

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. _____ FOR
THE PURPOSE OF AMENDING THE TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) TO TRANSFER URBAN
MASS TRANSPORTATION ADMINISTRATION (UMTA)
SECTION 5 FUNDS FROM CAPITAL ASSISTANCE TO
OPERATING ASSISTANCE

Date: May 19, 1983

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Recommendation

Approve this resolution increasing Tri-Met FY 83 Section 5 Operating Assistance from \$5,154,000 to \$6,442,000 (an increase of \$1,288,000) and decreasing FY 83 Section 5 Capital Assistance by \$1,932,000.

Background

In FY 82, the Section 5 allocation to the region was as follows:

FY 82 Section 5 Allocation

	<u>Capital</u>	<u>Operating*</u>	<u>Total</u>
Tri-Met	\$1,927,605	\$5,826,353	\$7,753,958
C-TRAN	205,203	615,647	820,850
	<u>\$2,132,808</u>	<u>\$6,442,000</u>	<u>\$8,574,808</u>

*Allocation can be used for operating or capital.

With the adoption of the Surface Transportation Act of 1982, the Operating Assistance program was continued, but with a 20 percent reduction resulting in a Section 5 allocation as follows:

FY 83 Section 5 Allocation

	<u>Capital</u>	<u>Operating*</u>	<u>Total</u>
Tri-Met	\$2,349,052	\$4,661,082	\$7,010,134
C-TRAN	316,924	492,918	809,842
	<u>\$2,665,976</u>	<u>\$5,154,000</u>	<u>\$7,819,976</u>

*Allocation can be used for operating or capital.

Since C-TRAN does not propose to use any Operating Assistance but has a significant capital need, the two transit agencies and UMTA have agreed that Tri-Met can utilize the full \$5,154,000 of allocated Operating Assistance with C-TRAN using its full allocation of \$809,842 as Capital Assistance.

However, another provision of the Surface Transportation Act would allow this region to receive an amount of Operating Assistance equal to that allocated in FY 82 (\$6,442,000) under the provision that for every two dollars transferred from Capital to Operating, one dollar would be transferred back to UMTA through the use of this provision. The region could increase its Operating Assistance allocation by \$1,288,000 by paying a transfer penalty of \$644,000. The resultant allocation would be as follows:

FY 83 Section 5 Allocation - Adjusted

	<u>Capital</u>	<u>Operating</u>	<u>Total</u>
Tri-Met	\$ 0	\$6,442,000	\$6,442,000
C-TRAN	733,976	0	733,976
Transfer to UMTA	0	0	644,000
	<u>\$733,976</u>	<u>\$6,442,000</u>	<u>\$7,819,976</u>

With these transfers, Tri-Met receives the maximum allowable benefit of Operating Assistance but C-TRAN is impacted by the transfer penalty resulting in a reduction in their allocation from \$809,842 to \$733,976 for a loss of \$75,866. Since they could have spent their full allocation as Capital Assistance without the provisions of this transfer, they should not be penalized in this amount. As such, Tri-Met proposes to transfer \$75,866 of its FY 83 Section 9A Capital Assistance to C-TRAN.

Summary

The net result of these actions is:

1. C-TRAN retains its full allocation of \$809,842 through a combination of Section 5 and Section 9A funds.
2. Tri-Met receives the maximum allowable amount of Operating Assistance of \$6,442,000.
3. Tri-Met loses \$644,000 of Capital funding (\$568,134 - Section 5 + \$75,866 - Section 9A).

Analysis and Conclusion

Due to the poor economy in the past two years, Tri-Met has suffered considerable loss of payroll tax revenues. As such, local funds for operations and local match for capital grants are very limited. In response to this, Tri-Met has scheduled the elimination of 400 hours of the least productive bus routes to reduce operating costs and postponed a number of capital expenditures. Furthermore, capital

expenditures which cannot be deferred (including the Banfield LRT and the \$76.8 million Section 3 Letter of Intent program) will place unavoidable local match demands on Tri-Met.

This action to increase federal Operating Assistance by \$1,288,000 plays a small part in relieving this burden. With this increase in federal operating support, an equivalent decrease in payroll tax support for operations will result. Since Tri-Met's critical need is for local funds for both operations and local match, this transfer is essential.

EXECUTIVE OFFICER'S RECOMMENDATION

COMMITTEE CONSIDERATION AND RECOMMENDATION

AC/srb
8619B/349
05/19/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO.
TRANSPORTATION IMPROVEMENT PROGRAM)	
(TIP) TO TRANSFER URBAN MASS)	Introduced by the Joint
TRANSPORTATION ADMINISTRATION)	Policy Advisory Committee
(UMTA) SECTION 5 FUNDS FROM CAPITAL)	on Transportation
ASSISTANCE TO OPERATING ASSISTANCE)	

WHEREAS, The Surface Transportation Act of 1982 provides a Section 5 allocation to the Portland region in the amount of \$5,154,000 for Operating Assistance and \$2,665,976 for Capital Assistance; and

WHEREAS, The Surface Transportation Act of 1982 allows for the transfer of Capital Assistance to Operating Assistance up to a maximum of \$6,442,000 with a penalty of one dollar transferred back to UMTA for every two dollars increase in Operating Assistance (\$644,000); and

WHEREAS, Tri-Met would like to take advantage of this provision due to declining local revenues; and

WHEREAS, If this were accomplished, C-TRAN would realize a loss of \$75,866 in Section 5 funds; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the following:
 - a. the transfer of \$1,288,000 from Capital Assistance to Operating Assistance for Tri-Met;
 - b. the transfer of \$644,000 of Capital Assistance back to UMTA;
 - c. the transfer of \$75,866 of Section 9A Capital Assistance from Tri-Met to C-TRAN.

