

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING)	RESOLUTION NO. 88-860
THE REGION'S PRIORITY HIGHWAY)	
PROJECT IMPROVEMENTS FOR INCLUSION)	Introduced by the Joint
IN THE 1989-1994 OREGON DEPARTMENT)	Policy Advisory Committee
OF TRANSPORTATION SIX-YEAR HIGHWAY)	on Transportation
PROGRAM)	

WHEREAS, The Joint Policy Advisory Committee on Transportation has established a preliminary 10-year transportation program of priorities and strategies; and

WHEREAS, The program sets the agenda for transportation improvements throughout the next decade; and

WHEREAS, Many of the identified improvements are required on facilities owned by the State of Oregon; and

WHEREAS, The improvements programmed on the State Highway System must be included in the Oregon Department of Transportation Six-Year Highway Improvement Program; and

WHEREAS, The Six-Year Program is currently being updated to encompass projects to be scheduled in the period 1989-1994; and

WHEREAS, The Transportation Improvement Program Subcommittee and the Transportation Policy Alternatives Committee have developed a consensus as to the region's priorities for projects to be included in the current Oregon Department of Transportation Six-Year Program Update; now, therefore,

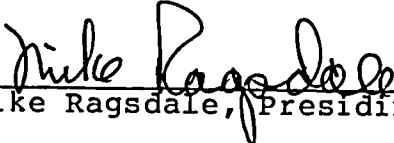
BE IT RESOLVED,

1. That the Council of the Metropolitan Service District adopts the highway improvements contained in Exhibit A as the region's priorities for inclusion in the 1989-1994 Oregon Department of Transportation Six-Year Program.

2. That staff be directed to forward these priorities in testimony during the appropriate hearings on the Six-Year Program Update by the Oregon Transportation Commission.

3. That this action is consistent with the Regional Transportation Plan.

ADOPTED by the Council of the Metropolitan Service District
this 25th day of February, 1988.



Mike Ragsdale, Presiding Officer

AC/sm
8888C/531
02/11/88

EXHIBIT A

HIGHWAY PROJECT PRIORITIES FOR INCLUSION IN
1989-1994 ODOT SIX-YEAR PROGRAM

	<u>Project Limits</u>	<u>Recommendation</u>	<u>Cost</u>
A. <u>Interstate Projects</u>			
I-5	Greeley - N. Banfield Ph. 1	Construction	\$6.0 m.
I-5	Western Bypass/I-205 Int.	PE/ROW	12.0
I-205	Highway 224 Interchange	PE/ROW	6.0
I-5	Highway 217 Interchange	Construction	12.5
I-5	Greeley - N. Banfield Ph. 2	Construction	27.9
I-5	Greeley - N. Banfield Ph. 3	PE/ROW	3.0
I-5	Greeley - N. Banfield Ph. 4	PE/ROW	5.5
I-205	Sunnybrook Interchange	Construction	6.6
I-5	Barbur/49th/Taylor's Ferry Int.	PE/EIS	1.0
I-405	W. Marquam - Fremont Bridge	PE	4.0
I-5	Stafford Road Interchange	Construction	10.0 (5.2 prog.)
I-84	181st - Troutdale	Construction	70.0 (55.0 prog.)
B. <u>Access Oregon Projects</u>			
W. Bypass	Phase 1 (I-5 to Highway 99W)	PE/ROW	8.0
U.S. 26	Zoo - Sylvan Road Phase 1	Construction	11.5 (5.4 prog.)
	(including Zoo ramp Ph. 2)		
U.S. 26	Canyon - Cornell	Construction	19.2
U.S. 26	Sylvan - Canyon Phase 2	Construction	11.3
I-84/ U.S. 26	Connection	PE/ROW	12.0
Hwy. 224	McLoughlin - 37th/Edison	Construction	5.0
Hwy. 224	37th/Edison - Webster Phase 1	Construction	0.5
Hwy. 224 Ext.	Lawnfield - 135th	PE/ROW	11.0
W. Bypass	(Boones Ferry Rd.) Bypass - I-5 Phase 1	Construction	1.9
U.S. 26	158th/Cornell Interchange	Construction	13.6 (12.4 prog.)
Hwy. 99W	at Six Corners	Construction	4.0
Hwy. 212	Chitwood - Royer (Damascus)	PE/ROW	3.5
Hwy. 224	37th/Edison - Webster Phase 2	PE	0.4
Hwy. 224	Webster - Johnson	PE	0.4
W. Bypass	Phase 2 (Highway 99W - Sunset)	PE	3.0
U.S. 26	185th Avenue Interchange	Construction	11.0

