

BEFORE THE COUNCIL OF
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING) RESOLUTION NO. 89-1134A
THE REGION'S PRIORITY HIGHWAY) Introduced by
PROJECT IMPROVEMENTS FOR INCLUSION) Mike Ragsdale,
IN THE 1991-1996 OREGON DEPARTMENT) Presiding Officer
OF TRANSPORTATION SIX-YEAR HIGHWAY)
PROGRAM)

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

WHEREAS, These priorities are identified in the adopted Regional Transportation Plan (RTP); 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 1991-1996; 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 reconfirms the priority of those projects currently committed for funding in the 1989-1994 ODOT Six-Year Highway Improvement Program.

2. That the Council of the Metropolitan Service District adopts the highway priorities contained in Exhibit A as the region's priorities for inclusion in the 1991-1996 Oregon Department of Transportation Six-Year Highway Improvement Program.

3. 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.

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

ADOPTED by the Council of the Metropolitan Service District this 14th day of December, 1989.



Mike Ragsdale, Presiding Officer

EXHIBIT A

HIGHWAY PROJECT PRIORITIES FOR INCLUSION IN
1991-1996 ODOT SIX-YEAR PROGRAM

	<u>Project Limits</u>	<u>Recommendation</u>	<u>Cost</u>
<u>A. Interstate Projects</u>			
I-205	Highway 224 Interchange	PE/ROW	\$ 6.0 m.
I-5	Highway 217 Interchange	Construction	45.5
I-5	Greeley - N. Banfield Ph. 1	Construction	6.0
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	9.2
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	10.2 (5.2 prog.)
I-84	181st - Troutdale	Construction	67.3 (55.0 prog.)
I-205	Sunnyside Interchange	Construction	0.2
<u>B. Access Oregon Projects</u>			
Hwy. 99E	McLoughlin - Phases 1, 2, 3	Construction	10.5 (short- fall)
Hwy. 99W	at Six Corners	Construction	5.6 (4.4 prog.)
Hwy. 99W	Highway 217 to Main	PE/ROW	1.5
Hwy. 99W	Highway 217 Interchange	PE/ROW	4.7
U.S. 26	Zoo - Sylvan Road Phase 1 (including Zoo ramp Ph. 2)	Construction	11.5 (5.4 prog.)
U.S. 26	Sylvan - Canyon Phase 2	Construction	11.3
U.S. 26	Canyon - Cornell	Construction	19.2
U.S. 26	158th/Cornell Interchange	Construction	18.5 (12.4 prog.)
U.S. 26	185th Avenue Interchange	Construction	8.1
I-84/U.S. 26	Connection (Mt. Hood Parkway)	PE/ROW	12.0 (2.0 prog.)
Tualatin-Hillsboro	(Western Bypass) Corridor Study	Alternatives) Evaluation) (RECON))	1.8
Tualatin-Hillsboro	Corridor (Western Bypass)	PE/DEIS)	
Tualatin-Hillsboro	Corridor (Western Bypass) - Phase I	ROW	

EXHIBIT A
(continued)

<u>Project Limits</u>		<u>Recommendation</u>	<u>Cost</u>	
Sunrise Corridor:				
Hwy. 224	Lawnfield - 135th (Unit I)	PE/ROW	10.0	(1.0 prog.)
Hwy. 212	Chitwood - Royer (Damascus) (Unit II)	PE/ROW	3.5	(1.1 prog.)
Hwy. 212	Rock Creek Jct. - MP.95 Climbing Lane (Unit II)	Construction	1.2	
Hwy. 224	McLoughlin - 37th/Edison (Unit III)	PE/ROW	5.0	
Hwy. 224	37th/Edison - Webster - TSM (Unit III)	Construction	0.5	
Hwy. 224	37th/Edison - Webster - Widening (Unit III)	PE	0.4	
Hwy. 224	Webster - Johnson (Unit III)	PE	0.4	
 C. Other State Fund Projects				
U.S. 26	Zoo - Sylvan Road Phase 1 (including Zoo ramp Ph. 2)	Construction	11.5	(5.4 prog.)
U.S. 26	Canyon - Cornell	Construction	19.2	
Barbur Blvd.	S.W. Third - S.W. 49th (TSM)	Construction	1.3	
Powell Blvd.	I-205 - 181st Phase 1 (TSM)	Construction	7-10.0	
T.V. Hwy.	Murray - Highway 217 (Beaverton)	PE/ROW	10.0	
U.S. 26	Sylvan - Canyon Phase 2	Construction	11.3	
Farmington Road	Murray - 209th	Construction	11.2	(3.45 local)
Hwy. 43	Willamette Falls Dr. - Laurel	Construction	1.0	
OR 213	C.C.C. - Leland	Construction	3.9	
Hwy. 217	Sunset - Scholls Ferry Rd. (Ramp Metering)	Construction	0.8	
Hwy. 217	Sunset - Hall Phase 1	PE/ROW	1.2	
Hwy. 217	Hall Boulevard - Hall O'xing	PE/ROW	1.1	
U.S. 26	Ross Island Br./West Bridgehead	PE	2.0	
U.S. 26	158th/Cornell Interchange	Construction	12.0	(10.8 prog.)
Hwy. 217	Greenburg Overcrossing	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	