2. That the TIP and its Annual Element be amended to reflect these authorizations.

3. That the Metro Council finds the project in accordance with the Regional Transportation Plan and gives affirmative A-95 Review approval.

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

Presiding Officer

AC/srb
8619B/349
05/19/83

CONSIDERATION OF RESOLUTION NO. _____ FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION IMPROVE-
MENT PROGRAM (TIP) TO INCLUDE A PROGRAM OF
PROJECTS UTILIZING SECTION 9A FUNDS

Date: May 25, 1983

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

The Federal Public Transportation Act of 1982 amended the Urban Mass Transportation Act of 1964 by adding two new programs, Section 9 and Section 9A. Section 9 is a formula-apportioned resource that will be available for both capital and operating assistance beginning in FY 1984. For FY 1983, the new legislation created the Section 9A program. Section 9A is a one-year program of formula-apportioned assistance which may be used for planning and all those capital-related purposes specified in the Act. This is in addition to Section 5 operating assistance for FY 1983.

While the permanent Section 9 program will be funded from general fund appropriations, the one-year Section 9A program is funded from the Mass Transit Account of the Highway Trust Fund. The Urban Mass Transportation Administration (UMTA) can enter obligations with grantees under Section 9A using contract authority. The matching ratio of Federal to non-Federal shares for the Section 9A program is 80/20 percent.

Tri-Met has prepared a Program of Projects (Exhibit "A") to fulfill the prerequisite for funding under Section 9A. The funds to be provided have been apportioned to urbanized areas in accordance with the Section 9A formula. This apportionment is the basis for the development of the Program of Projects. More projects are programmed for FY 1983 than there is funding availability, so that as soon as Section 9 apportionments are made for FY 1984, the overprogrammed projects can be funded immediately.

The Program of Projects is required to be in the Annual Element of the TIP in order to be eligible for Federal funding.

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the resolution amending the TIP and its Annual Element to include the noted projects.

COMMITTEE CONSIDERATION AND RECOMMENDATION

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO.
TRANSPORTATION IMPROVEMENT PROGRAM)
(TIP) TO INCLUDE A PROGRAM OF) Introduced by the
PROJECTS UTILIZING SECTION 9A FUNDS)

WHEREAS, The Federal Public Transportation Act of 1982 amended the Urban Mass Transportation Act of 1964 by adding two new programs, Section 9 and Section 9A; and

WHEREAS, Section 9 provides funding beginning in FY 1984 and Section 9A provides funding for FY 1983 only; and

WHEREAS, Tri-Met, as the designated recipient, has been allocated some \$4.5 million in Section 9A funds for FY 1983; and

WHEREAS, A Program of Projects is required under Section 9A to be in the TIP and its Annual Element; and

WHEREAS, Tri-Met has prepared such a program which addresses the requirements of Section 9A; now, therefore,

BE IT RESOLVED,

1. That the TIP and its Annual Element be amended to include the Program of Projects set forth in Exhibit "A."
2. That projects programmed in excess of the apportioned amount will be assigned to FY 1984 when FY 1983 projects are fully obligated.
3. 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/gl
8680B/349
05/26/83

EXHIBIT "A"

Section 9A
PROGRAM OF PROJECTS

Urbanized Area: Portland, OR-WA

FY 1983 Apportionment: \$4,494,000 (Federal)

Recipient: Tri-County Metropolitan Transportation District of Oregon

PROGRAM OF PROJECTS

<u>Project Description</u>	<u>Total Amount</u>	<u>Project Type P/C*</u>
<u>PARTS AND EQUIPMENT</u>		
1. Purchase maintenance vehicles including: 1 new diesel service truck (27,500 lb. gross vehicle weight (gvw)); 3 new forklifts (1-7,000 lb. capacity, 2-6,000 lb. capacity); 1 replacement vault truck (20,000 lb. gvw); 3 new pickups (1-3/4 ton; 2-1/2 ton); 1 replacement pickup (3/4 ton); 1 new shelter van (10,000 lb. gvw); 1 flatbed truck; 8 replacement compact autos	\$ 305,500	C
2. Purchase 25 rebuilt engines and 100 rebuilt transmissions	537,700	
3. Purchase 75 engine rebuild kits and 150 transmission rebuild kits	986,550	C
4. 1 Torus fan drive, 2 cylinder blocks, 1 block assembly, 1 fuel pump assembly	14,562	C
5. Purchase 3 cyclone blowers (bus vacuuming systems)	300,000	C
6. Purchase parts pressure washer; metal press	15,000	C
7. Purchase 2 electronic coin sorters	20,000	C
8. Purchase 17 portable radios: Maintenance Dept. (6), Road Operations (5), Fare Inspection (6) and 2 mobile radios	29,225	C
TOTAL	\$2,208,537	