EXHIBIT A
(continued)

		<u>Project Limits</u>	<u>Recommendation</u>	<u>Cost</u>
C. <u>Other State Fund Projects</u>				
U.S. 26	Zoo - Sylvan Phase I		Construction	11.5 (5.4 prog.)
	(including Zoo ramp Ph. 2)			
U.S. 26 Barbur Blvd.	Canyon - Cornell		Construction	19.2
Powell Blvd.	S.W. Third - S.W. 49th (TSM)		Construction	1.3
U.S. 26 Farmington Road	I-205 - 181st Phase 1 (TSM)		Construction	7-10.0
	Sylvan - Canyon Phase 2		Construction	11.3
	Murray - 185th		Construction	5.0 (3.45 local)
Hwy. 43 OR 213	Willamette Falls Dr. - Laurel		Construction	1.0
	C.C.C. - Leland		Construction	3.2
Hwy. 217	Sunset - Scholls Ferry Rd. (RM)		Construction	0.7
Hwy. 217	Sunset - Hall Phase 1		PE/ROW	1.2
Hwy. 217	Hall Boulevard - Hall O'xing		PE/ROW	1.1
U.S. 26	158th/Cornell Interchange		Construction	13.6 (12.4 prog.)
Hwy. 99W	Highway 217 to Main		PE/ROW	1.5
Hwy. 99W	Highway 217 Interchange		PE/ROW	4.7
Hwy. 217	Greenburg O'xing		PE/ROW	0.5
B.H. Hwy.	Scholls Ferry - Hwy. 217 (TSM)		Construction	1.7
B.H. Hwy.	Scholls/Oleson Interchange		Construction	1.0 (0.33 prog.)
Barbur Blvd.	Hamilton - Terwilliger		PE/ROW	1.3
T.V. Hwy.	Highway 217 - Murray		PE	2.0
T.V. Hwy.	Murray - 21st Phase 1 (TSM)		PE	2.5
T.V. Hwy.	21st - Oak		Construction	0.7 (4.4 other \$)
Scholls Ferry	Hwy. 217 - Murray		Construction	7.4 (1.77 local)
Macadam Avenue	at Taylors Ferry		PE/ROW	0.4
Macadam Avenue	Taylors Ferry - Bancroft (TSM)		PE	1.0
Farmington Road	185th - 209th		PE/ROW	1.0
Union/ Grand	Viaduct Replacement		Construction	11.0 (HBR)
U.S. 30	N. Columbia - Lombard via 60th		Construction	2.2
U.S. 26	185th Avenue Interchange		Construction	11.0
Graham Rd.	Structure Widening		Construction	2.8

EXHIBIT A
(continued)

D. State Operations Fund

That the state establish, on a regional basis, an operations fund to be used for intersections and other small scale operations improvements.

E. Freeway Management Techniques

That ODOT initiate and implement over time the freeway management techniques, including ramp metering, identified in the November 1987 Freeway Congestion Management Report prepared by ODOT Region I.

