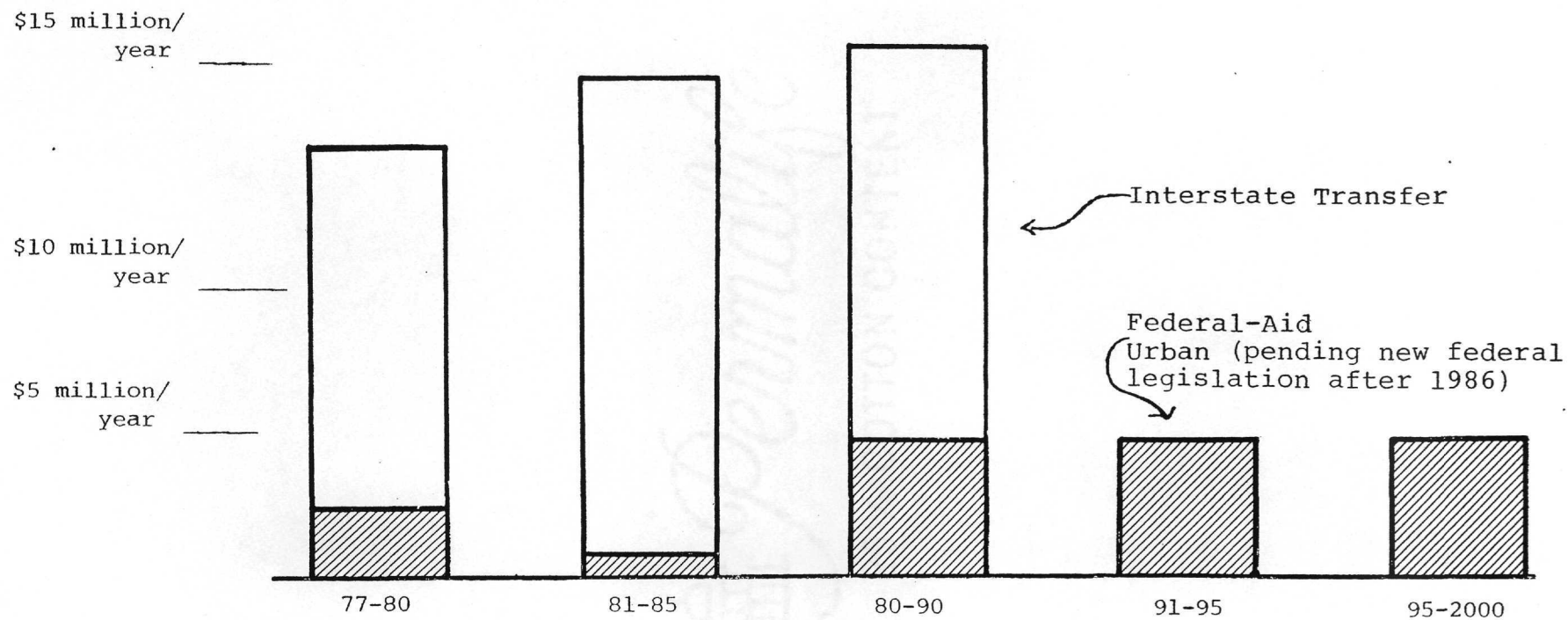
Forestry Receipts: \$3.4 million

42% of Need

State-Shared Highway
Revenue: \$26.2 million

PORTLAND AREA COMPARISON OF MAINTENANCE NEED AND
EXPENDITURE FOR CITIES AND COUNTIES

FIGURE 1



ANNUAL CAPITAL FUNDING AVAILABLE FOR LOCAL ROADS IN PORTLAND AREA

UNFUNDED NEED:

\$100 million + for reconstruction
\$300 million + for modernization

FIGURE 2

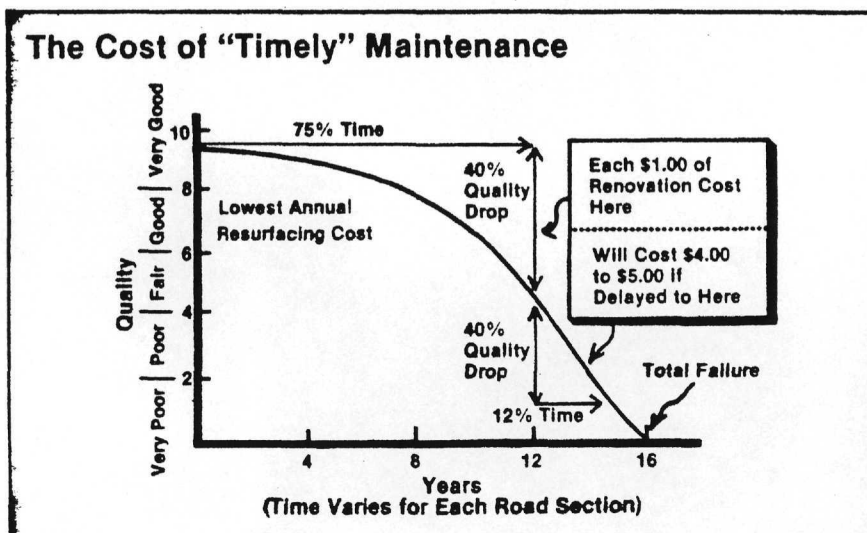
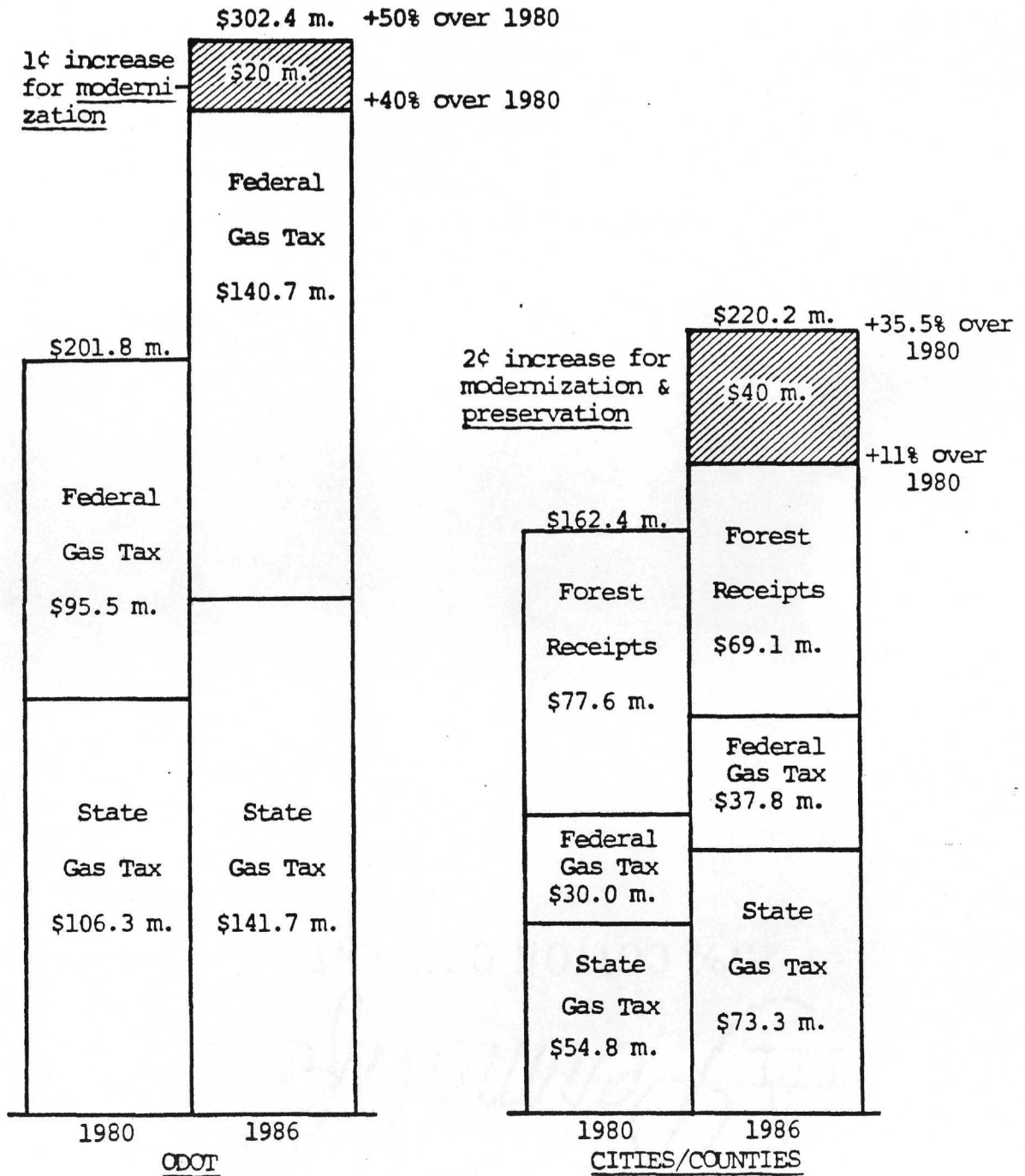