*Planning/Capital

<u>Project Description</u>	<u>Total Amount</u>	<u>Project Type P/C</u>
<u>SPECIAL NEEDS TRANSPORTATION</u>		
9. Purchase six (6) 17-passenger (or 4-passenger and 6-wheelchair) minibuses with radios for special needs transportation (elderly and handicapped) service during p.m. peak on the mall	252,000	C
10. Special Needs (Elderly and Handicapped) Transportation Information System - provides ride reporting and billing functions for the dispatch centers and analysis of vehicle maintenance costs and requirements for 68 mini-buses (five micro-computer terminals and connectors and software)	<u>55,000</u>	C
TOTAL	\$307,000	
<u>TELECOMMUNICATION NETWORK SYSTEM</u>		
11. Preliminary engineering for a Telecommunication Network System which will enable two-way and interactive telecommunication among transit centers, light rail stations, Portland transit mall, customer service center and the computer and dispatch offices	<u>86,760</u>	C
TOTAL	\$86,760	
<u>MANAGEMENT INFORMATION SYSTEMS</u>		
12. Scheduling Information System provides service schedule, driver runs assignment, interactive schedule development, integrated passenger count system, automated sign-up and extraboard (terminal equipment, disk storage, on-line interface to DEC dispatch system)	63,400	C
13. Maintenance Management Information System - provides purchasing and inventory control, job order accounting, maintenance time roll and fleet management (hardware, peripherals, terminal devices, software)	550,450	C
14. Data Base Management System - support, manages and integrates all major Tri-Met information systems (3 microcomputer terminals and connectors, printer, graphic plotter, software)	150,000	C

<u>Project Description</u>	<u>Total Amount</u>	<u>Project Type P/C</u>
<u>MANAGEMENT INFORMATION SYSTEMS (continued)</u>		
15. Marketing Information System - includes ridership/public attitude surveys, customer contact system, carpool/parking programs, and bus stop file (two micro-computer terminals)	<u>14,000</u>	C
TOTAL	\$777,850	
<u>FY 1984 UNIFIED WORK PROGRAM</u>		
16. Transit Network Planning System for the Metropolitan Service District - a new micro-computer-based travel forecasting package (the graphics hardware only is funded by Section 9A)	39,200	C
17. Transit Development Program Update	17,553	P
18. Capital Development Program Planning	41,667	P
19. Transit Service Efficiency Program	190,325	P
20. Transit Performance Analysis	53,250	P
21. Labor Management and Productivity Analysis	12,700	P
22. Management Information System Development	65,800	P
23. Maintenance Management Information System Applications	54,870	P
24. Network Simulation and Analysis	21,200	P
25. On-Board Origin Destination Survey Analysis	2,800	P
26. City and Eastside Transportation Improvement Program - Analysis and Evaluation	79,351	P
27. Transit Center and TSM Development Planning	22,240	P
28. New and Modified Service Development Planning	46,576	P
29. Financial Forecasting	12,050	P
30. Elderly and Handicapped Planning	20,000	P
31. Private Section Participation Planning	5,000	P
32. Civil Rights Planning	8,674	P

<u>Project Description</u>	<u>Total Amount</u>	<u>Project Type P/C</u>
33. Westside Corridor Project - Preliminary Engineering and Final Environmental Impact Statement	44,944	P
34. Phase I Alternatives Analysis - Southern/Bi-State Corridors	6,300	P
Barbur Corridor/Westside Branches	58,280	P
35. Program Administration	<u>22,824</u>	P
TOTAL	\$825,604	
<u>BUS TURNAROUND</u>		
36. Acquire land, (18,000 sq. ft.) design and construct bus turnaround in the vicinity of S.E. 103rd and Foster	<u>126,000</u>	C
TOTAL	\$126,000	
<u>122ND AND BURNSIDE PARK AND RIDE</u>		
37. Acquire land (approximately 6 acres) for park and ride lot in S.E. quadrant at 122nd and Burnside	1,614,000	C
38. Design and Engineering costs for park and ride lot at 122nd and Burnside	80,000	C
39. Construction costs for park and ride lot at 122nd and Burnside	<u>1,000,000</u>	C
TOTAL	\$2,694,000	
TOTAL PROGRAMMED	\$7,025,751	
(Federal	\$5,620,600)	
(Local	1,405,151)	

BP/gl
8680B/349
05/26/83

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. _____ FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) TO INCLUDE A NEW TRI-MET PROJECT--
HUMAN RESOURCES MANAGEMENT

Date: May 18, 1983

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Tri-Met is requesting that a new project be added to the TIP utilizing Urban Mass Transportation Administration (UMTA) Section 4(i) funds. Section 4(i) is a discretionary funding category for demonstration projects for "Innovative Techniques and Methods in the Operation and Management of Transit."