8888C/531

TABLE 1

INTERSTATE PROJECT PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>	
<u>High</u>						
I-5	Greeley - N. Banfield Phase I	Ramp mods; new local street	19	Construction	---	\$ 6.0 m.
I-5	Western Bypass/I-205 Interchange	Construction	19	PE/ROW	Insufficient time available to construct in six-year period.	12.0
I-205	Highway 224 Interchange	Reconstruction	19	PE/ROW	Insufficient time available to construct in six-year period.	6.0
I-5	Highway 217 Interchange	Reconstruction	18	Construction	---	12.5
I-5	Greeley - N. Banfield Phase II	Widen to 6 lanes	18	Construction	---	27.9
I-5	Greeley - N. Banfield Phase III	Braided ramps	18	PE/ROW	Construction of Phases 1 and 2 will allow lengthening of schedule.	3.0
I-5	Greeley - No. Banfield Phase IV	SB frontage road	18	PE/ROW	Construction of Phases 1 and 2 will allow lengthening of schedule.	5.5
I-205	Sunnybrook Interchange	Construction of split diamond	17	Construction	---	6.6
I-5	Barbur/49th/Taylor's Ferry Int.	To be determined	17	PE/EIS	Project has yet to be defined.	1.0
I-405	W. Marquam - Fremont Bridge	To be determined	16	PE	Project has yet to be defined.	4.0
I-5	Stafford Road Interchange	Widening	15	Construction	Required for Phase I of W. Bypass.	10.0 (5.2 funded)
I-84	181st - Troutdale	Widen to 6 lanes; new ints. at 207th and 238th	10	Construction	Accelerate priority due to U.S. 26 Connector priority.	70.0 (55.0 funded)
<u>Medium</u>						
I-5	Multnomah - Terwilliger	NB weave and merge	16	---		
I-205	Airport Way - Sunnyside	Ramp metering	16	---		
I-5	Hood Avenue - Terwilliger	SB Climbing Lane	15	---		
<u>Low</u>						
I-205	Gladstone Interchange	Widening	13	---		
I-5	Lower Boones Ferry Interchange	Widening	12	---		
I-205	Highway 43 Interchange	Widening	11	---		
I-5	Wilsonville Interchange	Reconstruction	10	---		
I-5	Charbonneau Interchange	Widening	8	---		

TABLE 2

ACCESS OREGON PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>	
<u>High</u>						
W. Bypass	Phase I (I-5 to Highway 99W)	Construct 4-lane facility	21	PE/ROW	Insufficient time to go to construction in six-year period.	\$8.0 m.
U.S. 26	Zoo - Sylvan Road Phase I (including Zoo ramp II)	Complete WB Climbing Lane	20	Construction	---	11.5 (5.4 prog.)
U.S. 26	Canyon - Cornell	Widen to 6 lanes	20	Construction	---	19.2
U.S. 26	Sylvan - Canyon Phase 2	Widen; construct CD roads	19	Construction	---	11.3
I-84/ U.S.26	Connection	Construct 4-lane facility	19	PE/ROW	Insufficient time to go to construction in six-year period.	12.0
Hwy. 224	McLoughlin - 37th/Edison	Widen to 6 lanes	18	Construction	---	5.0
Hwy. 224	37th/Edison - Webster Phase I	Reconfigure, signal intertie	12	Construction	Required for previous project.	0.5
Hwy. 224	Extension (Lawnfield - 135th)	Construct 4-lane facility	18	PE/ROW	Insufficient time to go to construct in six-year period.	
W. Bypass	(Boones Ferry Rd.) Bypass - I-5/Stafford Phase I	Widen to 3 lanes	17	Construction	Connected to I-5/Stafford and Bypass Phase I.	1.9
U.S. 26	158th/Cornell Interchange	Reconstruct interchange	17	Construction	---	13.6 (12.4 prog.)
Hwy. 99W	at Six Corners	Reconfigure interchange	17	Construction	Connected to Tualatin/Sherwood/Edy Road project.	4.0
Hwy. 212	Chitwood - Royer (Damascus)	Widen or couplet	14	PE/ROW	Insufficient time to go to construct in six-year period.	3.5
Hwy. 224	37th/Edison - Webster Phase 2	Widen to 6 lanes	12	PE	Moved up to allow all Hwy. 224 PE to proceed at same time.	0.4
Hwy. 224	Webster - Johnson	Widen to 6 lanes	11	PE	(See previous project)	0.4
W. Bypass	Bypass Phase 2 (Highway 99W - Sunset)	Construct 4-lane facility		PE	Added due to need to define in conjunction with Phase 1 and 216th/219th segment; construction is subject to meeting land use requirements.	3.0
Hwy. 26	185th	Reconstruct	15	Construction	Connected to 185th widening.	11.0

