

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

APPROVAL OF RESOLUTION NO. _____ FOR THE PURPOSE OF
AUTHORIZING FY 82 PROJECT PRIORITIES USING SUPPLEMENTAL
INTERSTATE TRANSFER FUNDS.

Date: September 21, 1982

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Funding in the amount of \$10.0 million is available by Congress in FY 82 supplemental appropriations for the Interstate Transfer "Highway" Program for the Portland metropolitan region. Metro staff has been working with the cities and counties to develop a plan to allocate these federal highway funds, and has formulated a list of recommended projects as well as a series of back-up projects.

The Resolution will authorize the supplemental Section 103(e)(4) funds to be spent as follows:

Yeon Avenue	ROW	\$1,065,665
242nd	CONST	396,000
257th	PE	50,000
221st Avenue Ext.	ROW	348,000
OC Bypass	CONST PH II	3,437,441
Sunnyside Road	CONST	654,000
82nd Drive	PE	30,000
Railroad/Harmony	PE	113,000
Cornell I	ROW	224,869
Murray Blvd.	PE	150,000
Cornell II	PE	108,500
Barnes Road	CONST	1,360,000
23rd/Burnside	PE	58,197
Columbia Blvd.	CONST	100,000
Burnside/90th/94th	PE	3,400
Front Avenue	CONST	548,052
B-H Hwy. TSM	ROW	515,000
NW 24th/25th DVTR's	PE	10,000
NW 21st/22nd	PE	105,000
NW Transp. Study	PE	6,630
		<u>\$9,283,754</u>
Regional Reserve		<u>716,246</u>
		\$10,000,000

As a safeguard, a list of back-up projects has been developed for the use of the reserve funds noted above and surplus funds arising from possible cost underruns. The back-up projects are:

Sandy Blvd. TSM	CONST	\$ 533,000
Burnside-Stark/221st	CONST	1,200,000
Glad/Milw. TSM	MISC	25,000
Thiessen/Jennings	ROW	69,000
Farmington Corridor	CONST	450,000
W/S Arterials	PE	250,000
Arterial 3R	PE	30,000
Columbia Blvd. Frontage	PE	110,000
Vermont Corridor	PE	131,000
Marquam Ramps	PE	92,000
Barbur/Terwilliger	PE	202,000
		<u>\$3,092,000</u>

FY 82 project priorities were previously established by Resolution No. 82-304 and included provisions for cost overruns, cost underruns, and funding transfers. These projects, monitored by the Transportation Improvement Program (TIP) Subcommittee, appear in column 1 of the attachment to this staff report. To accommodate changes in the status and funding requirements over the past several months, the TIP Subcommittee has adjusted the project allocations within the established guidelines on August 5 and September 14 of this year. These adjustments appear in columns 2 and 3 and result in underruns of \$1.0 million being reallocated to various regional projects and \$2.1 million to City of Portland projects. The net result of these actions is shown in column 4.

The allocation of \$10.0 million in supplemental FY 82 funds is shown in column 8 and is dependent on actual cost overruns and underruns of the adopted FY 82 projects. Therefore, \$716,246 is retained in a regional reserve to cover any potential overruns. This reserve and any underruns will be used to fulfill final FY 82 commitments, project overruns and backup projects appearing in column 10; this latter to the extent underrun funds become available.

The FY 83 program appearing in column 11 of the attachment takes into account an accelerated schedule based on the early receipt of the \$10.0 million. This acceleration of available funds for FY 82 will impact the FY 83 program when the time comes for allocating FY 83 funds; it does not, however, affect the overall Section 103(e)(4) local authorizations...only the ability to obligate funds now rather than later.

The TIP Subcommittee has reviewed this action and recommends adoption.

TPAC has reviewed this matter and recommends adoption of the Resolution.

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the Resolution to prioritize projects eligible to use the \$10.0 million of supplemental Section 103(e)(4) funds.

COMMITTEE CONSIDERATION AND RECOMMENDATION

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METROPOLITAN SERVICE DISTRICT
FY82 INTERSTATE TRANSFER PROGRAM
ORIGINATIONAL AUTHORITIES
CATEGORY I PROJECTS

FY82 PROJECT ALLOCATIONS				COST UNDERRUN RESERVES			REVISED FY82 PROGRAM		FY 82	FY 83	POST 83
ORIGINAL	04-Aug-82	14-Sep-82	REVISED	REGION	CITY	\$10.0M SUPP	WITH SUPP	BACKUP	PROGRAM	PROGRAM	
1	2	3	4	5	6	7	8	9	10	11	12