This project, Human Resources Management, is specifically designed to continue Tri-Met's commitment to lower employee absenteeism and to generally raise employee productivity. The project includes four specific programs:

- a. An employee survey to provide an adequate data base to more effectively target corrective programs.
- b. A program designed to reduce the cost and lost hours as a result of injury and illness.
- c. An employee assistance and counseling program.
- d. An internal communications by objectives program.

Approval of the project by UMTA is imminent and FY 1983 funding amounts to:

Federal	\$123,750
Tri-Met	<u>41,250</u>
Total	\$165,000

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the Resolution amending the TIP and its Annual Element to include the noted project.

COMMITTEE CONSIDERATION AND RECOMMENDATION

BP/srb-8616B/349
05/19/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO.
TRANSPORTATION IMPROVEMENT PROGRAM)
(TIP) TO INCLUDE A NEW TRI-MET) Introduced by the Joint
PROJECT--HUMAN RESOURCES MANAGEMENT) Policy Advisory Committee
) on Transportation

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

WHEREAS, Tri-Met has received notice from the Urban Mass Transportation Administration (UMTA) that approval is imminent for a grant application previously submitted; and

WHEREAS, This project will aid in continuing Tri-Met's commitment to lower employee absenteeism and to generally raise employee productivity; and

WHEREAS, The noted project will use UMTA Section 4(i) funds; now, therefore,

BE IT RESOLVED,

1. That the TIP and its Annual Element be amended to include Tri-Met's Human Resources Management program utilizing UMTA Section 4(i) funds:

Federal	\$123,750
Tri-Met	<u>41,250</u>
Total	\$165,000

2. That the Metro Council finds the project 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
8616B/349
05/19/83

CONSIDERATION OF RESOLUTION NO. _____ FOR THE
PURPOSE OF ALLOCATING FINAL INTERSTATE TRANSFER
FUNDING AUTHORIZATION FOR IMPLEMENTATION IN
FY 1983

Date: May 25, 1983

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

In April, by way of Resolution No. 83-401, the Metro Council adopted an initial Interstate Transfer Program for FY 1983 consisting of projects with a high probability of immediate implementation. This Resolution revises the previous one by finalizing those projects which will draw from the FY 1983 allocation, and identifying the amounts of unused allocation which will be carried over for use in FY 1984.

Background

The Interstate Transfer Highway allocation to the Metro region for FY 1983 amounts to \$57.193 million. The previous resolution identified \$36.601 million in projects and called for finalizing the program once the flexibility of carryover had been determined.

A firm FY 1983 program has been developed and revises the initial program, as follows:

1. Deletes use of Westside Reserve funds because projects using these funds will not be identified sufficiently in time to be obligated in FY 1983.

\$-0.5 million
 2. Adds reserves for Multnomah, Clackamas and Washington Counties of \$136,000, \$33,000, and \$115,000 respectively for cost overruns.

\$0.284 million
 3. Adds right-of-way for FY 1983 for the Oregon City Bypass. This additional need has arisen because of actual costs incurred and revised estimates to complete total acquisition.

\$0.808 million
- Net Increase \$0.592 million

A balance of \$20 million in FY 1983 authority is projected to be carried over into FY 1984.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption.

COMMITTEE CONSIDERATION AND RECOMMENDATION

BP/srb
8677B/349
05/27/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ALLOCATING FINAL)	RESOLUTION NO.
INTERSTATE TRANSFER FUNDING)	
AUTHORIZATION FOR IMPLEMENTATION)	Introduced by the Joint
IN FY 1983)	Policy Advisory Committee
)	on Transportation

WHEREAS, Through Resolution No. 83-401, the Metro Council adopted initial project funding authorizations for FY 1983 using Interstate Transfer funds in the amount of \$36.601 million; and

WHEREAS, The total FY 1983 allocation to the Metro region is \$57.193 million; and

WHEREAS, The Resolution called for the remainder to be allocated upon defining the full FY 1983 to FY 1987 program and extent of flexibility in future Interstate Transfer allocations; and

WHEREAS, Metro staff working with the jurisdictions has prepared such a program with firm FY 1983 estimates; now, therefore,

BE IT RESOLVED,

1. That the Metro Council hereby adopts the FY 1983 Interstate Transfer project authorizations set forth in Attachment "A."
2. That the balance of \$20 million in FY 1983 authority be carried over into FY 1984.
3. That the Transportation Improvement Program and its Annual Element be amended to reflect these authorizations.

4. 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
8677B/349
05/27/83

ATTACHMENT "A"