FIGURE 3

HISTORICAL GROWTH IN DEDICATED HIGHWAY REVENUES
AND PROPOSED INCREASE



ACC:lmk
8-8-84

FIGURE 4

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING AN	)	RESOLUTION NO.
INCREASE TO THE STATE GAS TAX AND)	
ASSOCIATED WEIGHT-MILE TAX FOR	)	Introduced by the Joint
STATE, COUNTY AND CITY ROAD	)	Policy Alternatives
IMPROVEMENTS	)	Committee on Transportation

WHEREAS, Maintenance and improvement to the state and local road system is vital to the Portland metropolitan area; and

WHEREAS, Current federal, state and local highway revenue are inadequate to fund timely improvements to the state highway system and inadequate to fund maintenance and improvements to the city/county road system; and

WHEREAS, The House Task Force on State and Local Road Funding is currently considering legislative options to recommend to the 1985 session of the Oregon Legislature; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses a 1¢ gas tax increase plus appropriate increase in truck weight-mile tax for the purpose of implementing a \$200 million statewide modernization program for state highways plus city/county road improvements needed for economic development of state significance.

2. That the Metro Council endorses a 2¢ gas tax increase plus appropriate increase in truck weight-mile tax for maintenance and improvement to the city/county road system.

3. That the cities and counties of the metropolitan area are urged to adopt similar positions to be forwarded to their state legislative delegation.

4. That this position be forwarded to the House Task Force on State and Local Road Funding and the Oregon Legislature.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1984.

Presiding Officer

AC/srb
2203C/402-2
10/18/84



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: October 31, 1984

To: JPACT

From: Neil McFarlane, Transportation Planner

Regarding: Milwaukie Corridor Summary Report: Regional LRT System Plan

Recommendation

Recommend release of the report and draft recommendations for public review and comment.

Background

Metro, Tri-Met, ODOT and local jurisdictions in the Milwaukie Corridor have been studying the feasibility of developing light rail in the corridor, and the relationship between light rail and the need for various stages of the McLoughlin Boulevard widening project. The attached report summarizes the findings and draft recommendations resulting from this process. The recommendations include amendments to the Regional Transportation Plan and allocation of funds from the McLoughlin Corridor Interstate Transfer reserve.

At this time, review and comments are sought as well as approval to release these findings and draft recommendations for public review and comment.

Final adoption of the conclusions will be considered after the public review process.

NM:lmk

Enclosure