***1 BANFIELD TRANSITWAY-HIGHWAY FUNDS											
12,400,000	0	0	12,400,000	0	0	0	0	12,400,000	0	0	0
***2 MCLOUGHLIN CORRIDOR-UNION/GRAND AVE VIADUCT TO SE RIVER ROAD											
0	0	0	0	0	0	0	0	0	0	2,125,000	21,200,000
***3 1R1-MET RIDESHARE PROGRAM EXPANSION											
270,000	0	0	270,000	0	0	0	0	270,000	0	320,000	960,000
***4 MCLOUGHLIN BLVD INTERSECTION AND SIGNAL IMPROVEMENTS											
0	0	0	0	0	0	0	0	0	0	796,000	0
***5 POWELL BLVD R/W & CONSTRUCTION-ROSS ISLAND BRIDGE TO 52ND-SECT I											
0	35,551	0	35,551	0	0	0	0	35,551	0	0	0
***6 POWELL BLVD R/W & CONST-50TH AVE TO 1205-SECTION 11											
5,330,000	202,650	-1,289,345	4,243,305	1,000,000	86,695	0	0	4,243,305	0	0	0
***7 ST HELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE A											
0	0	0	0	0	0	0	0	0	0	43,350	3,274,200
***8 15 NORTH RIDESHARE PROGRAM											
70,000	0	0	70,000	0	0	0	0	70,000	0	0	0
***9 NW NICOLAI ST-NW 29TH TO NW 24TH											
85,000	-35,551	-5,674	43,775	0	0	0	0	43,775	0	0	0
***10 NW NICOLAI ST-NW 29TH TO NW 24TH											
1,870,000	0	-155,688	1,714,312	0	155,688	0	0	1,714,312	0	0	0
***11 NW YEON AVE-NW ST HELENS RD TO NW NICOLAI											
340,000	0	719,335	1,059,335	-713,661	0	0	1,065,665	2,125,000	0	2,125,000	7,820,000
***12 VAUGHN ST/WARDWAY-NW 29TH AVE TO NW 24TH AVE											
0	0	0	0	0	0	0	0	0	0	0	1,020,000
***13 FRONT-YEON CONNECTION											
0	0	0	0	0	0	0	0	0	0	1,530,000	3,400,000
SUBTOTAL CATEGORY I PROJECTS											
20,365,000	202,650	-731,372	19,836,278	286,339	242,383	0	1,065,665	20,901,943	0	6,939,350	37,674,200

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FY82 INTERSTATE TRANSFER PROGRAM
OBLIGATIONAL AUTHORITIES
CITY OF PORTLAND PROJECTS

*****FY82 PROJECT ALLOCATIONS*****				*****COST UNDERRUN RESERVES*****			*****REVISED FY82 PROGRAM*****		*****FY 82*****		*****FY 83*****		*****POST 83*****	
ORIGINAL	04-Aug-82	14-Sep-82	REVISED	REGION	CITY		\$10.0M SUPP	WITH SUPP	BACKUP	PROGRAM	PROGRAM			
1	2	3	4	5	6	7	8	9	10	11	12			

**14 N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE														
3,910,000	0	-1,033,935	2,876,065	0	0	0	100,000	2,976,065	0	0	0			
**15 MACADAM AVE(DR43) PROJECT-ROSS ISL BRIDGE TO SELLWOOD BRIDGE														
194,338	0	-99,950	94,388	0	0	0	0	94,388	0	0	0			
**16 HOLLYWOOD DISTRICT IMPROVEMENTS-NE SANDY BLVD-37TH TO 47TH														
162,500	0	38,589	201,089	0	0	0	0	201,089	0	0	0			
**17 SE HOLGATE BLVD-SE 17TH AVE TO SE 28TH AVE-BRIDGE AND APPROACHES														
250,000	0	-250,000	0	0	0	0	0	0	0	0	0			
**18 ARTERIAL STREET 3R PROGRAM														
1,235,000	0	-1,327	1,233,673	0	0	0	0	1,233,673	30,000	0	0			
**19 MCLOUGHLIN NEIGHBORHOOD TRAFFIC DIVERSION PROGRAM														
25,000	0	-25,000	0	0	0	0	0	0	0	0	0			
**20 33RD AT BROADWAY - SB/NB LEFT TURN REFUGES														
14,510	0	73,950	88,460	0	0	0	0	88,460	0	0	0			
**21 39TH @ STARK -WIDENING/SB LEFT TURN MEDIAN/SIGNAL INTERTIE/STRIP														
7,287	0	0	7,287	0	0	0	0	7,287	0	0	0			
**22 39TH AVENUE CORRIDOR IMPROVEMENT-GLISAN TO HOLGATE														
266,900	0	0	266,900	0	0	0	0	266,900	0	0	0			
**23 GOING STREET NOISE MITIGATION PROJECT														
613,500	0	-3,082	610,418	0	0	0	0	610,418	0	0	0			
**24 SW BROADWAY-SW 4TH TO SW 6TH														
50,000	0	0	50,000	0	0	0	0	50,000	0	0	0			
**25 BEAVERTON HILLSDALE HWY(DR10)-CAPITOL HWY TO SCHOLLS FY RD														
0	0	0	0	0	0	0	515,000	515,000	0	0	0			
**26 NORTHWEST PORTLAND TRANSPORTATION STUDY														
0	0	0	0	0	0	0	6,630	6,630	0	0	0			
**27 NW FRONT AVENUE RECONSTRUCTION-NW GLISAN TO NW 26TH AVE														
918,120	0	4,110,133	5,028,253	0	-2,701,210	0	548,052	5,576,305	0	0	0			
**28 TERWILLIGER/BARBUR BLVD PE/RESERVE FOR R/W AND CONSTRUCTION														
0	0	0	0	0	0	0	0	0	202,000	0	0			
**29 82ND AVE IMPROVMT PROG-RUSSELL TO CRYSTAL SPRINGS BLVD-UNIT 1														
76,295	0	-58,572	17,723	0	0	0	0	17,723	0	0	0			
**30 EAST BURNSIDE-90TH TO 94TH														
22,950	0	0	22,950	0	0	0	3,400	26,350	0	0	0			

