

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ACCEPTING) RESOLUTION NO. 92-1647A
ODOT'S RECOMMENDED SIX-YEAR)
PROGRAM REDUCTIONS) Introduced by
) Councilor Richard Devlin

WHEREAS, The Oregon Department of Transportation's (ODOT's) Six-Year Transportation Improvement Program will be adopted by the Oregon Transportation Commission (OTC) on July 21, 1992; and

WHEREAS, The Six-Year Program must demonstrate a balance of projects and resources; and

WHEREAS, It was necessary to defer numerous projects from the first draft of the Six-Year Program in order to result in a balanced program; and

WHEREAS, ODOT has requested that the region have the opportunity to comment on the list of projects that would be deferred and/or reduced; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District has:

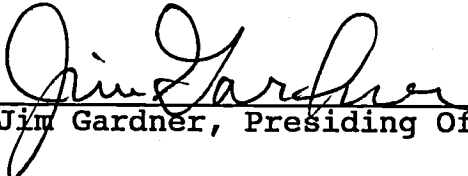
1. Reviewed the list of projects recommended by ODOT to be deleted from the current Six-Year Transportation Improvement Program.

2. Accepts the recommended deferrals (Exhibit A) as necessary to achieve a balanced program with the following comments:

a. The status of the project on NE Columbia Boulevard - Lombard at 60th should be changed from "request" to "developmental."

- b. The entire I-5/Greeley to Banfield project should be completed through EIS work to provide the context for Phase II project development.
- c. The Lake Oswego park-and-ride lot should be included as a reconnaissance project.
- d. Projects which improve urban mobility, such as the Columbia Boulevard, Troutdale interchange, Farmington Road and Stafford Road projects, should be given more emphasis in this and future updates of the Six-Year Program.
- e. ODOT should meet with local jurisdictions and explain the process that was used to develop the revisions to the proposed Six-Year Program as outlined in June correspondence to Metro.
- f. The region acknowledges that this Six-Year Program is the last to be developed under old planning regulations and is eager to work cooperatively with ODOT to define a process for implementing new flexible funding opportunities afforded by ISTEA.
- g. The region wishes to thank ODOT for being a progressive and cooperative partner in its historic allocation of \$22 million of flexible STP funds to the Westside LRT project.

ADOPTED by the Council of the Metropolitan Service District
this 23rd day of July, 1992.



Jim Gardner, Presiding Officer

RB:lmk
92-1647.RES
6-29-92

June 19, 1992

DEPARTMENT OF
TRANSPORTATION

HIGHWAY DIVISION

Region 1

FILE CODE:

Richard Brandman
Transportation Planning Manager
Metropolitan Service District
2000 SW First Ave.
Portland, OR 97201

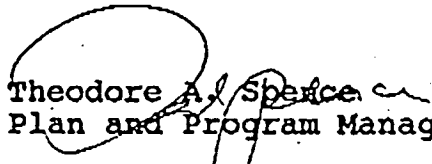
Subject: Revisions to Proposed 1993-1998 Six-Year Transportation Improvement Program

Pursuant to recommendations from the Joint Policy Advisory Committee on Transportation, we have identified a balanced Six-Year Program. This includes \$22 million of state STP funds for support of the Westside Light Rail Transit Project.

In order to reduce the overprogramming and identify the \$22 million for the Westside LRT, ODOT staff reviewed comments and recommendations made on the proposed transportation improvement program dated May 1992. The attachments summarize the list of projects that have been reduced in scope or deleted from the previous draft. Also listed are the projects that were initially incorporated as new projects in the preliminary draft from the previous 1991-1996 program.

As noted in the attached, two major highway projects were added based on comments on the January 1992 preliminary draft. These include the Sunnybrook interchange and seismic retrofitting of the Marquam Bridge. The other major project added was the \$22 million for lightrail transit.

The Oregon Transportation Commission is requesting the Metro Region's recommendations on accepting the program reduction and adjustments to the developmental section.


Theodore A. Spence
Plan and Program Manager

TS:smc:6-YRTIP.REV



9002 SE McLoughlin
Milwaukie, OR 97222
(503) 653-3090
FAX (503) 653-3267

June 18, 1992

Changes to the 1993-1998 Transportation Improvement Program - As reflected in the Proposed Program

The Region requested the State to provide the detail of the "Balanced" Six Year Program for its information and review. The balanced program was developed in order to match programmed amounts to projected revenues. Projects shown in the Preliminary program were modified to achieve the required "balance".