INTERSTATE TRANSFER PROGRAM
ALLOCATION FOR 1983

<u>Project</u>	<u>PE</u>	<u>ROW</u>	<u>Const.</u>	<u>Total</u>
		(millions)		
CATEGORY I				
McLoughlin Boulevard			0.8	0.8
Front/Yeon		1.53		1.53
Rideshare (Operating)	0.27			0.27
St. Helens - Kittridge/29th			2.8	2.8
Banfield TSM	.25			.25
TOTAL	0.52	1.53	3.6	5.65
CITY OF PORTLAND				
Terwilliger	0.2			0.2
S.E. Division Corridor	0.05			0.05
Hollywood			2.55	2.55
E. Burnside	0.011		0.272	0.283
Beaverton-Hillsdale Highway			1.497	1.497
N. Vancouver	0.27			0.27
Marine Drive	0.2			0.2
Lombard/Killingsworth	0.076			0.076
Lombard/Columbia Connection	0.1			0.1
82nd Avenue Imp. - Unit 1	0.088			0.088
82nd Avenue Imp. - Unit 2	0.038			0.038
N. Columbia Frontage		0.25		0.25
Foster Road	0.15			0.15
Marquam Street Ramps	0.1			0.1
Arterial 3R	0.073		2.214	2.287
Citywide Signal System			0.295	0.295
Signal Replacement - 34 loc.			1.322	1.322
Traffic Signal Replacement	0.052			0.052
Burnside/Sandy	0.025			0.025
Discretionary (Reserve)	0.807			0.807
TOTAL	2.24	0.25	8.15	10.64
MULTNOMAH COUNTY				
Burnside			2.43	2.43
221st/223rd - Bridge to Heiney		0.1		0.1
221st/223rd - Powell Thru Bridge			1.5	1.5
Sandy TSM			0.54	0.54
190th/Powell		0.436		0.436
Reserve	0.136			0.136
TOTAL	0.136	0.536	4.47	5.142
CLACKAMAS COUNTY				
Boones Ferry Road			0.59	0.59
State Street				
Railroad/Harmony	0.105	0.204		0.204
Gladstone/Milwaukie TSM		0.740		0.845
Sunnyside - Sec. II			0.469	0.469
Thiessen Road	0.085	0.86		0.86
Oregon City Bypass				0.085
Highway 212		0.808	0.487	1.295
Reserve	0.033		3.23	3.23
TOTAL	0.223	2.612	4.776	7.611
WASHINGTON COUNTY				
Cornell I			2.125	2.125
Allen Boulevard			0.9	0.9
185th	0.2			0.2
T.V./185th				0.2
Farmington Road		0.605	0.620	1.225
217/Sunset			0.1	0.1
Reserve	0.115	3.485		3.485
TOTAL	0.315	4.090	3.745	8.15
GRAND TOTAL	3.434	9.018	24.741	37.193
Carryover to FY 84				<u>20.000</u>
FY 83 Allocation 8677B/349				<u>57.193</u>

PORTLAND REGION E(4) HIGHWAY PROGRAM SUMMARY

	<u>Obl. Thru 82</u>	<u>Obl. Thru 83</u>	<u>Obl. Thru 84</u>	<u>Obl. Thru 85</u>	<u>Obl. Thru 86</u>	<u>Obl. Thru 87</u>	<u>Balance</u>	<u>Total</u>
Category I	\$ 50,679,972	\$ 5,690,655	\$13,535,000	\$10,420,000	\$ 1,840,000	--	\$33,757,416	\$115,923,043
Portland	41,752,670	10,640,000	10,593,414	10,593,414	10,593,414	10,593,414	--	94,766,326
Multnomah County	11,173,036	5,142,001	2,404,000	3,690,000	2,500,000	1,120,000	66,487	26,095,524
Clackamas County	22,885,220	7,610,333	10,140,000	3,306,145	1,000,000	878,704	432,657	46,253,059
Washington County	23,672,696	8,035,000	13,987,000	4,901,500	6,901,530	6,157,247	254,941	63,909,914
TOTAL	\$150,163,594	\$37,117,989	\$50,659,414	\$32,911,059	\$22,834,944	\$18,749,365	\$34,511,501	\$346,947,866

FUNDING REQUIREMENTS

	<u>83</u>	<u>84</u>	<u>85</u>	<u>86</u>	<u>87</u>
FY 83 Allocation	\$57,193,000				
FY 83 Program	37,117,989				
Projected Carryover	\$20,075,011				
		↓	↓		
		\$10 million	\$10 million		
Formula Allocation		\$15 million	\$15 million	\$15 million	\$15 million
Discretionary Allocation		\$25.6 "	\$7.9 "	\$7.8 "	\$3.7 "

ACC:lmk
5-24-83

CATEGORY I

Project	Obl. Thru 82	Obl. Thru 83	Obl. Thru 84	Obl. Thru 85	Obl. Thru 86	Obl. Thru 87	Balance	Total
Rideshare	\$ 704,645	\$ 320,000	\$ 320,000	\$ 320,000	\$ 320,000	--	\$ -52,503	\$ 1,932,142
Banfield Highway	26,584,501	--	--	--	--	--	0	26,584,501
McLoughlin Construction	437,425	--	2,500,000	6,700,000	--	--	15,572,612	25,210,037
	115,100	793,985	--	--	--	--	0	909,085
I-505	770,950	--	--	--	--	--	992,025	1,762,975
Yeon	2,125,000	--	9,945,000	--	--	--	610,685	12,680,685
St. Helens	--	2,800,000	--	--	500,000	--	226,127	3,526,127
Vaughn	--	--	--	--	1,020,000	--	64,128	1,084,128
Nicolai	1,742,529	--	--	--	--	--	126,090	1,868,619
Front/Yeon	--	1,530,000	--	3,400,000	--	--	309,952	5,239,952
Banfield TSM	--	246,670	--	--	--	--	0	246,670
Regional Reserve	--	--	--	--	--	--	17,120,464	17,120,464
Powell	16,928,158	--	--	--	--	--	0	16,928,158
Sunset Ramp Metering	--	--	770,000	--	--	--	0	770,000
Westside Hwy. Analysis	59,500	--	--	--	--	--	0	59,500
Reserve	1,212,164	--	--	--	--	--	-1,212,164	0
TOTAL	\$50,679,972	\$5,690,655	\$13,535,000	\$10,420,000	\$1,840,000	--	\$33,757,416	\$115,923,043