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METROPOLITAN SERVICE DISTRICT
FY82 INTERSTATE TRANSFER PROGRAM
OBLIGATIONAL AUTHORITIES
CITY OF PORTLAND PROJECTS
(CONTINUED)

FY82 PROJECT ALLOCATIONS				COST UNDERRUN RESERVES			REVISED FY82 PROGRAM		FY 82	FY 83	POST 83
ORIGINAL	04-Aug-82	14-Sep-82	REVISED	REGION	CITY	\$10.0M SUPP	WITH SUPP	BACKUP	PROGRAM	PROGRAM	
1	2	3	4	5	6	7	8	9	10	11	12

**31 WEST BURNSIDE TSM											
7,000	0	-7,000	0	0	0	0	0	0	0	0	0
**32 NW 23RD AVE/BURNSIDE											
50,000	0	0	50,000	0	0	0	58,197	108,197	0	0	0
**33 NW 21ST/22ND-THURMAN TO NICOLAI											
0	0	0	0	0	0	0	105,000	105,000	0	0	0
**34 NW INTERSECTION IMPROVEMENTS											
33,000	0	0	33,000	0	0	0	0	33,000	0	0	0
**35 NW 24TH-25TH DIVERTERS											
0	0	0	0	0	0	0	10,000	10,000	0	0	0
**36 SIGNAL REPLACEMENT-34 LOCATIONS											
25,000	0	30,000	55,000	0	0	0	0	55,000	0	0	0
**37 SIGNAL REPLACEMENT-16 LOCATIONS											
560,000	0	-145,441	414,559	0	0	0	0	414,559	0	0	0
**38 COLUMBIA BLVD FRONTAGE ROAD											
0	0	0	0	0	0	0	0	0	110,000	0	0
**39 NORTHWEST RIDESHARE											
85,000	0	0	85,000	0	0	0	0	85,000	0	0	0
**40 SW VERMONT CORRIDOR											
0	0	0	0	0	0	0	0	0	131,000	0	0
**41 MARQUAM RAMP STREET IMPROVEMENTS											
0	0	0	0	0	0	0	0	0	92,000	0	0
**42 82ND AVE IMPROVMT PROG-RUSSELL TO CRYSTAL SPRINGS-UNIT 2											
0	0	72,845	72,845	0	0	0	0	72,845	0	0	0
SUBTOTAL CITY OF PORTLAND PROJECTS											
8,506,400	0	2,701,210	11,207,610	0	-2,701,210	0	1,346,279	12,553,889	565,000	0	0

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METROPOLITAN SERVICE DISTRICT
FY82 INTERSTATE TRANSFER PROGRAM
OBLIGATIONAL AUTHORITIES
MULTNOMAH COUNTY PROJECTS

*****FY82 PROJECT ALLOCATIONS*****				*****COST UNDERRUN RESERVES*****			*****REVISED FY82 PROGRAM*****		*****FY 82*****		*****FY 83*****		*****POST 83*****	
ORIGINAL	04-Aug-82	14-Sep-82	REVISED	REGION	CITY		\$10.0M SUPP	WITH SUPP	BACKUP	PROGRAM	PROGRAM			
1	2	3	4	5	6	7	8	9	10	11	12			

