

STAFF REPORT

Agenda Item No. \_\_\_\_\_

Meeting Date \_\_\_\_\_

APPROVAL OF RESOLUTION NO. \_\_\_\_\_, FOR  
THE PURPOSE OF AMENDING THE FUNCTIONAL  
CLASSIFICATION SYSTEM AND THE FEDERAL  
AID URBAN SYSTEM (FAUS)

Date: January 19, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Purpose: This action will initiate a request to the Federal Highway Administration to classify and designate under the Federal Aid System N. Vancouver Way consistent with its use set forth in the City of Portland's Arterial Street Classification Policy (ASCP).

Policy Impact: This action will add to the Functional Classification and Federal Aid designation as requested by the City of Portland, thereby allowing the use of federal funds on the affected street.

Add the following local street as collector:

N. Vancouver Way - N. Gertz Road to Marine Drive

Background: N. Vancouver Way, which provides access to property north of Union Avenue between N. Gertz Road (FAU 9961) and Marine Drive (FAU 9962) is not on the Federal Aid System. Vancouver Way is classified in the Portland Arterial Street Classification Policy (ASCP) as a neighborhood collector street, a minor transit street and a bicycle route. The ASCP also lists the area, served by Vancouver Way, as a truck district.

The City of Portland is requesting extension of the FAU designation on N. Vancouver Way (FAU 9960) to include the portion between N. Gertz Road and N. Marine Drive. The City is requesting this change at this time because the City has proposed an FAIX project for Vancouver Way between Union Avenue and Marine Drive.

EXECUTIVE OFFICER'S RECOMMENDATION

Adoption of the attached Resolution based on the functions proposed for the noted streets.

COMMITTEE CONSIDERATION AND RECOMMENDATION

BP/srb  
7587B/327  
01/28/83

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

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

WHEREAS, The City of Portland has requested that a N. Vancouver Way street segment be functionally classified and federally designated; and

WHEREAS, This requested street change has been brought about to support a proposed reconstruction project and the City of Portland's Draft Revised Arterial Street Classification Policy (ASCP); 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 Federal Aid Urban System to incorporate Exhibit "A."

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

N. Vancouver Way - N. Gertz Road to Marine Drive

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 \_\_\_\_\_, 1983.

\_\_\_\_\_  
Presiding Officer

BP/srb  
7587B/327  
01/20/83



CONSIDERATION OF RESOLUTION NO. \_\_\_\_\_ FOR  
THE PURPOSE OF AMENDING THE TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) TO INCLUDE TWO NEW  
PROJECTS: DOSCH ROAD - BEAVERTON-HILLSDALE  
HIGHWAY TO PATTON ROAD AND N. VANCOUVER WAY -  
UNION AVENUE TO MARINE DRIVE AND TO ACCELERATE  
THE I-5 N. TIGARD/S. TIGARD PROJECT.

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Date: January 18, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

This action will accelerate funding for one project and include two new Preliminary Engineering (PE) projects in the FY 1983 TIP, thereby making them eligible for receipt of Interstate Transfer funds.

1. Accelerate I-5 widening to six lanes from N. Tigard to S. Tigard interchange.
2. New PE projects:
  - a. S.W. Dosch Road - S.W. Beaverton-Hillsdale Highway to S.W. Patton Road:

S.W. Dosch Road is a steep, narrow two-lane neighborhood collector with heavy pedestrian and bicycle traffic. It has inadequate drainage which results in vehicles losing control in the water and ice formed during freezing weather. The objective of this improvement project is to reconstruct the roadway with a widened uphill lane to provide space for bicycles and pedestrians and construct curbs and drainage facilities to control runoff. The widened uphill lane will provide space for a bicycle path, and for pedestrians out of the path of cars. Drainage control will eliminate accidents caused by water on the roadway and ice formation, and will eliminate flooding for houses on the downhill side of the roadway.

- b. N. Vancouver Way - Union Avenue to Marine Drive:

The objectives of this project are to eliminate problems resulting from flooding and poor pavement and base conditions on the N. Vancouver Way Truck

Route, improve access to adjacent truck service industry, and provide for bicycle access to Delta Park and 40-mile Loop Trail. This will be accomplished by reconstructing the roadway with storm drains to drainage ditches, and with curbs, sidewalks and extra-strength base and pavement to support truck loadings. The roadway will be over width to allow for bicycle use. The improvement will reduce vehicle damage resulting from potholes, reduce vibration and noise for homes near the south end of the project, improve bicycle access between the 40-mile Loop Trail, Delta Park and the City Bicycle Route Network, reduce maintenance cost due to removal of water from roadway sub-base, and provide extra-strength pavement for trucks.

