

BEFORE THE COUNCIL OF
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ALLOCATING
REGIONAL RESERVE FEDERAL-AID
URBAN FUNDS FOR FY 1989-1992

) RESOLUTION NO. 89-1090
) Introduced by Mike
) Ragsdale, Chair
Joint Policy Advisory
Committee on Transportation

WHEREAS, Federal-Aid Urban (FAU) FY 1989 allocations have been received for the region; and

WHEREAS, This FY 1989 allocation has been projected in FY 1990 and FY 1991 in order to provide an adequate funding base for programming of projects; and

WHEREAS, The regional allocation has been sub-allocated by Resolution No. 89-1064 to set aside \$1,442,934 as a Regional Unallocated Reserve; and

WHEREAS, Resolution No. 89-1064 required projects to compete for these funds using the technical ranking criteria adopted by JPACT; and

WHEREAS, five candidate projects were put forward and evaluated under the specified criteria; and

WHEREAS, the two highest ranked projects are fundable with the available reserve; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District authorizes \$1,442,934 in FY 1989 to FY 1991 FAU funds in the unallocated Regional Reserve to projects as follows:

McLoughlin Boulevard (Harrison - RR Crossing)	\$ 933,000
Cornelius Pass Road (Sunset - Cornell)	<u>\$ 509,934</u>

Regional Reserve Total	\$1,442,934
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2. That the Transportation Improvement Program be amended to incorporate these allocations and projects.

3. That the Council hereby finds the projects in accordance with the Regional Transportation Plan and hereby gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District this 11th day of May, 1989.

Mike Ragsdale

Mike Ragsdale, Presiding Officer

INTERGOVERNMENTAL RELATIONS
COMMITTEE REPORT

Agenda Item No. 4.1

Meeting Date May 11, 1989

RESOLUTION NO. 89-1090, FOR THE PURPOSE OF ALLOCATING FY 1989-1991
FEDERAL-AID URBAN REGIONAL RESERVE FUNDS

Date: May 3, 1989

Presented By: Councilor Gardner

COMMITTEE RECOMMENDATION: At the May 2, 1989 Intergovernmental Relations Committee meeting, members present -- Councilors Bauer, DeJardin, Devlin and myself -- voted unanimously to recommend Council adoption of Resolution No. 89-1090. Councilor Collier was absent.

COMMITTEE DISCUSSION/ISSUES: Metro Transportation Department Director Andy Cotugno presented the resolution which allocates Federal-Aid Urban (FAU) funds and follows up on Resolution No. 89-1064 which the Council approved March 23, 1989. With the last FAU allocation in 1988, the Joint Policy Advisory Committee on Transportation (JPACT) established a policy involving Clackamas, Multnomah and Washington counties in determining the specific uses of 75 percent of the FAU regional funding and leaving 25 percent to be used on a discretionary basis for agreed-upon project priorities. Resolution No. 89-1064 allocated the 75 percent portion and Resolution No. 89-1090 allocates the remaining 25 percent to 2 selected projects:

- 1) McLoughlin Boulevard (Harrison - RR Crossing), \$933,000 (fully funded); and
- 2) Cornelius Pass Road (Sunset - Cornell), \$509,934 (partially funded)

The Cornelius Pass Road project calls for \$600,000 but will only receive \$509,934 in FAU funds, leaving \$90,006 to be covered by additional County funds.

The Staff Report outlines the list of projects considered, the technical criteria used for scoring, and the final ranking and requested funding for each. The Technical Policy Advisory Committee on Transportation (TPAC) implemented the technical criteria last year and applied them on three different occasions with good results. Staff noted TPAC unanimously recommends approval of this resolution and JPACT will consider it at their May 4 meeting where approval is also anticipated. Staff added that next year's process for allocating FAU funds will probably start with approval of the 25 percent discretionary portion so jurisdictions whose projects are not funded at that point can provide for their funding through the specific 75 percent allocation process.