**43	238TH AVE IMPROVEMENT-UP RRXNG TO HALSEY ST													
1,000	20	870	1,890	-20	0	0	0	1,890	0	0	0			
**44	242ND AVE TSM IMPROVEMENTS-DIVISION TO BLISAN													
0	0	0	0	0	0	0	396,000	396,000	0	0	0			
**45	257TH AVE IMPROVEMENT & EXTENSION-COLUMBIA HWY TO STARK ST													
74,000	0	25,118	99,118	0	0	0	50,000	149,118	0	1,224,000	1,092,250			
**46	221ST/223RD-POWELL BLVD TO FARISS RD-UNITS 1 & 2													
1,052,600	-276,383	0	776,217	-990	277,373	0	0	776,217	0	0	0			
**47	182ND AVENUE WIDENING-DIVISION ST TO POWELL BLVD													
974,000	275,995	-39,666	1,210,329	-236,329	0	0	0	1,210,329	0	0	0			
**48	221ST AVE EXTENSION/TOWLE RD IMPVMT-POWELL BLVD TO BUTLER RD													
0	0	0	0	0	0	0	348,000	348,000	0	1,411,680	0			
**49	221ST AVE EXTENSION/TOWLE RD IMPVMT-POWELL BLVD TO BUTLER RD													
0	0	0	0	0	0	0	0	0	0	120,265	832,902			
**50	SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE													
25,000	0	-13,950	11,050	0	0	0	0	11,050	533,000	0	0			
**51	E BURNSIDE-SE 223RD TO SE POWELL BLVD-CONSTRUCTION													
210,000	0	-1,538	208,462	0	0	0	0	208,462	1,200,000	940,000	600,000			
**52	POWELL AND 190TH INTERSECTION IMPROVEMENT													
10,500	0	-10,500	0	0	0	0	0	0	0	435,200	1,738,756			
SUBTOTAL MULTNOMAH COUNTY PROJECTS														
2,347,100	-368	-39,666	2,307,066	-237,339	277,373	0	794,000	3,101,066	1,733,000	4,131,145	4,263,908			

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METROPOLITAN SERVICE DISTRICT
FY82 INTERSTATE TRANSFER PROGRAM
OBLIGATIONAL AUTHORITIES
CLACKAMAS COUNTY PROJECTS

FY82 PROJECT ALLOCATIONS				COST UNDERRUN RESERVES			REVISED FY82 PROGRAM		FY82	FY83	POST 83
ORIGINAL	04-Aug-82	14-Sep-82	REVISED	REGION	CITY		\$10.0M SUPP	WITH SUPP	BACKUP	PROGRAM	PROGRAM
1	2	3	4	5	6	7	8	9	10	11	12

**53 LOWER BOONES FERRY RD-MADRONA TO SW JEAN											
40,000	30,833	0	70,833	0	0	0	0	70,833	0	0	532,884
**54 82ND DRIVE-HIGHWAY 212 TO I205											
95,000	0	0	95,000	0	0	0	30,000	125,000	0	20,000	2,109,677
**55 SUNNYSIDE ROAD-STEVENS ROAD TO 122ND											
18,300	3,545	0	21,845	0	0	0	654,000	675,845	0	29,283	0
**56 OSWEGO CREEK BRIDGE(OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY											
16,600	-3,545	-4,346	8,709	0	0	0	0	8,709	0	0	0
**57 HIGHWAY 212 IMPROVEMENTS (I205 EAST TO HIGHWAY 224)											
2,125,000	199,835	-415,034	1,909,801	0	215,199	0	0	1,909,801	0	3,235,456	0
**58 OREGON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE											
0	49,000	0	49,000	-49,000	0	0	0	49,000	0	0	0
**59 OREGON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE											
6,020,000	-801,373	4,346	5,222,973	0	801,373	0	3,437,441	8,660,414	0	7,047,613	0
**60 HWY43(STATE ST CORRIDOR)TSM-TERWILLIGER TO LADD											
0	0	0	0	0	0	0	0	0	0	393,000	1,002,729
**61 GLADSTONE/MILWAUKIE SUBAREA TSM											
189,000	-189,000	0	0	0	158,167	0	0	0	25,000	158,167	0
**62 RAILROAD AVENUE/HARMONY ROAD-82ND TO MILWAUKIE CBD											
50,000	0	0	50,000	0	0	0	113,000	163,000	0	740,000	1,989,928
**63 CLACKAMAS TOWN CENTER SIGNALS											
115,000	-250	-25,005	89,745	0	25,255	0	0	89,745	0	0	0
**64 THIESSEN/JENNINGS CORRIDOR-OATFIELD ROAD TO I205											
0	0	0	0	0	0	0	0	0	69,000	0	947,000
SUBTOTAL CLACKAMAS COUNTY PROJECTS											
8,668,900	-710,955	-440,039	7,517,906	-49,000	1,199,994	0	4,234,441	11,752,347	94,000	11,623,519	6,582,218

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METROPOLITAN SERVICE DISTRICT
FY82 INTERSTATE TRANSFER PROGRAM
OBLIGATIONAL AUTHORITIES
WASHINGTON COUNTY PROJECTS

FY82 PROJECT ALLOCATIONS				COST UNDERRUN RESERVES			REVISED FY82 PROJ		FY 82		FY 83		POST 83	
ORIGINAL	04-Aug-82	14-Sep-82	REVISED	REGION	CITY		\$10.0M SUPP	WITH SUPP	BACKUP	PROGRAM	PROGRAM			
1	2	3	4	5	6	7	8	9	10	11	12			