WASHINGTON COUNTY

Cornell I	\$ 416,000	\$2,125,000	--	--	--	--	\$ 159,000	\$ 2,700,000
Cornell II	178,500	--	\$ 170,000	\$2,001,500	--	--	0	2,350,000
Allen Boulevard	2,064,597	900,000	--	--	--	--	331,183	3,295,780
B-H Signals	77,409	--	--	--	--	--	12,591	90,000
T.V./185th	133,210	1,225,000	--	--	--	--	240,468	1,598,678
Farmington	59,500	100,000	--	--	--	\$ 190,500	0	350,000
Murray	300,000	--	1,500,000	1,500,000	\$2,201,530	--	0	5,501,530
T.V. Hwy. - Hillsboro	--	--	--	500,000	1,300,000	--	0	1,800,000
Scholls/Hall	--	--	--	--	400,000	--	0	400,000
185th 1	1,218,091	--	--	--	--	--	81,909	1,300,000
185th 2	170,997	--	--	--	--	--	39,003	210,000
185th 3	276,250	200,000	--	--	3,000,000	5,966,747	0	9,442,997
Hall Boulevard	--	--	300,000	900,000	--	--	0	1,200,000
Other Projects	14,979,627	--	--	--	--	--	300,703	15,280,330
Reserve	494,999	--	--	--	--	--	-494,999	0
Subtotal	\$20,369,180	\$4,550,000	\$ 1,970,000	\$4,901,500	\$6,901,530	\$6,157,247	\$ 669,858	\$45,519,315
217/Sunset	497,350	3,485,000	12,017,000	--	--	--	-1,238,252	14,761,098
Sunset Overlay	1,422,729	--	--	--	--	--	167,561	1,590,290
217/72nd	1,383,437	--	--	--	--	--	655,773	2,039,211
Subtotal	\$ 3,303,516	\$3,485,000	\$12,017,000	0	0	0	\$ -414,917	\$18,390,599

GRAND TOTAL \$23,672,696 \$8,035,000 \$13,987,000 \$4,901,500 \$6,901,530 \$6,157,247 \$ 254,941 \$63,909,914

MULTNOMAH COUNTY

Project	Obl. Thru 82	Obl. Thru 83	Obl. Thru 84	Obl. Thru 85	Obl. Thru 86	Obl. Thru 87	Balance	Total
Burnside	\$ 191,250	\$2,430,000	--	--	\$1,000,000	--	0	\$ 3,621,250
221st Extension								
1 So. of Powell	611,100	1,500,000	--	--	--	--	0	2,111,100
2 Heiney	--	100,000	--	--	1,500,000	--	0	1,600,000
Sandy Boulevard	77,519	540,000	--	--	--	--	0	617,519
257th	148,750	--	\$ 1,224,000	\$1,500,000	--	--	0	2,872,750
Stark	--	--	1,000,000	--	--	--	0	1,000,000
Sylvan	--	--	180,000	500,000	--	\$1,120,000	0	1,800,000
Other Projects	9,927,078	--	--	--	--	--	\$ 74,136	10,001,215
Reserve	63,999	136,001	--	--	--	--	-200,000	0
Subtotal	11,019,696	4,706,001	2,404,000	2,000,000	2,500,000	1,120,000	-125,862	23,623,834
190th/Powell	153,340	436,000	--	1,690,000	--	--	192,350	2,471,690
TOTAL	\$11,173,036	\$5,142,001	\$ 2,404,000	\$3,690,000	\$2,500,000	\$1,120,000	\$ 66,487	26,095,524

CLACKAMAS COUNTY

Boones Ferry	\$ 521,333	\$ 589,839	--	--	--	--	0	\$ 1,111,172
State Street	94,605	204,000	\$ 1,227,000	--	--	--	\$ 89,227	1,614,832
82nd Drive	170,000	--	--	\$2,306,145	--	--	0	2,476,145
Railroad/Harmony 1	124,992	845,000	285,000	--	--	--	-219,992	1,035,000
Railroad/Harmony 2	--	--	--	1,000,000	\$1,000,000	--	119,524	2,119,524
Gladstone/Milwaukie TSM	1,629,018	468,991	--	--	--	--	0	2,098,009
Sunnyside 1	503,165	--	--	--	--	--	0	503,165
Sunnyside 2	--	860,000	1,318,000	--	--	--	-1,820,242	357,758
Thiessen Road	--	85,000	--	--	--	\$ 878,704	0	963,704
Other Projects	729,196	--	--	--	--	--	112,869	842,065
Reserve	166,997	33,003	--	--	--	--	2,339,051	2,539,051
Subtotal	\$ 3,939,306	\$3,085,833	\$ 2,830,000	\$3,306,145	\$1,000,000	\$ 878,704	\$ 620,437	\$15,660,425
Oregon City Bypass	12,038,844	1,294,500	7,310,000	--	--	--	50,656	20,694,000
212	4,927,087	3,230,000	--	--	--	--	-159,633	7,997,454
Oswego Creek Bridge	1,979,983	--	--	--	--	--	- 78,803	1,901,180
Subtotal	18,945,914	4,524,500	7,310,000	--	--	--	-187,780	30,592,634
TOTAL	\$22,885,220	\$7,610,333	\$10,140,000	\$3,306,145	\$1,000,000	\$ 878,704	\$ 432,657	\$46,253,059