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STAFF REPORT

Agenda Item No. 4.1
Meeting Date May 11, 1989

CONSIDERATION OF RESOLUTION NO. 89-1090 FOR THE
PURPOSE OF ALLOCATING FY 1989-1991 FEDERAL-AID URBAN
REGIONAL RESERVE FUNDS

DATE: March 22, 1989

Presented by Andy Cotugno

PROPOSED ACTION

Adoption of this resolution would allocate the region's Federal-Aid Urban funds currently held in a designated Regional Reserve to specific projects. The TIP Subcommittee unanimously recommended approval of Resolution No. 89-1090.

FACTUAL BACKGROUND AND ANALYSIS

An unallocated Regional Reserve of \$1,442,934 in FY 1989-1991 Federal-Aid Urban (FAU) funds was created by Resolution No. 89-1064. This amount represented the "25 percent regional priority" and required projects to compete for use of the funds.

Technical criteria adopted by JPACT (Attachment A) were used to rank the projects. Candidate projects submitted by the TIP Subcommittee were:

- . 207th Connector (I-84 - 223rd) (new arterial)
- . Warner-Milne/Linn/Warner-Parrott (intersection realignment)
- . McLoughlin Boulevard (Harrison - Railroad Crossing) (signals and widening)
- . Cornelius Pass Road (Sunset - Cornell) (widening)
- . 185th Avenue (Sunset - Walker) (Unit 3 widening)

Based on the technical process contained in the JPACT criteria, the candidate projects ranked as follows:

		<u>Request</u>
McLoughlin Boulevard (Harrison - RR Crossing)	20 pts.	\$ 933,000
Cornelius Pass Road (Sunset - Cornell)	19 pts.	600,000
207th Connector (I-84 - 223rd)	17 pts.	1,442,934
Warner-Milne/Linn/Warner-Parrott	17 pts.	445,410
185th Avenue (Sunset - Walker) - Unit 3	13 pts.	1,100,000

Technical components of the rankings are detailed in Attachment B.

As a result of the analysis, staff recommends allocating the \$1,442,934 Regional FAU Reserve as follows:

McLoughlin Boulevard (Harrison - RR Crossing)	\$ 933,000
Cornelius Pass Road (Sunset - Cornell)	<u>509,934</u>
	\$ 1,442,934

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive officer recommends adoption of Resolution No. 89-1090.

JAG:mk
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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 = peak-hour vehicle hours of delay

(time at assigned peak-hour volume) - (time at LOS "c"
volume) 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 = peak-hour vehicle hours of delay

(time at assigned peak-hour volume) - (time at LOS "c"
volume) 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 ÷ annual 2005 Vehicles or annual
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.

ATTACHMENT B

Candidate Project Technical Ranking
(Points in Parentheses)

Candidate Project	1987 V/C	1987 Acc. Rate	1987 VHD	1998 V/C	1998 VHD	1998 V/C 7.9 into Dev. Area	Recent Development Occurred	Cost per 2005 VMT	Total Points	Ranking
McLoughlin Boulevard (Harrison - RR Overcrossing)	.93 High (3)	300% High (3)	8.5 Med (2)	1.10 High (3)	23.0 High (3)	Yes	Yes	\$0.02 High (3)	20	1
Cornelius Pass Road (Sunset - Cornell)	.92 High (3)	95% Low (1)	21.8 High (3)	1.2 High (3)	57.6 High (3)	Yes	Yes High (3)	\$0.013 High (3)	19	2
207th Connector (I-84 to 223rd)	1.34 High (3)	172% High (3)	2.31 Low (1)	1.39 High (3)	2.44 Low (1)	Yes	Yes High (3)	\$0.14 High (3)	17	3
Warner-Milne/Linn/ Warner Parrott	1.14 High (3)	150% High (3)	2.3 Low (1)	1.26 High (3)	7.9 Med (2)	Yes	No Med (2)	\$0.01 High (3)	17	4
185th Avenue (Sunset - Walker) Unit 3	.61 Low (1)	97% Low (1)	0 Low (1)	1.25 High (3)	7.7 Low (1)	Yes	Yes High (3)	\$0.04 High (3)	13	5

JAG:lmk
4-4-89