**65 NW 185TH-WALKER ROAD TO SUNSET HIGHWAY-PHASE I														
20,800	4,266	0	25,066	0	0	0	0	25,066	0	0	0			
**66 NW 185TH-WALKER ROAD TO SUNSET HIGHWAY-PHASE I														
1,615,000	-301,275	0	1,313,725	0	301,275	0	0	1,313,725	0	0	0			
**67 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217														
3,200	38,620	0	41,820	0	0	0	0	41,820	0	0	0			
**68 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217														
460,700	45,645	0	506,345	0	0	0	0	506,345	0	0	0			
**69 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217														
0	0	0	0	0	0	0	0	0	0	1,038,700	0			
**70 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217														
1,285,000	-427,505	-38,742	818,753	0	466,247	0	0	818,753	0	0	0			
**71 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I														
0	0	0	0	0	0	0	1,360,000	1,360,000	0	0	0			
**72 HALL BLVD(AT HWY217)-LEFT TURN REFUGE FOR SB ON RAMP														
29,000	-284	0	28,716	0	284	0	0	28,716	0	0	0			
**73 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE														
571,000	0	0	571,000	0	0	0	0	571,000	0	3,600,000	6,800,000			
**74 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY														
28,000	0	0	28,000	0	0	0	0	28,000	0	0	0			
**75 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY														
178,500	-120,479	6,110	64,131	0	0	0	224,869	289,000	0	2,000,000	0			
**76 BEAVERTON HILLSDALE HWY SIGNAL INTERIE-LOMBARD TO SW 91ST AVE														
93,000	0	-16,363	76,637	0	12,363	0	0	76,637	0	0	0			
**77 TUALATIN VALLEY HIGHWAY(OR8) @ 185TH STREET														
34,000	0	-690	33,310	0	0	0	0	33,310	0	1,145,300	0			
**78 HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION-#2														
13,900	31,948	0	45,848	0	0	0	0	45,848	0	0	0			
**79 HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION-#2														
1,130,000	-201,291	0	928,709	0	201,291	0	0	928,709	0	0	0			
**80 FARMINGTON RD CORRIDOR(OR208) TSM-185TH AVE TO LOEBARD AVE														
4,100	0	-20	4,080	0	0	0	0	4,080	450,000	0	0			
**81 HALL BLVD CORRIDOR TSM-TV HWY TO SCHOLLS FERRY RD														
1,400	0	-1,400	0	0	0	0	0	0	0	0	0			

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METROPOLITAN SERVICE DISTRICT
FY82 INTERSTATE TRANSFER PROGRAM
OBLIGATIONAL AUTHORITIES
WASHINGTON COUNTY PROJECTS
(CONTINUED)

*****FY82 PROJECT ALLOCATIONS*****				*****COST UNDERRUN RESERVES*****			*****REVISED FY82 PROGRAM*****		*****FY 82*****		*****FY 83*****		*****POST 83*****	
ORIGINAL	04-Aug-82	14-Sep-82	REVISED	REGION	CITY		410.0M SUPP	WITH SUPP	BACKUP	PROGRAM	PROGRAM			
1	2	3	4	5	6	7	8	9	10	11	12			

**B2 CORNELL ROAD PHASE II-ECL TO CORNELIUS PASS ROAD														
70,000	0	0	70,000	0	0	0	108,500	178,500	0	200,000	808,500			
**B3 MURRAY BLVD-JENKINS ROAD TO SUNSET HIGHWAY														
75,000	0	0	75,000	0	0	0	0	75,000	150,000	0	1,931,086			
**B4 WESTSIDE ARTERIALS														
0	0	0	0	0	0	0	150,000	150,000	100,000	250,000	0			
SUBTOTAL WASHINGTON COUNTY PROJECTS														
5,612,600	-930,355	-51,105	4,631,140	0	981,460	0	1,843,369	6,474,509	700,000	8,234,000	9,539,586			

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METROPOLITAN SERVICE DISTRICT
FY82 INTERSTATE TRANSFER PROGRAM
OBLIGATIONAL AUTHORITIES
REGIONAL RESERVE

FY82 PROJECT ALLOCATIONS				COST UNDERRUN RESERVES			REVISED FY82 PROGRAM		FY 82		FY 83		POST 83	
ORIGINAL	04-Aug-82	14-Sep-82	REVISED	REGION	CITY		\$10.0M SUPP	WITH SUPP	BACKUP	PROGRAM	PROGRAM			
1	2	3	4	5	6	7	8	9	10	11	12			

F85 REGIONAL RESERVE														
0	0	0	0	0	0	0	0	716,246	716,246	0	0	0	0	0
SUBTOTAL REGIONAL RESERVE														
0	0	0	0	0	0	0	0	716,246	716,246	0	0	0	0	0
GRAND TOTAL														
45,500,000	-1,439,028	1,439,028	45,500,000	0	0	0	10,000,000	55,500,000	3,092,000	30,928,014	58,059,912			

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING)	RESOLUTION NO.
FY 82 PROJECT PRIORITIES USING)	
SUPPLEMENTAL INTERSTATE TRANSFER)	Introduced by the Joint
FUNDS)	Policy Advisory Committee
)	on Transportation

WHEREAS, Resolution No. 82-304 established FY 82 project priorities under the Interstate Transfer Program; and

WHEREAS, This action also established a series of back-up projects to utilize funds arising from any cost underruns; and

WHEREAS, The actual funds needed to implement the back-up projects are subject to final costs incurred on the FY 82 program; and

WHEREAS, \$10.0 million of supplemental Interstate Transfer funds for FY 82 was appropriated by Congress for this region; and

WHEREAS, The Transportation Improvement Program (TIP) Subcommittee has developed a list of projects to utilize the supplemental funds; now, therefore,

BE IT RESOLVED,

1. That the Metro Council adopts the priority array and amounts as shown in Attachment "A."

2. That cost underruns arising from City of Portland projects are to be used for cost overruns on City of Portland projects.