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: June 1, 1983
To: JPACT
From: Andy Cotugno AC
Regarding: ODOT Six-Year Program

Attached for your information is a proposed letter to Bob Bothman setting forth recommendations for ODOT's Six-Year Program update. This includes proposed priority criteria and a preliminary ranking of "modernization" projects developed by the TIP Subcommittee. Hopefully, ODOT will take this into consideration before releasing the Draft Program in September. Following release of the Draft, ODOT will conduct public hearings where additional comments from JPACT would be appropriate. Adoption is anticipated in December or January.

ACC:lmk

Attachments

PRELIMINARY



METROPOLITAN SERVICE DISTRICT

Providing Zoo, Transportation, Solid Waste and
other Regional Services

June 1, 1983

Rick Gustafson
Executive Officer

Metro Council

Cindy Banzer
Presiding Officer
District 9

Bob Oleson
Deputy Presiding
Officer
District 1

Richard Waker
District 2

Charlie Williamson
District 3

Corky Kirkpatrick
District 4

Jack Deines
District 5

George Van Bergen
District 6

Sharron Kelley
District 7

Ernie Bonner
District 8

Bruce Etlinger
District 10

Marge Kafoury
District 11

Gary Hansen
District 12

Mr. Robert N. Bothman
Assistant State Highway Engineer
Oregon State Highway Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Bob:

As you know, Metro's Transportation Improvement Program Subcommittee has spent considerable time developing project recommendations for the Portland region for inclusion in the ODOT Six-Year Program update. We have paid particular attention to "modernization" projects rather than reconstruction/resurfacing projects since these are most essential to the development of local comprehensive plans. The results of our efforts are attached for your consideration, including:

Attachment A - Proposed priority criteria to give more equitable consideration of urban projects

Attachment B - Application of the proposed criteria to the candidate Portland area modernization projects (by jurisdiction)

Attachment C - Presentation of priority ranking for FAI, FAI-4R and FAP as a result of the application of the criteria

As you can see from the points achieved by the various projects, they are all of sufficient merit to include in the ODOT Six-Year Program. Additional comments are provided below:

- . The Portland region request for FAI-4R funds is minimal while the need for FAP funds is significant, despite the greater availability of FAI-4R funds. In light of this situation, we recommend you consider funding only the highest priority FAI-4R projects statewide to allow transfer of funds to FAP.
- . In certain cases, the projects presented in Attachment "C" are not an immediate need and while the points achieved are high, construction could be deferred for a

527 SW Hall St.
Portland, OR
97201
503/221-1646

Robert N. Bothman
June 1, 1983
Page 2

period of time. For example, the interchanges on the Sunset Highway will generally be required in a progressive manner as development occurs west of Murray. Interchange construction can occur in a similar progressive manner with construction programmed for the most critical, and only PE and/or right-of-way programmed for the balance. Similarly, only a portion of the McLoughlin Boulevard project is needed within the six-year timeframe with the balance deferred to later years.

- . We anticipate allocating funds for the T.V. Highway - 21st to Oak and Sunset Ramp Metering projects if ODOT is willing to allocate FAP funds to the Sunset Climbing Lane project. This would remove two high priorities from the program.
- . Certain projects are currently FAU routes but would be a justified addition to the FAP system, including:
 - 1) U.S. 26 Primary route to I-205 via Burnside - 181st - Airport Way providing a direct connection from Mt. Hood Highway to I-84, I-205 and Portland International Airport;
 - 2) NE Portland Highway from I-5 to I-205 via Columbia - 60th - Killingsworth providing an east-west alternative to the Banfield Freeway similar to SR-14 on the opposite side of the Columbia;
 - 3) Marine Drive from I-5 to Rivergate providing a spur to key port facilities; and
 - 4) Beaverton-Hillsdale Highway from Highway 217 to Barbur providing a continuation of Tualatin Valley Highway to Central Portland.

Thank you for your consideration of these factors.