Initial cost estimates for the two new projects appear in Exhibits "A" and "B" with PE slated for FY 1983. Firm construction cost estimates will be developed at a later date as a result of PE. At that time, approval for construction funding will be requested.

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the Resolution authorizing PE monies for FY 1983 for the new projects and accelerating Interstate funding for the I-5 project.

COMMITTEE CONSIDERATION AND RECOMMENDATION

BP/srb  
7573B/327  
01/28/83

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO.
TRANSPORTATION IMPROVEMENT	)	
PROGRAM (TIP) TO INCLUDE TWO NEW	)	Introduced by the Joint
PROJECTS: DOSCH ROAD - BEAVERTON-	)	Policy Advisory Committee
HILLSDALE HIGHWAY TO PATTON ROAD	)	on Transportation
AND N. VANCOUVER WAY - UNION	)	
AVENUE TO MARINE DRIVE AND TO	)	
ACCELERATE THE I-5 N. TIGARD/	)	
S. TIGARD PROJECT	)	

WHEREAS, Through Resolution No. 82-353, the Metro Council adopted the Transportation Improvement Program (TIP) and its FY 1983 Annual Element; and

WHEREAS, From time to time new projects must be entered into the TIP and project schedules revised; and

WHEREAS, Additional Interstate funding is available in FY 83; and

WHEREAS, The City of Portland is proposing to carry out Preliminary Engineering (PE) studies to further define scope and cost of two new projects; and

WHEREAS, Interstate Transfer authority is available in the City of Portland's Reserve to use on these projects; now, therefore,

BE IT RESOLVED,

1. That the Metro Council authorizes the acceleration of \$16.8 million of Interstate funding from FY 84 to FY 83 for the I-5 N. Tigard/S. Tigard Interchange project.
2. That Metro Council authorizes \$155,550 in Interstate Transfer funds for Preliminary Engineering on the Dosch Road project.
3. That Metro Council authorizes \$270,300 in Interstate Transfer funds for Preliminary Engineering on the N. Vancouver Way project.

4. That the TIP and its Annual Element be amended to reflect these authorizations as set forth in Exhibits "A" and "B."

5. That the Metro Council finds the projects in accordance with the region's continuing, cooperative, comprehensive planning process and, thereby, gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1983.

\_\_\_\_\_  
Presiding Officer

BP/srb  
7573B/327  
01/28/83

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

EXHIBIT A  
PORTLAND METROPOLITAN AREA

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland  
 LIMITS SW Beaverton-Hillsdale Hwy. to Patton Road LENGTH 1.55 miles  
 DESCRIPTION Reconstruct roadway with storm sewer, curbs and a wide uphill travel lane which will permit striping for a bike lane. Construct retaining walls where needed to reduce slide hazard.

PROJECT NAME SW Dosch Road  
Beaverton-Hills. Hwy. to Patton Rd.  
 ID No FAU 9407  
 APPLICANT City of Portland

## SCHEDULE

TO ODOT 11-82  
 PE OK'D \_\_\_\_\_ EIS OK'D \_\_\_\_\_  
 CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
 HEARING \_\_\_\_\_ COMPL'T \_\_\_\_\_

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN  
 LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT X

## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 82	FY 83	FY 84	FY 85	FY 86	TOTAL
TOTAL	_____	183*	_____	_____	_____	183
FEDERAL	_____	156	_____	_____	_____	156
STATE	_____	_____	_____	_____	_____	_____
LOCAL	_____	27	_____	_____	_____	27