EXHIBIT A
(continued)

<u>Project Limits</u>		<u>Recommendation</u>	<u>Cost</u>
T.V. Hwy.	Murray - 21st Phase 1 (TSM)	PE	2.5
T.V. Hwy.	21st - Oak	Construction	3.1 (4.8 other \$)
Scholls Ferry	Highway 217 - Murray	Construction	7.5 (3.8 prog.)
Macadam Avenue	at Taylors Ferry	PE/ROW	0.4
Macadam Avenue	Taylors Ferry - Bancroft (TSM)	PE	1.0
Hwy. 99E	Union/Grand Viaduct	Construction	14.4 (HBR poss.)
U.S. 30	N. Columbia - Lombard via 60th	Construction	3.5
U.S. 26	185th Avenue Interchange	Construction	8.1
Graham Road	Structure Widening	Construction	2.8
Hwy. 47	Forest Grove Bypass	Construction	5.6 (2.8 prog.)

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 for new projects and to supplement HES funds.

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.

INTERGOVERNMENTAL RELATIONS COMMITTEE REPORT

RESOLUTION NO. 89-1134A, ESTABLISHING THE REGION'S PRIORITY HIGHWAY PROJECT IMPROVEMENTS FOR INCLUSION IN THE 1991-1996 ODOT SIX-YEAR HIGHWAY PROGRAM

Date: December 6, 1989

Presented by: Councilor Devlin

COMMITTEE RECOMMENDATION: At the December 5, 1989, Intergovernmental Relations (IGR) Committee meeting, Councilors Bauer, DeJardin, Gardner and myself voted unanimously to recommend the Council adopt Resolution No. 89-1134A. Councilor Collier was excused.

COMMITTEE DISCUSSION/ISSUES: It was recalled the IGR Committee reviewed the original Resolution No. 89-1134 October 10, 1989, and unanimously recommended Council adoption. However, pending the Land Use Board of Appeals (LUBA) decision on Metro's land use responsibilities, the Council at its October 24, 1989 meeting referred the resolution back to Committee. Resolution No. 89-1134A attempts to clarify that (1) funding recommendations for the Western Bypass are for the study only; and (2) Metro recognizes other decision making steps on specific projects follow and result from the study. To emphasize the study's need to be comprehensive and evaluate all alternatives, the study title has been changed from "Western Bypass Study" to "Tualatin-Hillsboro (Western Bypass) Corridor Study". Metro Transportation Department Director Andy Cotugno summarized other changes to the Staff Report and the resolution:

- a) Page 3 of the Staff Report outlines the Tualatin-Hillsboro Corridor study three-step decision-making process and stresses the dependency of any highway alternatives or ultimately any build/no build decisions on progressive study evaluations, land-use decisions, and alternatives recommendations.
- b) Exhibit A, the highway project priorities list, breaks out the potential three phases of the Tualatin-Hillsboro Corridor project and identifies \$1.8 million recommended funding for the Alternatives Evaluation and any subsequent preliminary engineering (PE) and environmental impact studies (DEIS).

Mr. Cotugno noted no amount was identified for potential Tualatin-Hillsboro Corridor right-of-way (ROW) funding, but the resolution did recommend some set-aside so ROW work can move quickly if a highway project is recommended from the PE/DEIS step.

The Committee received public testimony focussing on the Tualatin-Hillsboro (Western Bypass) project. Three citizens opposed the resolution including the project, citing concerns that (1) the ROW set-aside funding weighted the study towards choosing a highway option because no comparable amount would be available to support transit options; (2) the land use goals and issues analysis should be at the study's beginning; (3) the identification of a corridor, however general, still presupposes a highway solution to current problems; and (4) the new title does not address the potentially larger project scope which may include consideration of an additional northern corridor link. Two citizens supported the Tualatin-Hillsboro project

for the following reasons: (1) the project is consistent with Oregon Department of Transportation (ODOT) policies; (2) there needs to be consideration of transportation and transit needs for the next 10 to 15 years; and (3) the Western Bypass represents a State highway need to move goods and services from many Oregon counties.

It was noted on page 3 of the Staff Report, the next to last sentence of the first paragraph -- "As a result of these studies, further land use decisions will likely be required." -- does not presuppose recommendation of a highway option. For any study results, it would be appropriate to address land use Goals 11 and 14. The outstanding question for any recommendation from the Western Bypass study will be how to fund any construction recommendations.

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STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 89-1134A FOR THE
PURPOSE OF ESTABLISHING THE REGION'S PRIORITY HIGHWAY
PROJECT IMPROVEMENTS FOR INCLUSION IN THE 1991-1996
ODOT SIX-YEAR HIGHWAY PROGRAM

DATE: December 5, 1989

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 1991-1996 Oregon Department of Transportation (ODOT) Six-Year Highway Program. Prior to commencing construction, local government and/or Metro must demonstrate that these projects are consistent with local comprehensive plans and the statewide planning goals. The TIP Subcommittee reviewed the project list and provided a number of comments which have been incorporated.