3. That funds available from cost underruns on non-City of Portland projects and the reserve of \$716,246 are to be used in the following priority:

a. to fulfill previously adopted FY 82 project commitments;

b. to cover cost overruns on FY 82 projects and on FY 82 supplemental projects, within 10 percent of the approved project allocation; overruns in excess of this 10 percent requirement require TIP Subcommittee approval.

c. to be used for back-up projects listed in Attachment "B" upon final allocation by the TIP Subcommittee on November 30, 1982.

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

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

BP/srb
6822B/318
09/23/82

ATTACHMENT "A"

FY 1982 Supplemental Projects

Yeon Avenue	ROW	\$1,065,665
242nd	CONST	396,000
257th	PE	50,000
221st Avenue Ext.	ROW	348,000
OC Bypass	CONST PH II	3,437,441
Sunnyside Road	CONST	654,000
82nd Drive	PE	30,000
Railroad/Harmony	PE	113,000
Cornell I	ROW	224,869
Murray Blvd.	PE	150,000
Cornell II	PE	108,500
Barnes Road	CONST	1,360,000
23rd/Burnside	PE	58,197
Columbia Blvd.	CONST	100,000
Burnside/90th/94th	PE	3,400
Front Avenue	CONST	548,052
B-H Hwy. TSM	ROW	515,000
NW 24th/25th DVTR's	PE	10,000
NW 21st/22nd	PE	105,000
NW Transp. Study	PE	6,630
		<u>\$9,283,754</u>
Regional Reserve		<u>716,246</u>
		\$10,000,000

BP/srb
6822B/318
09/23/82

ATTACHMENT "B"

FY 1982 Supplemental Back-up Projects

Sandy Blvd. TSM	CONST	\$ 533,000
Burnside-Stark/221st	CONST	1,200,000
Glad/Milw. TSM	MISC	25,000
Thiessen/Jennings	ROW	69,000
Farmington Corridor	CONST	450,000
W/S Arterials	PE	250,000
Arterial 3R	PE	30,000
Columbia Blvd. Frontage	PE	110,000
Vermont Corridor	PE	131,000
Marquam Ramps	PE	92,000
Barbur/Terwilliger	PE	202,000
		<u>\$3,092,000</u>

BP/srb
6822B/318
09/23/82

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

APPROVAL OF RESOLUTION NO. _____ FOR THE PURPOSE
OF AMENDING THE FY 1983 UNIFIED WORK PROGRAM

Date: _____, 1982 Presented by: Andy Cotugno
Richard Brandman

FACTUAL BACKGROUND AND ANALYSIS

The FY 1983 Unified Work Program (UWP) must be modified to delete the Regional Demand Management Program element and add an Air Quality Program element.

The elements of the Regional Demand Management Program were subject to the approval of the EPA because its funding source was carryover from an EPA grant. The major element of the work program, a demand management handbook, was not approved by EPA because they did not feel that the air quality benefits which would result from it were sufficient. A smaller element to monitor progress toward attainment of the carbon monoxide and ozone standards was approved.

Metro has proposed a new work element to substitute for the demand management program which was approved by EPA. It is:

A Diesel Exhaust Study. It is known that a diesel automobile's particulate emissions are 20 to 40 times higher than most automobiles which operate with internal combustion engines. This study will examine the impacts resulting from the increased number of diesel automobiles operating in the region and address issues such as health effects, potential violations of particulate standards, visibility, and odor. In conjunction, a task force composed of business, community, environmental and government leaders will be formed to examine impacts and recommend measures which would mitigate them. The budget for this study is \$31,879.

In addition, the City of Portland is proposing to undertake two new work program elements using carryover from their land use/air quality study. They are:

1. To conduct an Employer Parking Subsidy Program. This program would examine the extent to which free parking is offered to downtown employees and determine methods to discourage this practice. The budget is \$5,000.

2. To conduct a downtown Carpool Parking Management Program. This program is intended to increase participation in the existing downtown Parking Permit Program which entitles qualified carpools to park at any of Portland's six-hour parking meters at a reduced rate. The budget for this study is \$7,000.

Grant revenues to Metro will be increased by \$7,000 to cover the cost of the additional work element. The Metro budget will be adjusted accordingly.

TPAC has reviewed this matter and recommends adoption of the Resolution.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of the Resolution to amend the UWP.