Medium

- NONE -

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
		<u>Low</u>			
Hwy. 212	Rock Creek Junction - Chitwood	11	Widen to 4 lanes		
Hwy. 212	Lani Lane - U.S. 26 Phase I	11	Widen to 2 lanes		
Hwy. 212	Lani Lane - U.S. 26 Phase II	11	Widen to 4 lanes		
Hwy. 212	School Rd. - Lani Ln. (Boring)	9	Widen or couplet		
Hwy. 212	Royer - 242nd	8	Widen to 4 lanes		
Hwy. 212	242nd - School Road	8	Widen to 4 lanes		
U.S. 26	Helvetia Int. Phase 2	8	All capacity at interchange		
U.S. 26	Jackson Interchange	7	Construct interchange		
Hwy. 212	at U.S. 26	7	Improve interchange		

8889C/523C
02/01/88

TABLE 3

OTHER STATE FUNDING SOURCE PRIORITIES

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
		<u>High</u>			
U.S. 26	Zoo - Sylvan Phase I (including Zoo ramp II)	20	Construction		\$11.5 m. (5.4 prog.)
U.S. 26	Canyon - Cornell	20	Construction		19.2
Barbur Blvd.	S.W. Third - S.W. 49th	20	Construction		1.3
Powell Blvd.	I-205 - 181st Phase 1	20	Construction		7-10
U.S. 26	Sylvan - Canyon Phase 2	19	Construction		11.3
Farmington Road	Murray - 185th	19	Construction	Local \$ committed (\$3.45 m.).	5.0
Hwy. 43	Willamette Falls Dr. - Laurel	19	Construction		1.0
OR 213	C.C.C. - Leland	19	Construction		3.2
Hwy. 217	Sunset - Scholls Ferry Road	18	Construction		0.7
Hwy. 217	Sunset - Hall Phase I	18	PE/ROW		1.2
Hwy. 217	Hall Boulevard - Hall O'xing	18	PE/ROW		1.1
U.S. 26	158th/Cornell Interchange	17	Construction		13.6 (12.4 prog.)
Hwy. 99W	Highway 217 to Main	19	PE/ROW		1.5
Hwy. 99W	Hwy. 217 Interchange	17	PE/ROW		4.7
Hwy. 217	Greenburg O'xing	17	PE/ROW		0.5
B.H. Hwy.	Scholls Ferry - Highway 217	17	Construction		1.7
B.H. Hwy.	Scholls/Oleson Interchange	17	Construction		1.0 (0.33 prog.)
Barbur Blvd.	Hamilton - Terwilliger	17	PE/ROW		1.3
T.V. Hwy.	Highway 217 - Murray	17	PE		2.0
T.V. Hwy.	Murray - 21st Phase I	17	PE		2.5
T.V. Hwy.	21st - Oak	17	Construction	(e) (4) and local \$ committed (\$4.4 m.)	0.7
Scholls Ferry	Hwy. 217 - Murray (incl. WB lane; FC Br. & 135th Ph. I)	16	Construction	Local \$ committed (\$1.77 m.).	7.4 (1.77 prog.)
Macadam Ave.	at Taylors Ferry	17	PE/ROW	Project needs to be defined.	0.4
Macadam Ave.	Taylors Ferry - Bancroft	17	PE	Project needs to be defined.	1.0
Farmington Road	185th - 209th	15	PE/ROW	Connected to Murray - 181st project	1.0