TPAC and JPACT have reviewed this list of priorities and recommended approval of Resolution No. 89-1134. This resolution has since been amended and reviewed by TPAC, which recommends approval of Resolution No. 89-1134A.

FACTUAL BACKGROUND AND ANALYSIS

To begin implementing the regional 10-year transportation program contained in the adopted Regional Transportation Plan (RTP), 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 1991-1996. 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 recently adopted RTP Update. 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 Oregon Transportation Commission (OTC) to be included in the current ODOT Six-Year Program update process.

These criteria consisted of technical measures of current and 1998 congestion levels assuming implementation of adopted comprehensive plans, vehicle hours of delay (current and 1998), accident rates, economic development factors, and overall cost/benefit in terms of expected year 2005 vehicle usage. Point values were assigned for each criterion, 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. Overall recommendations for inclusion in the Six-Year Program update combining previously ranked projects and new proposals were then made using a combination of the technical ratings and subjective factors such as timing and relationship to other projects. 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 recently added 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 highway 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 and the Other State Fund priorities.

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 inter-sections 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.

In requesting these priorities, it is understood that further studies of engineering feasibility, environmental impacts and land use consistency will be required before a final commitment is made to construct a recommended project. Based upon these studies, reasonable alternatives will be evaluated, the design of each alternative will be refined, necessary mitigation measures will be identified and a final decision on the preferred alternative and a build/no-build decision will be made. As a result of these studies, further land use decisions will likely be required. Of particular note is the expectation for the requests relating to the Tualatin-Hillsboro Corridor:

1. Tualatin-Hillsboro Corridor (Western Bypass) Alternatives Evaluation -- Consistent with the RTP, ODOT is requested to provide the region assistance in conducting a corridor study in the area between I-5 near Tualatin and U.S. 26 near Hillsboro. This study should evaluate all reasonable transportation strategy alternatives, consider environmental and land use impacts and recommend which alternatives should be carried forward into preliminary engineering for inclusion in a Draft Environmental Impact Statement.

At the conclusion of this study step, Metro will need to make land use decisions relating to Goals 11 (Public Facilities) and 14 (Urbanization).

2. Tualatin-Hillsboro Corridor Preliminary Engineering/EIS -- Based upon the Evaluation of Alternatives, if one or more highway alternatives are recommended to be carried forward into Preliminary Engineering and an EIS, ODOT is requested to initiate preliminary engineering and preparation of an Environmental Impact Statement on those recommended alternatives. Based upon this, ODOT and the region will be able to make a final decision on the preferred corridor alternative and a final build/no-build decision. Based upon these studies and the resulting preferred alternative, further Metro and local government land use decisions will be necessary relating to the remaining goal issues that had not been previously addressed.
3. Tualatin-Hillsboro Corridor Right-of-Way Acquisition -- If a highway project is recommended from the PE/DEIS step, a reasonable Phase I project element will be known for which funding for right-of-way acquisition should be programmed. At the conclusion of the Preliminary Engineering/EIS step, when a firm project decision is made, it will be important to initiate right-of-way acquisition quickly to avoid encroachment by development and address hardship circumstances of affected property owners. Right-of-way funding will not be committed to a specific project until a final project decision is made consistent with state and federal requirements. However, identification of the funding in the Six-Year Highway Program now will allow this to proceed if a final build decision is made.

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. 89-1134A.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 89-1134A FOR THE PURPOSE OF ESTABLISHING THE REGION'S PRIORITY HIGHWAY PROJECT IMPROVEMENTS FOR INCLUSION IN THE 1991-1996 ODOT SIX-YEAR HIGHWAY PROGRAM

DATE: December 5, 1989

Presented by: Andrew C. Cotugno

PROPOSED ACTION

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BE IT RESOLVED:

1. That the Council of the Metropolitan Service District reconfirms the priority of those projects currently committed for funding in the 1989-1994 ODOT Six-Year Highway Improvement Program.

2. 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 1991-1996 Oregon Department of Transportation Six-Year Highway Improvement Program.

3. 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.

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

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1989.

Mike Ragsdale, Presiding Officer

JAG:mk
89-1134.RES
10-12-89

EXHIBIT A

HIGHWAY PROJECT PRIORITIES FOR INCLUSION IN
1991-1996 ODOT SIX-YEAR PROGRAM

	<u>Project Limits</u>	<u>Recommendation</u>	<u>Cost</u>
<u>A. Interstate Projects</u>			
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<u>B. Access Oregon Projects</u>			
Hwy. 99E	McLoughlin - Phases 1, 2, 3	Construction	10.5 (short- fall)
Western Bypass	I-5 to Sunset Highway	PE	5.0
Western Bypass	Phase I (I-5 to Highway 99W)	ROW	8.9
Western Bypass	(Boones Ferry Road) Bypass to I-5 Phase 1	PE/ROW	1.9
Hwy. 99W	at Six Corners	Construction	5.6 (4.4 prog.)
Hwy. 99W	Highway 217 to Main	PE/ROW	1.5
Hwy. 99W	Highway 217 Interchange	PE/ROW	4.7
U.S. 26	Zoo - Sylvan Road Phase 1 (including Zoo ramp Ph. 2)	Construction	11.5 (5.4 prog.)
U.S. 26	Sylvan - Canyon Phase 2	Construction	11.3
U.S. 26	Canyon - Cornell	Construction	19.2
U.S. 26	158th/Cornell Interchange	Construction	18.5 (12.4 prog.)
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EXHIBIT A
(continued)