COMMITTEE CONSIDERATION AND RECOMMENDATION

AC/RB/srb
5357B/107
10/01/82

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE
FY 83 UNIFIED WORK PROGRAM

)
)
)
)
)

RESOLUTION NO.

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 UWP must be revised to accurately
reflect revised work program elements and actual funding
availability; now, therefore,

BE IT RESOLVED,

1. That the Metro Council hereby approves the amendments
to the FY 83 as shown in Exhibit "A."

2. That staff is directed to submit this Resolution with
its exhibit and necessary grant amendments to the Intermodal
Planning Group for approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

AC/srb
5357B/107
09/24/82

EXHIBIT "A"

Regional Air Quality Program

Program Objectives:

1. In cooperation with DEQ, monitor progress toward attainment of the CO and ozone standards.
2. Conduct a diesel particulate exhaust study to determine impacts of increased use of diesel automobiles in the Portland metropolitan area.
3. Conduct an Employer Parking Subsidy Study to examine the extent to which free parking is offered to downtown Portland employees, its effect on the Downtown Parking Program, and to prepare recommendations.
4. Conduct a Carpool Parking Management Program to increase participation in the downtown Portland carpool Parking Permit Program.

Expenses

Metro

.7 FTE	\$26,879
Materials & Services	5,000
DEQ	4,000
	<u>\$35,879</u>

Portland

\$12,000

\$47,879

Revenues

OR-19-0004	\$28,879
OR-19-0005	<u>19,000</u>
	<u>\$47,879</u>

5357B/107
10/01/82

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. _____ FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION POLICY
ALTERNATIVES COMMITTEE (TPAC) BYLAWS

Date: October 11, 1982

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

The Transportation Policy Alternatives Committee (TPAC) Bylaws were adopted by the Metro Council to define roles, responsibilities and membership of the Committee. Included in the Bylaws was a provision for five citizen members to be nominated by the Metro "Transportation Committee" and confirmed by the Metro Council. The Council would like to increase the number of citizen members to six to provide broader community input into transportation decisions. In addition, a housecleaning amendment is needed to delete references to the now defunct "Transportation Committee" and substitute the Council "Regional Development Committee."

The citizen members to fill the six positions are as follows:

Leeanne MacColl
Greg Kantor
Dave Dobak

George Starr
Lawrence Griffith
Alicia Diaz Lund

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the Resolution to amend the TPAC Bylaws.

COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Development Committee recommended adoption and requested that the Joint Policy Alternatives Committee on Transportation be consulted.

AC/gl
6979B/318
10/13/82

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO.
TRANSPORTATION POLICY ALTERNATIVES)	
COMMITTEE (TPAC) BY-LAWS)	Introduced by the Regional
)	Development Committee

WHEREAS, The By-Laws of the Transportation Policy Alternatives Committee (TPAC), dated March 7, 1980, provide for appointment of five citizen members to be nominated by the Metro Transportation Committee; and

WHEREAS, There is a desire for broader community membership and the need to delete references to the now defunct Transportation Committee; now, therefore,

BE IT RESOLVED,

That the Metro Council amends the TPAC By-Laws as shown in Attachment "A."

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

AC/gl
6979B/318
10/13/82

REVISED 10/28/82

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

BY-LAWS

ARTICLE I

This Committee shall be known as the TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC).

ARTICLE II

PURPOSES

The Transportation Policy Alternatives Committee coordinates and guides the regional transportation planning program in accordance with the policy of the Metro Council.

The responsibilities of TPAC with respect to transportation planning are:

- a. Review the Unified Work Program (UWP) and Prospectus for transportation planning.
- b. Monitor and provide advice concerning the transportation planning process to ensure adequate consideration of regional values such as land use, economic development, and other social, economic and environmental factors in plan development.
- c. Advise on the development of the Regional Transportation Plan and Transportation Improvement Program.
- d. Review projects and plans affecting regional transportation.
- e. Advise on the compliance of the regional transportation planning process with all applicable federal requirements for maintaining certification.
- f. Develop alternative transportation policies for consideration by JPACT and the Metro Council.
- g. Review local comprehensive plans for their transportation impacts and consistency with the Regional Transportation Plan.
- h. Recommend needs and opportunities for involving citizens in transportation matters.

The responsibilities of TPAC with respect to air quality planning are:

a. Review and recommend project funding for controlling mobile sources of particulates, CO, HC and NOx.

b. Review the analysis of travel, social, economic and environmental impacts of proposed transportation control measures.

c. Review and provide advice (critique) on the proposed plan for meeting particulate standards as they relate to mobile sources.