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
<u>High - continued</u>					
McLoughlin Blvd.	Union/Grand Viaduct	Replacement	11	Construction	Necessary for adjacent McLoughlin improvements. \$11.0 m. (HBR)
U.S. 30	N. Columbia - Lombard at 60th	Reconfigure	11	Construction	Last piece of corridor truck-route program. 2.2
U.S. 26	185th Interchange	Reconstruct	15	Construction	Connected to 185th widening. 11.0
Graham Rd.	Col. S. Highway - I-84	Widen structure	11	Construction	Connected to I-84 widening and 257th project. 2.8
<u>Medium</u>					
Hwy. 99W	Main - Tualatin Road	TSM	15		
Scholls Ferry	Highway 217 - Hall	Widen	15		
Hall Blvd.	Scholls Ferry - Durham Phase I	TSM	15		
McLoughlin Blvd.	Hanson - River Road	Widen to 5 lanes	15		
Barbur Blvd.	at Hamilton Interchange	Reconfigure	14		
Sandy Blvd.	at 12th/Burnside Interchange	Reconfigure	14		
B.H. Hwy.	at Capital/Bertha	Reconfigure	14		
Oregon City Bypass	at Beaver Creek Road	Construct interchange	14		
Durham Road	Hall - 72nd	Widen to 3 lanes	13		
<u>Low</u>					
Hwy. 43	at Terwilliger Extension	Intersection TSM	12		
Boones Ferry Rd.	Tualatin River Bridge Bypass	Widen to 3-4 lanes	12		
McLoughlin	at Arlington	Intersection	11		

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
<u>Low - continued</u>					
Scholls Ferry	at Old Scholls/135th Phase II		Reconfigure	14	Need lessened by Phase I.
Hwy. 217	Hall - Hall O'xing		Widen to 6 lanes	16	Need lessened by Phase I.
Hwy. 99W	I-5 to Highway 217		Widen to 7 lanes	21	Deferred until after Ph. I Bypass opens.
T.V. Hwy.	Murray to 21st Phase II		Widen to 6-7 lanes	17	Deferred until Ph. I completed, Farmington and Baseline improved.
Boones Ferry Rd.	I-5 to Tualatin River		Widen to 3 lanes	11	
Boones Ferry Rd.	at Tualatin River		Widen to 3 lanes	11	
Boones Ferry Rd.	W. Bypass - I-5/Stafford Ph. II		Widen to 5 lanes	13	Need lessened by Phase I.
Scholls Ferry Rd.	Murray - Beef Bend		Widen to 4-5 lanes	11	
Scholls Ferry Rd.	Beef Bend - Western Bypass		Widen to 4-5 lanes	12	Don't need until W. Bypass Phase II.
Farmington Road	209th - Western Bypass		Widen to 3 lanes	10	
Hall Blvd.	Scholls Ferry - Durham Phase II		Widen to 3 lanes	14	Need lessened by Phase I.
Barbur Blvd.	Front - Hamilton		Add SB lane	17	Deferred in favor of transit expansion.
Sandy Blvd.	99 - 121 (105 - 109)		TSM; interchange imp.	11	
Sandy Blvd.	121st - 181st		Widen to 5 lanes	9	
Sandy Blvd.	181st - 244th Phase I		TSM	10	
Sandy Blvd.	181st - 244th Phase II		Widen to 3 lanes	8	
McLoughlin Blvd.	Ross Island Br. - Harold Ph. 3B		Widen to 3 lanes	18	Deferred in favor of transit expansion.
McLoughlin Blvd.	Harold - Tacoma Phase IV		Widen to 3 lanes	19	Deferred in favor of transit expansion.
82nd Avenue	Division - Schiller		Widen	11	

<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>
<u>Low - continued</u>					
82nd Avenue	Killingsworth - Division		Widen		
82nd Avenue	Crystal Springs - Schiller		Widen		
Powell Blvd.	I-205 - 181st Phase II		Widen to 4-5 lanes		
U.S. 26	Helvetia Phase II Interchange		Widen interchange		
U.S. 26	Jackson Road		Construct interchange		
				Need lessened by Phase I.	