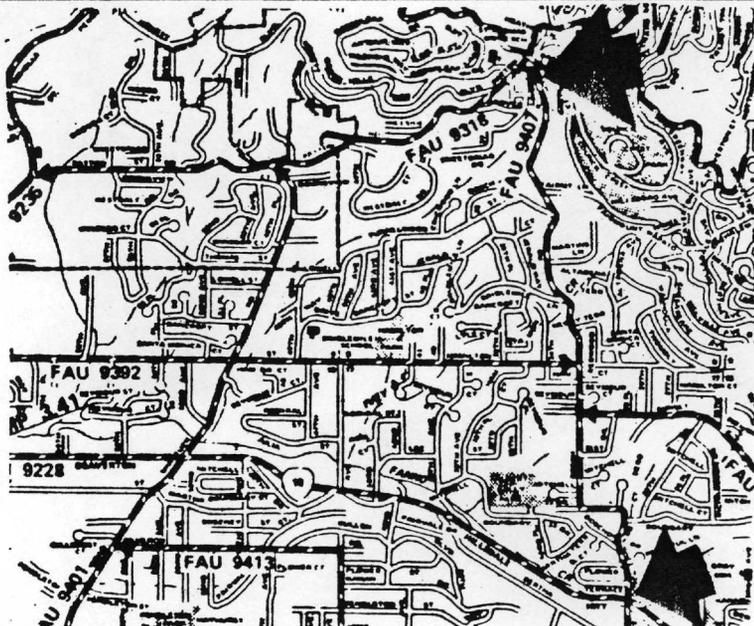
\*PE Only

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 183,000  
 CONSTRUCTION 1,129,000  
 RIGHT OF WAY 21,000  
 TRAFFIC CONTROL \_\_\_\_\_  
 ILLUMIN, SIGNS, \_\_\_\_\_  
 LANDSCAPING, ETC \_\_\_\_\_  
 STRUCTURES 24,000  
 RAILROAD CROSSINGS \_\_\_\_\_

TOTAL \$ 1,357,000

## LOCATION MAP



## SOURCE OF FUNDS (%)

FEDERAL  
 FAUS (PORTLAND) \_\_\_\_\_  
 FAUS (OREGON REGION) \_\_\_\_\_  
 FAUS (WASH REGION) \_\_\_\_\_  
 UMTA CAPITAL \_\_\_\_\_ UMTA OPRTG \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 FED AID PRIMARY \_\_\_\_\_  
 INTERSTATE SUBSTITUTION 85%  
 NON FEDERAL  
 STATE \_\_\_\_\_ LOCAL 15%  
 \_\_\_\_\_ 100%

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND METROPOLITAN AREA

EXHIBIT

**PROJECT DESCRIPTION**  
**RESPONSIBILITY (AGENCY)** City of Portland  
**LIMITS** Union Avenue (99E) to Marine Drive **LENGTH** 1.50 miles  
**DESCRIPTION** Reconstruct N. Vancouver Way truck route with curbs, sidewalks, drainage, storm sewer, pavement, base and illumination.