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Hwy. 212	Rock Creek Jct. - MP.95 Climbing Lane (Unit II)	Construction	1.2
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Hwy. 224	37th/Edison - Webster - TSM (Unit III)	Construction	0.5
Hwy. 224	37th/Edison - Webster - Widening (Unit III)	PE	0.4
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<u>C. Other State Fund Projects</u>			
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Hwy. 217	Sunset - Hall Phase 1	PE/ROW	1.2
Hwy. 217	Hall Boulevard - Hall O'xing	PE/ROW	1.1
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EXHIBIT A
(continued)

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T.V. Hwy. 21st - Oak	Construction	3.1 (4.8 other \$)
Scholls Ferry Highway 217 - Murray	Construction	7.5 (3.8 prog.)

C. Other State Fund Projects (continued)

Macadam Avenue at Taylors Ferry	PE/ROW	0.4
Macadam Avenue Taylors Ferry - Bancroft (TSM)	PE	1.0
Hwy. 99E Union/Grand Viaduct	Construction	14.4 (HBR poss.)
U.S. 30 N. Columbia - Lombard via 60th	Construction	3.5
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Graham Road Structure Widening	Construction	2.8
Hwy. 47 Forest Grove Bypass	Construction	5.6 (2.8 prog.)

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 for new projects and to supplement HES funds.

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.

Table 1

New Project Rankings for the 1991-1996 Six-Year Program Update

Facility	Project Limits	Project Description	1987 V/C	Rating (Points)	1987 Accident Rate	Rating (Points)	1987 VMD	Rating (Points)	1998 V/C	Rating (Points)	1998 VMD	Rating (Points)	1998 V/C > .9	Recent Development	Rating (Points)	Est. Cost	2005 VMT/VT	Cost per 2005 VMT	Rating (Points)	Total (Points)
McLoughlin Boulevard	Units 1, 2, 3	Shortfalls	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
*T.V. Highway	Beaverton E/W	Interchange and Arterial Imps.	1.01	High (3 pts.)	234%	High (3 pts.)	18.7	High (3 pts.)	1.15	High (3 pts.)	35.9	High (3 pts.)	Yes	Yes	High (3 pts.)	\$10.0 m.**	\$16.9 m.	\$ 0.59	Med. (2 pts.)	20
*Ross Island Bridge	West Bridgehead	Reconstruct, Access	1.30	High (3 pts.)	110%	Med. (2 pts.)	19.2	High (3 pts.)	1.59	High (3 pts.)	21.2	High (3 pts.)	Yes	Yes	High (3 pts.)	50.0 m.	4.1 m.	12.20	Low (1 pt.)	18
*Union/Grand Viaduct	Division - ramps	Widening	1.00	High (3 pts.)	75%	Low (1 pt.)	24.4	High (3 pts.)	1.15	High (3 pts.)	28.7	High (3 pts.)	Yes	Yes	High (3 pts.)	14.4 m.	6.4 m.	2.26	Low (1 pt.)	17
*I-205/Sunnyside	Interchange	NB Off-Ramp Widening	0.8	Med. (2 pts.)	0%	Low (1 pt.)	5.8	Med. (2 pts.)	1.03	High (3 pts.)	7.2	Low (1 pt.)	Yes	Yes	High (3 pts.)	0.2 m.	3.3 m.	0.06	High (3 pts.)	15
*Sandy Boulevard	41st - 102nd	TSM	.94-.32	Low (1 pt.)	222%-75%	High (3 pts.)	4.3	Low (1 pt.)	1.03-.38	Med. (2 pts.)	15.0	Med. (2 pts.)	No	No	Low (1 pt.)	4.0 m.	18.8 m.	0.21	High (3 pts.)	13
*I-205/Park Place	Interchange	EB Off-Ramp	1.0	High (3 pts.)	345%	High (3 pts.)	5.1	Med. (2 pts.)	1.05	High (3 pts.)	6.0	Low (1 pt.)	Yes	Yes	High (3 pts.)	1.5 m.	1.38 m.	1.09	Low (1 pt.)	16
*Steel Bridge	East Bridgehead	Circulation, Access	.9	Med. (2 pts.)	56%	Low (1 pt.)	0.5	Low (1 pt.)	0.92	Low (1 pt.)	0.6	Low (1 pt.)	Yes	Yes	High (3 pts.)	5.0 m.	4.5 m.	1.10	Low (1 pt.)	10
*I-5/Myberg	Interchange	SB-EB RTL	.67	Low (1 pt.)	74%	Low (1 pt.)	4.6	Low (1 pt.)	0.84	Low (1 pt.)	5.6	Low (1 pt.)	No	Yes	Med. (2 pts.)	0.2 m.	5.3 m.	0.04	High (3 pts.)	10
*Highway 47	Council Creek - Hwy. 47 Bypass	Widen	.2	Low (1 pt.)	107%	Med. (2 pts.)	0.0	Low (1 pt.)	0.65	Low (1 pt.)	0.0	Low (1 pt.)	No	No	Low (1 pt.)	5.6 m.	20.7 m.	0.27	High (3 pts.)	10
*U.S. 30	Kittridge - WCL	TSM	.61	Low (1 pt.)	26%	Low (1 pt.)	0.0	Low (1 pt.)	0.72	Low (1 pt.)	1.5	Low (1 pt.)	No	No	Low (1 pt.)	2.5 m.	19.9 m.	0.13	High (3 pts.)	9
*I-5/N. Kerby	Interchange	NB Off-Ramp	.45	Low (1 pt.)	101%	Med. (2 pts.)	2.3	Low (1 pt.)	0.54	Low (1 pt.)	3.3	Low (1 pt.)	No	No	Low (1 pt.)	2.8 m.	2.3 m.	1.22	Low (1 pt.)	8
*I-5	Columbia - Portland	Capacity, Ramps	.5	Low (1 pt.)	15%	Low (1 pt.)	0.2	Low (1 pt.)	0.51	Low (1 pt.)	0.2	Low (1 pt.)	No	No	Low (1 pt.)	3.0 m.	1.2 m.	2.50	Low (1 pt.)	7
Highway 47 (Highway 8)	Bypass	Construct/Re-route Hwy. 47	1.03	High (3 pts.)	92%	Low (1 pt.)	14.6	Med. (2 pts.)	1.14	High (3 pts.)	21.5	Med. (2 pts.)	Yes	No	Med. (2 pts.)	5.6 m.	12.5 m. (e)	.44 (e)	High (3 pts.)	16
I-5/Lower Boones Ferry	Interchange	Reconstruct Ramps	1.0	High (3 pts.)	82%	Low (1 pt.)	5.0 (e)	Med. (2 pts.)	1.06	High (3 pts.)	7.0	Low (1 pt.)	Yes	Yes	High (3 pts.)	4.7 m.	6.0 m.	.78	Med. (2 pts.)	15