8889C/523
02/01/88

CONSIDERATION OF RESOLUTION NO. 88-860 FOR THE
PURPOSE OF ESTABLISHING THE REGION'S PRIORITY
HIGHWAY PROJECT IMPROVEMENTS FOR INCLUSION IN THE
1989-1994 ODOT SIX-YEAR HIGHWAY PROGRAM

Date: January 26, 1988

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would establish the region's priorities for needed highway improvements on the State Highway System to be included for funding in the 1989-1994 Oregon Department of Transportation (ODOT) Six-Year Highway Program.

The Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) have reviewed the proposed improvements and recommend approval of Resolution No. 88-860.

FACTUAL BACKGROUND AND ANALYSIS

To begin implementing the regional 10-year transportation program, priorities must be established to guide specific funding decisions, now and during the course of the 10-year period. A major source of funds for the improvements necessary on the State Highway System within the region is the ODOT Six-Year Program, which is currently being updated to provide funding for projects to be implemented during 1989-1994. The attached resolution identifies the region's highway project priorities for inclusion in the current update of the ODOT program.

The highway and transit improvements required to provide an adequate level of service on the region's transportation system have been identified as part of the RTP update process. Many of the improvements are projects needed on the State Highway System. Criteria were developed by the Joint Policy Advisory Committee on Transportation (JPACT) to evaluate these necessary improvements so that a set of regional priorities could be determined and forwarded in testimony before the OTC to be included in the current ODOT Six-Year Program update.

These criteria consisted of technical measures of current and 1998 congestion levels, vehicle hours of delay (current and 1998), accident rates, economic development factors, and overall cost/benefit in terms of expected year 2005 vehicle usage (see Attachment A). Point values were assigned for each criteria, and the

projects were ranked in each category of Six-Year Program funding: Interstate projects; Access Oregon (see below) projects; and other state-funded projects. Recommendations for inclusion in the Six-Year Program update were then made using a combination of the technical ratings and subjective factors such as timing and relationship to other projects (see Tables 1 through 3). Any of those projects recommended for PE/ROW in the "high priority" categories could be accelerated to construction if the process proceeds faster than anticipated at this time.

Access Oregon is a new category of project funding in the ODOT Six-Year Plan process. Beginning in 1990, the OTC plans to focus approximately \$150 million in new revenues on projects to modernize routes which significantly contribute to the economic health of the state while providing access to tourist destinations. As currently proposed by ODOT, the Access Oregon and Interstate routes cover all of the major radial corridors in this region (from I-84 to U.S. 26 east; McLoughlin Boulevard and the Sunrise Corridor; the Western Bypass and Highway 99W; I-5, I-84; and U.S. 30) except the Sunset Highway (U.S. 26 west). The Sunset Highway is the only major radial corridor that would not qualify for either Interstate funds or Access Oregon funds. It is strongly recommended that the Sunset Highway, obviously important from an economic standpoint as the access route to the growing employment base in Washington County and recreationally important as the major metropolitan area route to Tillamook (via Highway 6) and Seaside be included as either an Access Oregon route or a very high priority for funding from "other" state highway funds. To that end, Sunset Highway improvements have been included in both the Access Oregon priorities (Table 2) and the Other State Funded priorities (Table 3).

In addition to the specific project recommendations, two more generalized priorities were formulated in the process:

1. That the state should pursue the establishment of an "operations fund" for each region to be used for intersections and related operations-type improvements, especially in light of the reduction in HES funding levels; and
2. That the funding for management technique projects on the freeway system (ramp metering, incident management, etc.) should be pursued. These techniques are often inexpensive and can be a major factor in the more effective use of existing freeway capacity.

There was unanimous concurrence of the Transportation Improvement Program Subcommittee to forward the attached resolution to the Transportation Policy Alternatives Committee (TPAC) for approval.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 88-860.