Sincerely,

Andrew C. Cotugno
Transportation Director

ACC:lmk

Attachments

CC: JPACT
TPAC
TIP Subcommittee

REVISED SIX-YEAR PLAN CRITERIA

<u>Objective</u>	<u>Points</u>
I. Fulfill Prior Commitment	200
A. Prior Commitment (yes)	100
B. Gap (yes)	100
II. Improve Capacity	600
A. Existing v/c Ratio	
.90 or greater	100
.75 to .90	50
Less than .75	0
B. Future v/c Ratio	
.90 or greater	100
.75 to .90	50
Less than .75	0
C. Traffic Control Adequacy	
Major Capital Improvements	40
Minor Capital Improvements	20
No Improvements	0
D. Truck Volume	
Greater than 2,500	60
1,500 - 2,500	40
400 - 1,500	20
Less than 400	0
E. Existing ADT	
64,000 or over	150
36,001 to 64,000	120
16,001 to 36,000	80
4,001 to 16,000	40
0 to 4,000	20
F. Future ADT	
64,000 or over	150
36,001 to 64,000	120
16,001 to 36,000	80
4,001 to 16,000	40
0 to 4,000	20
III. Maintain Existing Facility	300
A. Assign Bridge Rating or Road Condition as follows:	
Bridge Rating	
1 to 49	300
50 to 79	150
80 or more	0

OR

PRELIMINARY

<u>Objective</u>	<u>Points</u>
Road Condition	
4 or 5 (Poor, Very Poor)	300
3 (Fair)	150
1 or 2 (Very Good, Good)	0
B. Multiply the Rating above by the following factor:	
Existing ADT	
64,000 or over	1.0
36,001 to 64,000	.75
16,001 to 36,000	.50
4,001 to 16,000	.25
0 to 4,000	.10
IV. Improve Safety	300
A. Accident Rate Mainline Sections (Accidents/Million Vehicle Miles)	
4.1 or over	300
2.6 to 4.0	200
1.1 to 2.5	100
0.0 to 1.0	50
B. Accident Rate Ramp Sections (Accidents/Million Vehicles)	
1.2 or over	300
0.7 to 1.1	200
0.4 to 0.6	100
0.0 to 0.3	50
V. Stimulate Economic Development . . .	300
A. Attracts Employment (access to development location)	
Significant Attraction (large acres with services)	300
Moderate Attraction	200
Minimal Attraction	100
No Attraction	0

Note: All projects must be consistent with local plans and RTP.

ATTACHMENT "C"

PRIORITY RANKING OF
FAI, FAI-4R, AND FAP PROJECTS

<u>Project</u>	<u>Points</u>
FEDERAL AID INTERSTATE	
I-405 Extension to Nicolai	1,465
E. Marquam Ramps (McLoughlin)	1,365
181st Interchange	1,095
E. Marquam Ramps (Water Ave.)	955
FEDERAL AID INTERSTATE 4R	
Lester Road @ I-205	880
Terwilliger Bridge (4R/HBR)	670
I-5 Kruse Way	595
Graham Road	515
FEDERAL AID PRIMARY	
Murray Blvd. Interchange	1,210
NE Portland Hwy. (60th-I-205)	1,210
21st-Oak	1,190
McLoughlin Blvd. Phase II	1,065
Cornelius Pass Interchange	995
158th/Cornell Interchange	907.5
Marine Drive RR Undercrossing	907.5
185th Interchange	830
Sunset Ramp Metering	787.5
Airport Way	775
Sunset Climbing Lane	740
Helvetia Road	730
Palmquist Road	725
Beaverton-Hillsdale Highway	625
Jackson Road	510

NOTE: Terwilliger Bridge to share Highway Bridge Replacement (HBR) and its point value to be revised; St. Helens Road to be added as FAP project when point value is known; N. Burgard Road Bridge to be added using HBR funds.

PRELIMINARY

BP:lmk
6-1-83

COMMITTEE MEETING TITLE JPACT

DATE 6-9-83 - 7:30 am

NAME	AFFILIATION
M- <u>Dick Pokoenowski</u>	<u>City of Vancouver</u>
M- <u>Bill Young</u>	<u>DEQ</u>
G- <u>Larry Rice</u>	<u>WASH. Co.</u>
G- <u>Ted Spence</u>	<u>ODOT</u>
M- <u>Ed Ferguson</u>	<u>WSDOT</u>
M- <u>J. REMINK</u>	<u>TRIMET</u>
M- <u>C. Williamson</u>	<u>Metro</u>
M- <u>LARRY COLE</u>	<u>CITIES OF WASHINGTON COUNTY</u>
M- <u>MIKE LINDBERG</u>	<u>City of Portland</u>
M- <u>WES MYLLENBECK</u>	<u>WASHINGTON COUNTY</u>
M- <u>RICHARD WAKER</u>	<u>METRO</u>
M- <u>Margaret Weil</u>	<u>East County cities</u>
MA- <u>Earl Blumenauer</u>	<u>Multnomah County</u>
M- <u>Ed Hardt</u>	<u>ODOT</u>
S- <u>Keith Lewton</u>	<u>Metro</u>
G- <u>John Price</u>	<u>FWWA</u>
S- <u>Karl Thackston</u>	<u>Metro</u>
S- <u>Rick Gustafson</u>	<u>Metro</u>
G- <u>Vic Rhodes</u>	<u>City of Portland</u>
G- <u>GEOFF LARKIN</u>	<u>" " "</u>
G- <u>STEVE DOTERRER</u>	<u>" " "</u>
G- <u>Winston Kurth</u>	<u>Clackamas Co.</u>
G- <u>Howard Harris</u>	<u>DEQ</u>