* Data supplied by ODOT

* Data supplied by Metro

** Reflects ODOT participation

TABLE 2

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	—	45.5
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	—	9.2
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 1 of W. Bypass.	10.2 (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.	67.3 (55.0 funded)
I-205	Sunnyside Interchange	NB Off-ramp widening	15	Construction	Deferred part of original project.	0.2
<u>Medium</u>						
I-5	Multnomah - Terwilliger	NB weave and merge	16	—	—	—
I-205	Airport Way - Sunnyside	Ramp metering	16	—	—	—
I-205	Park Place Interchange	EB Off-Ramp improvements	16	—	—	—
I-5	Hood Avenue - Terwilliger	SB Climbing Lane	15	—	—	—
I-5	Lower Boones Ferry Interchange	Widening	15	—	—	—
<u>Low</u>						
I-205	Gladstone Interchange	Widening	13	—	—	—
I-205	Highway 43 Interchange	Widening	11	—	—	—
I-5	Nyberg Road Interchange	SB-EB RIL	10	—	—	—
I-5	Wilsonville Interchange	Reconstruction	10	—	FEIS FY 91	—
I-5	Charbonneau Interchange	Widening	8	—	—	—
I-5	N. Kerby Avenue	NB Off-ramp	8	—	Privately funded PE should proceed.	—
I-5	Columbia - Portland Boulevard	Capacity, ramps	7	—	—	—