ATTACHMENT A

I. JPACT CRITERIA

To implement the 10-year program, priorities must be established to guide specific funding decisions, now and during the course of the 10-year period. Criteria for setting these priorities will be as follows:

A. Criteria for Ranking Projects:

1. Improvements that correct severe existing traffic problems will have first priority.
 2. Improvements that correct traffic congestion problems anticipated in the next 10 years and improvements that correct access capacity deficiencies that constrain 10-year development areas will have next priority.
- B. In order to minimize costs, regional corridor improvements to be implemented will give priority consideration to actions to reduce costs through increased people-moving capacity obtained by transit, regional and corridor ride-share programs and low-cost management techniques such as ramp metering, signal improvements, access control and high-occupancy vehicle lanes.
- C. Large projects should be broken into manageable parts so that the most critical part is prioritized for construction.
- D. Consideration should be given to the region "reserving" a portion of available funds in order to be able to quickly respond to economic development opportunities.

II. TECHNICAL CRITERIA

A. 1985 v/c: Volume to capacity ratio (p.m. pk. hr./pk. direction)

- > .9 = High = 3 pts.
- .8 - .9 = Med. = 2 pts.
- < .8 = Low = 1 pt.

B. 1985 Accident Rate per vehicle mile (from 1985 ODOT Accident Rate Book)

- > 124% statewide median = High = 3 pts.
- 100% - 124% statewide median = Med. = 2 pts.
- < 100% statewide median = Low = 1 pt.

C. 1985 VHD = annual vehicle hours of delay

(time at assigned peak-hour volume) - (time at LOS "c" volume) x 3,300 x peak-hour volume

1. Intersections/Interchanges

- > 9 hours = High = 3 pts.
- 5 - 9 hours = Med. = 2 pts.
- < 5 hours = Low = 1 pt.

2. Interstate Projects

- > 74 hours = High = 3 pts.
- 25 - 74 hours = Med. = 2 pts.
- < 25 hours = Low = 1 pt.

3. Link Improvements

- > 15 hours = High = 3 pts.
- 7.5 - 15 hours = Med. = 2 pts.
- < 7.5 hours = Low = 1 pt.

D. 1998 v/c: Volume to capacity ratio (p.m. pk. hr./pk. direction)

- > .94 = High = 3 pts.
- .85 - .94 = Med. = 2 pts.
- < .85 = Low = 1 pt.

E. 1998 VHD = annual vehicle hours of delay

(time at assigned peak-hour volume) - (time at LOS "c" volume) x 3,300 x peak-hour volume

1. Intersections/Interchanges

- > 19 hours = High = 3 pts.
- 10 - 19 hours = Med. = 2 pts.
- < 10 hours = Low = 1 pt.

2. Interstate Projects

- > 149 hours = High = 3 pts.
- 50 - 149 hours = Med. = 2 pts.
- < 50 hours = Low = 1 pt.

3. Link Improvements

- > 29 hours = High = 3 pts.
- 15 - 29 hours = Med. = 2 pts.
- < 15 hours = Low = 1 pt.

F. 1998 v/c > .9 Into Development Area

Does the project improve 1998 access into an area with vacant developable acreage with a projected v/c greater than .9? (Yes/No)

G. Recent Development Occurred?

Using 1980-1987 Total Employment and recent commitments, is the area accessed by the project actively developing? (Yes/No)

Combined Rating for F. and G.

- Yes/Yes = High = 3 pts.
- Yes/No or No/Yes = Med. = 2 pts.
- No/No = Low = 1 pt.

H. Cost per 2005 VMT (or VT: Interchanges and intersections)

Estimated project cost ÷ 2005 Vehicles or Vehicle Miles of Travel

1. Intersections/Interchanges

- < \$.51/vehicle = High = 3 pts.
- \$.51 - \$.99/vehicle = Med. = 2 pts.
- \$1.00/vehicle or over = Low = 1 pt.