**PROJECT NAME** N. Vancouver Way  
**ID No** Pending  
**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** X

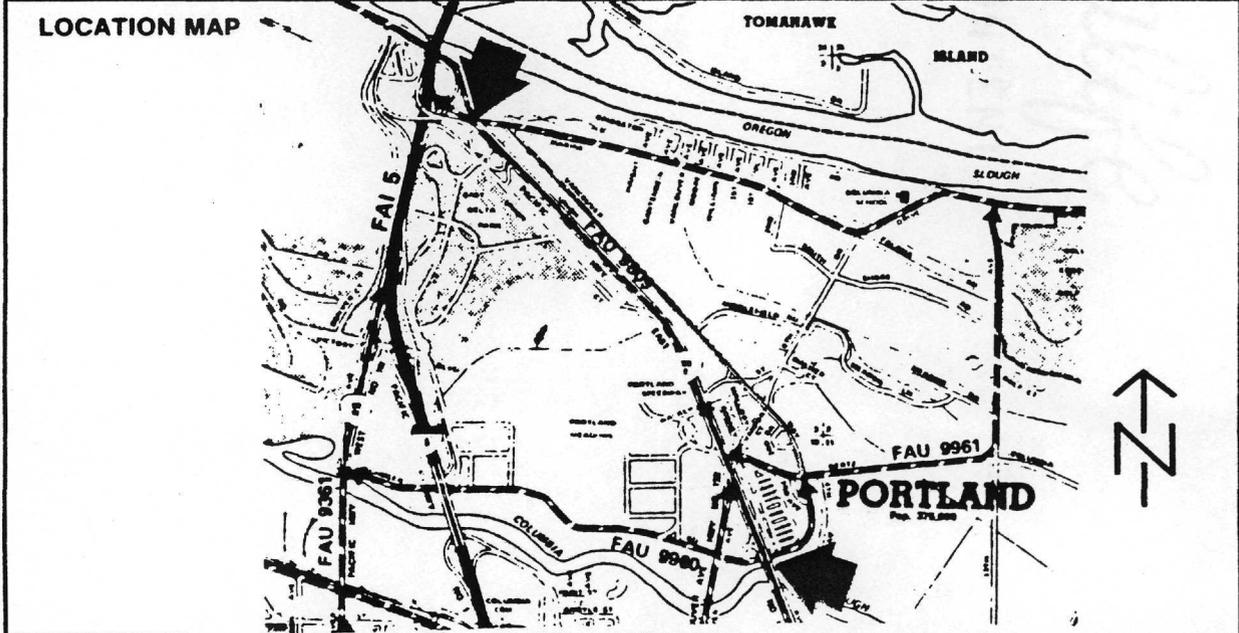
**FUNDING PLAN BY FISCAL YEAR (\$000)**

	FY 82	FY 83	FY 84	FY 85	FY 86	TOTAL
<b>TOTAL</b>	_____	318*	_____	_____	_____	318
<b>FEDERAL</b>	_____	270	_____	_____	_____	270
<b>STATE</b>	_____	_____	_____	_____	_____	_____
<b>LOCAL</b>	_____	48	_____	_____	_____	48

\*PE Only

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

<b>PRELIM ENGINEERING</b>	\$ 318,000
<b>CONSTRUCTION</b>	3,082,000
<b>RIGHT OF WAY</b>	_____
<b>TRAFFIC CONTROL</b>	_____
<b>ILLUMIN, SIGNS, LANDSCAPING, ETC</b>	100,000
<b>STRUCTURES</b>	_____
<b>RAILROAD CROSSINGS</b>	_____
<b>TOTAL</b>	\$ 3,500,000



**SOURCE OF FUNDS (%)**

**FEDERAL**

<b>FAUS (PORTLAND)</b>	_____
<b>FAUS (OREGON REGION)</b>	_____
<b>FAUS (WASH REGION)</b>	_____
<b>UMTA CAPITAL</b>	_____ <b>UMTA OPRTG</b> _____
<b>INTERSTATE</b>	_____
<b>FED AID PRIMARY</b>	_____
<b>INTERSTATE SUBSTITUTION</b>	_____
	85%

**NON FEDERAL**

<b>STATE</b>	_____	<b>LOCAL</b>	15%
			100%

STAFF REPORT

Agenda Item No. \_\_\_\_\_

Meeting Date \_\_\_\_\_

CONSIDERATION OF RESOLUTION NO. \_\_\_\_\_ FOR THE  
PURPOSE OF AMENDING THE FY 1983 AND FY 1982  
UNIFIED WORK PROGRAMS

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Date: January 14, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

The mid-year adjustment to the Unified Work Program (UWP) represents a reprioritization of transportation tasks to be completed in FY 83 and reallocates funds accordingly. The adjustment does not increase or decrease grant revenue.

The priority task for the remainder of FY 83 is the expanded Long-Range Transitway Study consistent with the adopted Scope of Work. This two- to three-year study has been approved by TPAC, JPACT, the Bi-State Policy Advisory Committee, the Regional Development Committee and the Council (Resolution No. 83-383).

Included in this amendment are the following adjustments:

1. The Southwest Corridor technical start-up is delayed until May. The origin-destination survey and analysis, problem definition and committee organization will be retained and the study completed in FY 84.
2. The Long-Range Transitway Study is expanded as approved in concept with the adoption of the LRT System Plan Scope of Work.
3. The RTP Build-Out Analysis is temporarily deferred.
4. The Highway Goods Movement Assessment is delayed due to the overlap with the Hazardous Materials Study.
5. The Travel Census Analysis is deferred as the tape will not be received this fiscal year.
6. The Bike Plan is modified to reflect actual anticipated costs.
7. The Functional Classification task budget is expanded to allow adequate assessment of the Cornell/Burnside project area.

8. The Micro Discretionary grant is deferred until FY 84; programmed funding for plots is being transferred to initiate the micro project.
9. Tri-Met is transferring FY 82 RTP funds to a new task, Service Refinement, as this old carryover is not needed for RTP work.

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the attached Resolution which:

1. Reprioritizes work tasks described in the adopted UWP and adjusts those task budgets accordingly;
2. Programs FY 82 carryover funds into FY 83 projects.

COMMITTEE CONSIDERATION AND RECOMMENDATION

KT/gl  
7554B/327  
1/18/83

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE ) RESOLUTION NO.  
FY 1983 AND FY 1982 UNIFIED WORK )  
PROGRAMS ) Introduced by the Joint  
 ) Policy Advisory Committee  
 ) On Transportation

WHEREAS, The FY 83 Unified Work Program (UWP) was adopted  
in May 1982 by Resolution No. 82-331; and

WHEREAS, Changes to the UWP must be approved by the Metro  
Council and the Intermodal Planning Group; and

WHEREAS, The FY 83 and FY 82 UWPs must be revised to  
accurately reflect revised task priorities and actual funding  
availability; now, therefore,

BE IT RESOLVED,

1. That the Metro Council hereby approves the amendments  
to the FY 83 and FY 82 UWPs as shown in Exhibit "A."
2. That staff is directed to submit this Resolution with  
its exhibits and necessary grant amendments to the Intermodal  
Planning Group for approval.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1983.