TABLE 3

ACCESS OREGON PRIORITIES

Project Limits	Description	Points	Recommendation	Comments	Cost
<u>High</u>					
Hwy. 99E W. Bypass W. Bypass	Units 1, 2, 3 I-5 to Sunset Highway Phase I (I-5 to Highway 99W)	Shortfalls Construct 4-lane facility Construct 4-lane facility	N/A PE ROW	Construction Cover shortfalls on committed Insufficient time to go to construction in six-year period.	\$9.9-11.6 m. 5.0 8.9
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 I-84/ U.S.26	Sylvan - Canyon Phase 2 Connection	Widen; construct CD roads Construct 4-lane facility	19 19	Construction PE/ROW	11.3 12.0 (2.0 prog.)
Hwy. 224 Hwy. 224 Hwy. 224	McLoughlin - 37th/Edison 37th/Edison - Webster Phase I Extension (Lawnfield - 135th)	Widen to 6 lanes Reconfigure, signal intertie Construct 4-lane facility	18 12 18	Construction Construction PE/ROW	5.0 0.5 10.0 (1.0 prog.)
W. Bypass U.S. 26	(Boones Ferry Rd.) Bypass - I-5/Stafford Phase I 158th/Cornell Interchange	Widen to 3 lanes Reconstruct interchange	17 17	Construction Construction	1.9 18.5 (12.4 prog.)
Hwy. 99W	at Six Corners	Reconfigure interchange	17	Construction	5.6 (5.4 prog.)
Hwy. 99W Hwy. 99W Hwy. 212	Highway 217 to Main Hwy. 217 Interchange Chitwood - Royer (Damascus)	Reconfigure; widen Reconstruct Widen or couplet	19 17 14	PE/ROW PE/ROW PE/ROW	1.5 4.7 3.5 (1.1 prog.)
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.
Hwy. 224	Webster - Johnson	Widen to 6 lanes	11	PE	(See previous project.) 216th/219th segment; construction is subject to meeting land use requirements.
Hwy. 26	185th Interchange	Reconstruct	15	Construction	Connected to 185th widening.

Medium

- NONE -

TABLE 3

ACCESS OREGON PRIORITIES

<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	Widen to 4 lanes	11		FEIS FY 92
Hwy. 212	Lani Lane - U.S. 26 Phase I	Widen to 2 lanes	11		FEIS FY 92
Hwy. 212	Lani Lane - U.S. 26 Phase II	Widen to 4 lanes	11		FEIS FY 92
Hwy. 212	School Rd. - Lani Ln. (Boring)	Widen or couplet	9		FEIS FY 92
Hwy. 212	Royer - 242nd	Widen to 4 lanes	8		FEIS FY 92
Hwy. 212	242nd - School Road	Widen to 4 lanes	8		FEIS FY 92
U.S. 26	Helvetia Int. Phase 2	All capacity at interchange	8		Construction FY 94
U.S. 26	Jackson Interchange	Construct interchange	7		ROW FY 94
Hwy. 212	at U.S. 26	Improve interchange	7		FEIS FY 92

TABLE 4

OTHER STATE FUNDING SOURCE PRIORITIES

Project Limits	Description	Points	Recommendation	Comments	Cost
		High			
U.S. 26	Zoo - Sylvan Phase I (including Zoo ramp II)	20	Construction		\$11.5 m.
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
T.V. Hwy.	Murray - Highway 217	20	PE/ROW	Development of project scope and financial plan required.	10.0
U.S. 26	Sylvan - Canyon Phase 2	19	Construction		11.3
Farmington Road	Murray - 209th	19	Construction	Local \$ committed (\$3.45 m.).	11.2
Hwy. 43	Willamette Falls Dr. - Laurel	19	Construction		1.0
OR 213	C.C.C. - Mulino	19	Construction		3.9
Hwy. 217	Sunset - Scholls Ferry Road	18	Construction		0.8
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	Ross Island Br./West	18	PE/ROW	Project development required	5.0
U.S. 26	158th/Cornell Interchange	17	Construction		12.0 (10.8 prog.)
Hwy. 217	Greenburg O'xing	17	PE/ROW/CON		2.0
B.H. Hwy.	Scholls Ferry - Highway 217	17	Construction		1.7
B.H. Hwy.	Scholls/Oleson Interchange	17	Construction		1.0 (0.33 prog.)
Hwy. 99E	Union/Grand Viaduct	17	Construction	Tied to committed East Marquam project.	14.4
Barbur Blvd.	Hamilton - Terwilliger	17	PE/ROW		1.3
T.V. Hwy.	Murray - 21st Phase I	17	PE		2.5
T.V. Hwy.	21st - Oak	17	Construction	(e) (4) and local \$ committed (\$4.8 m.)	3.1
Scholls Ferry	Hwy. 217 - Murray (incl. WB lane; FC Br. & 135th Ph. I)	16	Construction	Local \$ committed	7.5 (3.8 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
Highway 47	Forest Grove Bypass	16	PE/ROW/CON	MSTIP \$ committed	5.6 (2.8 prog.)

TABLE 4 (continued)

<u>OTHER STATE FUNDING SOURCE PRIORITIES</u>						
<u>Project Limits</u>	<u>Description</u>	<u>Points</u>	<u>Recommendation</u>	<u>Comments</u>	<u>Cost</u>	
<u>High (continued)</u>						
U.S. 30	N. Columbia - Lombard at 60th	Reconfigure	11	Construction	Last piece of corridor truck-route program.	3.5
U.S. 26	185th Interchange	Reconstruct	15	Construction	Connected to 185th widening.	8.1
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 Scholls	Main - Tualatin Road	TSM	15			
Ferry	Highway 217 - Hall Phase II	Widen	15			
Hall Blvd. McLoughlin	Scholls Ferry - Durham Phase I	TSM	15		Some intersections in construction	
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. Oregon City	at Capital/Bertha	Reconfigure	14			
Bypass Durham	at Beaver Creek Road	Construct interchange	14			
Road Sandy Blvd.	Hall - 72nd	Widen to 3 lanes	13			
	41st - 102nd	TSM	13			
<u>Low</u>						
Hwy. 43 Boones	at Terwilliger Extension	Intersection TSM	12			
Ferry Rd. McLoughlin	Tualatin River Bridge Bypass	Widen to 3-4 lanes	12			
Steel Bridge	at Arlington	Intersection	11			
	East Bridgehead	Circulation, access	10			