ARTICLE III

MEMBERSHIP, VOTING, MEETINGS

Section 1. Membership

a. The Committee will be made up of representatives from local jurisdictions, implementing agencies and citizens as follows:

City of Portland	1
City of Vancouver	1
Clackamas County	1
Clark County	1
Multnomah County	1
Washington County	1
Clackamas County Cities	1
Multnomah County Cities	1
Washington County Cities	1
Oregon Department of Transportation	1
Washington State Department of Transportation	1
Regional Planning Council of Clark County	1
Port of Portland	1
Tri-Met	1
Department of Environmental Quality	1
Citizens	6

In addition, the Federal Highway Administration, Federal Aviation Administration (FAA), Urban Mass Transportation Administration (UMTA), and Washington Department of Environmental Quality may appoint an associate member without a vote. Additional associate members without vote may serve on the Committee at the pleasure of the Committee.

b. Each member shall serve until removed by the appointing agency. Citizen members shall serve for two years and can be reappointed.

c. Alternates may be appointed to serve in the absence of the regular member. Citizen members shall not have alternates.

d. Unexcused absence from regularly scheduled meetings for three (3) consecutive months shall require the Chairperson to notify the appointing agency with a request for remedial action.

Section II. Appointment of Members and Alternates

a. Representatives (and alternates if desired) of the Counties, the City of Portland and implementing agency shall be appointed by the presiding executive of their jurisdiction/agency.

b. Representatives (and alternates if desired) of Cities within a County shall be appointed by means of a consensus of the Mayors of those Cities. It shall be the responsibility of the representative to coordinate with the Cities within his/her County.

c. Citizen representatives nominated by the Regional Development Committee of the Metro Council, confirmed by the Metro Council, and appointed by the Presiding Officer of the Metro Council.

Section 3. Voting Privileges

a. Each member or alternate of the Committee, except associate members, shall be entitled to one (1) vote on all issues presented at regular and special meetings at which the member or alternate is present.

b. The Chairperson shall have no vote.

Section 4. Meetings

a. Regular meetings of the Committee shall be held each month at a time and place established by the Chairperson.

b. Special meetings may be called by the Chairperson or a majority of the Committee members.

Section 5. Conduct of Meetings

a. A majority of the voting members (or designated alternates) shall constitute a quorum for the conduct of business. The act of a majority of the members (or designated alternates) present at meetings at which a quorum is present shall be the act of the Committee.

b. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.

c. The Committee may establish other rules of procedure as deemed necessary for the conduct of business.

d. An opportunity will be provided at each meeting for citizen comment on agenda and non-agenda items.

ARTICLE IV

OFFICERS AND DUTIES

Section 1. Officers

The permanent Chairperson of the Committee shall be the Metro Transportation Director.

Section 2. Duties

The Chairperson shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the Committee's business.

Section 4. Administrative Support

a. Metro shall supply staff, as necessary, to record actions of the Committee and to handle Committee correspondence and public information concerning meeting times and places.

ARTICLE V

SUBCOMMITTEES

Four (4) permanent subcommittees of the Committee are established to oversee the major functional areas in the transportation planning process where specific products are required. These are:

1. Interagency Coordinating Committee (ICC) -- to guide systems analysis and subarea studies with regard to how these planning activities affect the major corridors and the Regional Transportation Plan; and
2. Transportation Improvement Program Subcommittee (TIP) -- to develop and update the five-year TIP, including the Annual Element; and
3. Rideshare.
4. Bi-State Technical Subcommittee -- will provide advice to TPAC on North Corridor issues; serve as the technical group for the Bi-State Policy Advisory Committee.

Working groups may be established by the Chairperson as necessary upon request of the Committee. Membership composition shall be determined according to mission and need. All such committees shall report to the Transportation Policy Alternatives Committee.

ARTICLE VI

REPORTING PROCEDURES

The Committee shall make its reports and findings and recommendations to the Joint Policy Advisory Committee on Transportation (JPACT). The Committee shall develop and adopt procedures which adequately notify affected jurisdictions on matters before the Committee.

ARTICLE VII

AMENDMENTS

These By-laws may be amended or repealed only by the Metropolitan Service District Council.

CWO/srb
6024A/79

COMMITTEE MEETING TITLE

JPACT

DATE

10-14-82 - 7:30 a.m.

NAME

AFFILIATION

M- ED FERGUSON

WSDOT

S- A Cotugno

Metro

M- LARRY COLE

CITIES OF WASHINGTON COUNTY

M- Corky Kirkpatrick

Metro

S- Peg Henwood

metro

M- Robin Lundquist

Gladstone

M- ~~Bob Dumas~~

Clackamas Co.

G- Ted Spence

ODOT

M- Bill Young

DEP

M- Bob Ballman

ODOT

M- Charlie Williamson

Metro

M- JOHN FREWING

TRI-MET

M- Mark Ramsey

Metro

G- Gil Mallory

G- Ed Hardt

G- Steve Datterer

G- Bob Rucker

G- Paul Bay

G- Sara Salazar

S- Karen Shackleton

S- Keith Lawton

S- Peg Henwood

S- Bill Pettis

COMMITTEE MEETING TITLE SPACT

DATE 10-14-82-7:30 am

NAME

AFFILIATION

G-Byron York

Tri-Met

G-John Price

FHWA

G-Winston Kurth

Clackamas County

G-Bob Prowda

Tri-Met