\_\_\_\_\_  
Presiding Officer

KT/gl  
7554B/327  
1/18/83

## ATTACHMENT A

## Proposed FY 82 and FY 83 UWP Amendment

Metro Projects:	FY 83 UWP Amendment			FY 82 UWP Amendment		
	FY 83 PL/ODOT	FY 83 Sec. 8/ Match	FY 83 e(4)	FY 82 e(4)	FY 82 Sec. 8	Total Budget
RTP						
Budget	20,250	41,500			10,000	71,750
Proposed Change	0	-15,000			-10,000	-25,000
Revised	20,250	26,500			0	46,750
SW Corridor						
Budget	35,332	76,918				112,250
Proposed Change	-17,500	-76,918				-94,418
Revised	17,832	0				17,832
Goods Movement						
Budget	13,900					13,900
Proposed Change	-10,000					-10,000
Revised	3,900					3,900
Bike Plan						
Budget	18,675					18,675
Proposed Change	+ 5,500					+ 5,500
Revised	24,175					24,175
Func. Classif.						
Budget	16,900					16,900
Proposed Change	+14,000					+14,000
Revised	30,900					30,900
Tech. Assistance						
Budget	14,079				12,703	26,782
Proposed Change	0				+ 8,000	+ 8,000
Revised	14,079				20,703	34,782
Model Refinement						
Budget	10,000	10,454			5,000	25,454
Proposed Change	+ 8,000	0			0	+ 8,000
Revised	18,000	10,454			5,000	33,454
Coord. & Mgmt.						
Budget	24,025	66,600				90,625
Proposed Change	0	0				0
Revised	24,025	66,600				90,625
Data & Monitoring						
Budget	12,250	15,963			8,000	36,213
Proposed Change	0	0			- 8,000	- 8,000
Revised	12,250	15,963			0	28,213
L.R. Transitway						
Budget		26,375		73,301		99,676
Proposed Change		+100,918		0		+100,918
Revised		127,293		73,301		200,594
Energy Contingency						
Budget		15,000			5,000	20,000
Proposed Change		- 6,000			0	- 6,000
Revised		9,000			5,000	14,000
Elderly & Hand.						
Budget		33,000				33,000
Proposed Change		- 3,000				- 3,000
Revised		30,000				30,000
TIP						
Budget			140,282			140,282
Proposed Change			0			0
Revised			140,282			140,282
Transp. Financing						
Budget			79,131			79,131
Proposed Change			0			0
Revised			79,131			79,131
S. McLoughlin						
Budget			15,940	4,996		20,936
Proposed Change			0	0		0
Revised			15,940	4,996		20,936
Tri-Met Projects:						
*Service Plan Refine.						
Budget					0	0
Proposed Change					+10,000	+10,000
Revised					10,000	10,000
TOTAL	165,411	285,810	235,353	78,297	40,703	805,274
	0	0	0	0	0	0
	165,411	285,810	235,353	78,297	40,713	805,274

\*New task

COMMITTEE MEETING TITLE JPACT

DATE 2/10/83 - 7:30 a.m.

NAME	AFFILIATION
M- ED FERGUSON	WSDOT
M- JOHN GREENING	TRIMET
M- Margaret Weil	City of Gresham
S- Rick Gustafson	Metro
M- VERA VEYSEY	Clark County
M LARRY COLE	CITIES OF WASHINGTON COUNTY
M- Charlie Wilhansen	Metro
MA- ED Hordt	ODOT
M- RICHARD WAKER	METRO
S- Karen Shackleton	Metro
G- Elton Chang	FHWA - Salem
G- Keith Ahola	WSDOT - Vancouver
G- Gil MALLERY	Regional Planning Council
G- Sarah Salazar	Port of Portland
G PAUL BAY	TRIMET STAFF
G STEVE DOTERRER	CITY OF PORTLAND STAFF
G- Winston Kurth	Clackamas Co.
S- Keith Lawton	Metro
G- Peg Henwood	METRO
G- Geraldine L. Ball	DJB, Inc.
Andy Cotugno	Metro