TABLE 4 (continued)

OTHER STATE FUNDING SOURCE PRIORITIES					
Project Limits	Description	Points	Recommendation	Comments	Cost
LOW (continued)					
Scholls Ferry	at Old Scholls/135th Phase II		Reconfigure		
Hwy. 217	Hall - Hall O'xing		Widen to 6 lanes		Need lessened by Phase 1.
Hwy. 99W	I-5 to Highway 217		Widen to 7 lanes		Need lessened by Phase 1.
T.V. Hwy.	Murray to 21st Phase II		Widen to 6-7 lanes		Deferred until after Ph. 1 Bypass opens.
					Deferred until Ph. 1 completed, Farmington and Baseline improved.
Boones Ferry Rd.	I-5 to Tualatin River		Widen to 3 lanes		
Boones Ferry Rd.	at Tualatin River		Widen to 3 lanes		
Boones Ferry Rd.	W. Bypass - I-5/Stafford Ph. II		Widen to 5 lanes		Need lessened by Phase 1.
Scholls Ferry Rd.	Murray - Beef Bend		Widen to 4-5 lanes		
Scholls Ferry Rd.	Beef Bend - Western Bypass		Widen to 4-5 lanes		Don't need until W. Bypass Phase 2.
Farmington Road	209th - Western Bypass		Widen to 3 lanes		
Hall Blvd.	Scholls Ferry - Durham Phase II		Widen to 3 lanes		Need lessened by Phase 1.
Barbur Blvd.	Front - Hamilton		Add SB lane		Deferred in favor of transit expansion.
Sandy Blvd.	99 - 121 (105 - 109)		TSM; interchange imp.		
Sandy Blvd.	121st - 181st		Widen to 5 lanes		
Sandy Blvd.	181st - 244th Phase I		TSM		
Sandy Blvd.	181st - 244th Phase II		Widen to 3 lanes		
McLoughlin Blvd.	Ross Island Br. - Harold Ph. 3B		Widen to 3 lanes		Deferred in favor of transit expansion.
McLoughlin Blvd.	Harold - Tacoma Phase IV		Widen to 3 lanes		Deferred in favor of transit expansion.
82nd Avenue	Division - Schiller		Widen		

TABLE 4 (continued)

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>LOW (continued)</u>					
Hwy. 47	Council Creek - Hwy. 47 Bypass	Widen	10		
82nd Avenue	Killingsworth - Division	Widen	10		
82nd Avenue	Crystal Springs - Schiller	Widen	11		
Powell Blvd.	I-205 - 181st Phase II	Widen to 4-5 lanes	17	Need lessened by Phase 1.	
U.S. 30	Kittridge - WCL	TSM	9		
U.S. 26	Helvetia Phase II Interchange	Widen interchange	8	Construction FY 94	
U.S. 26	Jackson Road	Construct interchange	7	ROW FY 94	

STAFF REPORT

Agenda Item No. _____
Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 89-1134 FOR THE
PURPOSE OF ESTABLISHING THE REGION'S PRIORITY HIGHWAY
PROJECT IMPROVEMENTS FOR INCLUSION IN THE 1991-1996
ODOT SIX-YEAR HIGHWAY PROGRAM

DATE: October 12, 1989

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 1991-1996 Oregon Department of Transportation (ODOT) Six-Year Highway Program. Prior to commencing construction, local government must demonstrate that these projects are consistent with their local comprehensive plans. The TIP Subcommittee reviewed the project list and provided a number of comments which have been incorporated.

TPAC and JPACT have reviewed this list of priorities and recommend approval of Resolution No. 89-1134.

FACTUAL BACKGROUND AND ANALYSIS

To begin implementing the regional 10-year transportation program contained in the adopted Regional Transportation Plan (RTP), 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 1991-1996. 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 recently adopted RTP Update. 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 Oregon Transportation Commission (OTC) to be included in the current ODOT Six-Year Program update process.

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 criterion, 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. The new project proposals for the current update are shown in Table 1. Overall recommendations for inclusion in the Six-Year Program update combining previously ranked projects and new proposals were then made using a combination of the technical ratings and subjective factors such as timing and relationship to other projects (see Tables 2 through 4). 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 recently added 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 3) and the Other State Fund priorities (Table 4).

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. 89-1134.

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)

- > .94⁵ = 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.