2. Interstate Projects

- 0 - \$.50/vehicle-mile = High = 3 pts.
- \$.51 - \$.99/vehicle-mile = Med. = 2 pts.
- \$1.00/vehicle-mile or more = Low = 1 pt.

3. Link Improvements

- 0 - \$.33/vehicle-mile = High = 3 pts.
- \$.34 - \$.67/vehicle-mile = Med. = 2 pts.
- > \$.67/vehicle-mile = Low = 1 pt.

In response to Councilor Van Bergen's question, Councilor Waker said Metro's authority to assess dues from local governments would expire in 1989 unless that authority was extended by the State Legislature.

Vote: A vote on the motion resulted in all eleven Councilors present voting aye. Councilor Bonner was absent.

Resolution No. 88-871 was adopted.

8.5 Consideration of Resolution No. 88-859, for the Purpose of Beginning Implementation of Allocation of Federal-Aid Urban and Interstate Transfer Funds (Referred from the Intergovernmental Relations Committee)

Councilor Waker, Committee Chair, explained the resolution had be forwarded from the Joint Policy Advisory Committee on Transportation (JPACT) with a unanimous recommendation. The Intergovernmental Relations Committee had also unanimously recommended adoption of the resolution.

Motion: Councilor Waker moved, seconded by Councilor Van Bergen, to adopt the resolution.

Vote: A vote on the motion resulted in all eleven Councilors present voting aye. Councilor Bonner was absent.

Resolution No. 88-859 was adopted.

8.6 Consideration of Resolution No. 88-860, for the Purpose of Establishing the Region's Priority Highway Project Improvements for Inclusion in the 1989-1994 ODOT Six-Year Highway Program (Referred from the Intergovernmental Relations Committee)

Committee Chair Waker announced the resolution had been unanimously recommended for adoption by JPACT and the Intergovernmental Relations Committee. The resolution reflected a regional consensus on projects to be included in the Six-Year Highway Program, he explained, and JPACT's consensus was that Metro identify priority projects and then seek funding for those projects.

Motion: Councilor Waker moved, seconded by Councilor Van Bergen, to adopt the resolution.

In response to Councilor Gardner's question, Councilor Waker explained the list of priority projects (Exhibit A to the resolution) had not been placed in any ranking order. Councilor Waker

Metro Council
February 25, 1988
Page 7

also acknowledged that the list of projects far exceeded the resources identified in ODOT's Six-Year Program.

Presiding Officer Ragsdale thought the Metro area's transportation needs had historically been underfunded in the Six-Year Program. He thought it important the region ask for what it needed.

Executive Officer Cusma said the Finance Subcommittee of JPACT was examining the funding of priority projects. She supported adoption of the resolution.

Vote: A vote on the motion resulted in all ten Councilors present voting aye. Councilor Bonner and Kelley were absent.

The motion carried and Resolution No. 88-860 was adopted.

8.7 Consideration of Resolution No. 88-861, for the Purpose of Amending the FGY 1988 Unified Work Program (Referred from the Intergovernmental Relations Committee)

Councilor Waker reported the resolution has been unanimously recommended for adoption by JPACT and the Intergovernmental Relations Committee.

Motion: Councilor Waker moved, seconded by Councilor Van Bergen, to adopt the resolution.

Vote: A vote on the motion resulted in all ten Councilors present voting aye. Councilor Bonner and Kelley were absent.

The motion carried and Resolution No. 88-861 was adopted.

9. COMMITTEE REPORTS

Transportation. Councilor Waker said he was serving on a committee created by City of Portland Commissioner Earl Blumenauer regarding private financing of transportation projects. The Committee would be meeting until August 1988.

Intergovernmental Relations Committee. Councilor Waker reported the Committee had agreed to consider resolutions referred from JPACT on a consent agenda which would free up committee time to discuss additional services and functions. He encouraged the Presiding Officer to place resolutions referred from a Council Committee with a unanimous recommendation on the Council's consent agenda.