INTERGOVERNMENTAL RELATIONS
COMMITTEE REPORT

RESOLUTION NO. 89-1134, ESTABLISHING THE REGION'S PRIORITY
HIGHWAY PROJECT IMPROVEMENTS FOR INCLUSION IN THE 1991-1996
ODOT SIX-YEAR HIGHWAY PROGRAM

Date: October 17, 1989

Presented By: Councilor Devlin

COMMITTEE RECOMMENDATION: At the October 10, 1989 Intergovernmental Relations Committee meeting, Councilors Bauer, Collier, Gardner and I voted unanimously to recommend Council adoption of Resolution No. 89-1134. Councilor DeJardin was absent.

COMMITTEE DISCUSSION/ISSUES: Transportation Department Director Andy Cotugno reviewed the resolution with the Committee, noting it had been introduced in draft form at the September 12, 1989 meeting. At that meeting, staff asked for and received Committee endorsement of a letter to the State outlining this region's policy concerns and identifying issues for consideration as the State completes policies for the Six-Year Highway Program. The Oregon Department of Transportation (ODOT) Six-Year Highway Program for 1991-1996 is a major source of funding for improvements on the State highway system within the Metro region. Resolution No. 89-1134 establishes this region's priorities for the State highway improvements. Funding priorities determined now for the Six-Year program are critical to implementation of the region's 10-year transportation program, Metro's Regional Transportation Plan (RTP) adopted by the Council through Ordinance 89-292.

Resolution No. 89-1134 lists the region's top project priorities with recommendations to ODOT for specific actions -- preliminary engineering, right-of-way, construction -- based on time and needs. The Technical Advisory Committee on Transportation (TPAC) supports the project priorities and on October 12, the Joint Policy Advisory Committee on Transportation (JPACT) recommended approval of Resolution No. 89-1134. The IGR Committee did not identify any issues or concerns with the resolution.

jpmnew
b:\res1134.cr



METRO

Memorandum

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Date: November 29, 1989

To: Intergovernmental Relations (IGR) Committee
All Interested Parties

From: Jessica P. ^{JPM} Marlitt, Council Analyst

Regarding: COMMITTEE RECONSIDERATION OF REVISED RESOLUTION NO.
89-1134 AS NO. 89-1134A

At the December 5, 1989, IGR meeting, the Committee will reconsider Resolution No. 89-1134, "Establishing the Region's Priority Highway Project Improvements for Inclusion in the 1991-1996 ODOT Six-Year Highway Program", with amended language. As you will recall, the Committee reviewed the original Resolution No. 89-1134 October 10, 1989 and unanimously recommended Council adoption. However, pending the Land Use Board of Appeals (LUBA) decision, the Council at its October 24, 1989 meeting referred the resolution back to the Committee.

To prevent confusion between the original resolution and the present version, staff has identified the current document as Resolution No. 89-1134A.

If you have any questions or would like more information, please contact me at the Council Office, 221-1646, ext. 138.

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INTERGOVERNMENTAL RELATIONS
COMMITTEE REPORT

Agenda Item No. _____

Meeting Date _____

RESOLUTION NO. 89-1108, ADOPTING THE SOUTHEAST CORRIDOR STUDY
FINDINGS, RECOMMENDATIONS AND THE SOUTHEAST CORRIDOR TRANSPORTATION
IMPROVEMENT PLAN

Date: July 14, 1989

Presented By: Councilor Gardner

COMMITTEE RECOMMENDATION: At the July 5, 1989 Intergovernmental Relations Committee meeting, members present -- Councilors Bauer, Collier, DeJardin, Devlin and myself -- voted unanimously to recommend Council adoption of Resolution No. 89-1108. No Committee members were absent.

COMMITTEE DISCUSSION/ISSUES: Metro Transportation Planning Manager Richard Brandman presented the resolution and an updated staff report which incorporated recommendations from the June 30 Technical Advisory Committee (TAC) meeting. Resolution No. 89-1108 adopts the Findings, Recommendations and Southeast Corridor Transportation Improvement Plan, outlined in the Southeast Corridor Study document, and directs staff to incorporate appropriate portions of regional significance into the ordinance to update the Regional Transportation Plan (RTP). Staff highlighted the Southeast Corridor Study's history, noting:

- o the study began because of concerns that Tacoma Overpass construction improvements would lead to increased traffic in the primarily residential Johnson Creek area;
- o the study scope expanded to include analysis of Southeast Corridor east/west travel problems -- an outstanding Regional Transportation Plan issue;
- o the study is controversial because it results in a recommendation not to build a new arterial at this time in the Johnson Creek corridor.

The study concludes the amount of traffic on Johnson Creek Boulevard is not inconsistent with similar collectors and a new arterial is not warranted, given the environmental impacts, residential displacement and negligible reduction in traffic that would result. The Southeast Corridor Transportation Improvement Plan does provide a priority listing of 8 projects to improve transportation capacity, safety and flow. Staff said there was strong citizen support for a railbus option, but analysis showed this alternative would not be effective in reducing Southeast Corridor transportation demand because of the tracks' location and current commuter patterns.

It was noted Resolution No. 89-1108 does not include a funding recommendation; a Transportation Improvement Plan subcommittee will develop project funding recommendations for possible consideration in August. Funding would come from the \$3 million McLoughlin Corridor Interstate Transfer Reserve.

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