The following projects were deleted from the construction program.

<u>Highway</u>	<u>Year</u>	<u>Section</u>	<u>Cost</u>	<u>Status</u>
US-30 BUS.	97	NE COLUMBIA - LOMBARD @ 60TH	6,904	Request
I-5	98	SW HOOD - TERWILLIGER	41,563	Request
99E	96	HAROLD - TACOMA	6,440	Dev.R/W
99E	97	MLK JR./GRAND VIA-SE.HAROLD	6,420	Dev.R/W
I-5	93	TUALATIN PARK & RIDE	400	Tri-Met build
OR-43	96	WEST LINN PARK & RIDE	462	Tri-Met Lease
99E	96	MILWAUKIE PARK & RIDE	2,500	Tri-Met Build

Total deleted \$ 64,689,000

The following projects were reduced in scope to help balance the program:

<u>Highway</u>	<u>Year</u>	<u>Section</u>	<u>Orig. Cost</u>	<u>Prop. Cost</u>	<u>Reduction</u>
Columbia	94	223RD - TROUTDALE	50,320	40,078	10,242

(Troutdale Interchange has been removed as part of this unit and placed in development. This project was a discretionary project in the Preliminary Draft. It is now funded with NHS/FAI funds in the Proposed Draft. It does not qualify for Discretionary Funds under the new Surface Transportation Act.)

<u>Highway</u>	<u>Year</u>	<u>Section</u>	<u>Orig. Cost</u>	<u>Prop. Cost</u>	<u>Reduction</u>
US-26	98	185TH-CEDAR HILLS	40,119	26,351	13,768

(The limits of this project have been reduced to a section called Murray - 217 to be constructed in 1997.)

<u>Highway</u>	<u>Year</u>	<u>Section</u>	<u>Orig. Cost</u>	<u>Prop. Cost</u>	<u>Reduction</u>
OR-208	96	209TH - MURRAY	26,273 (State & Local)		
	96	Unit 1		6,999	
	Dev.	Unit 2		1,050 R/W	9,000

(This project is being split into two units. County will be funding half of Unit 1 for \$3.5M. Unit 2 is in the development section of the program with \$1M for R/W. The remaining construction costs are being deferred at this time with State's share (50 percent) being \$9M.)

Total Reductions \$33,010,000

Grand Total Reduced \$ 97,699,000

The New Proposed Program will identify the additional \$22M for Westside LRT.

MAJOR PROJECT MODIFICAIONS TO THE 1993-1998 PRELIMINARY
TRANSPORTATION IMPROVEMENT PROGRAM

YEAR	HIGHWAY	PROJECT	PRELIMINARY	ADJUSTED	PROGRAM	
			TOTAL COST R/W, PE, CONST. (Million)	TOTAL COST	LOCAL SHARE	
*	93	Pacific	Tualatin Park & Ride	.4	---	
	93	Sunset	S.W. Center-S.W. 76th LRT	46	65.8	27
	93	Columbia	I-84 @ 82nd Park & Ride	.3	.3	
**	93	Pacific	W.Marquam Intch-Marquam Br.	---	9	
**	93	Pacific	I-5 Seismic Retrofit	---	1	
**	94	Pacific	Boones Ferry-Commerce Cir.	---	1.6	
	94	Oswego	Taylor's Ferry-I205 (MAC)	1.7	1.7	
	94	Columbia	Gateway Park & Ride	2.3	2.3	
***/*	94	Columbia	223rd-Troutdale	50.3	40.0	
*	96	Pacific E	MLK/Grand - SE Harold	13.0	6.6	
*	96	Farmington	209th - Murray	26.3	8.0	3.5
*	96	Pacific E.	Milwaukie Park & Ride	2.5	---	
**	96		LRT	---	22.0	
*	96	Oswego	West Linn Park & Ride	.5	---	
	96	L.Colum.R.	Sandy Macs Projects	5.1	5.1	
	96	Tualatin V.	Beav/Tigard/117th	4.6	4.6	
*	96	Pacific E.	Harold - Tacoma	13	6.6	
	97	47 Bypass	Council Creek-Quince	9	9.0	4.5
*	97	L.Colum.R.	N. Colum.-Lombard @ 60th	6.9	---	
	97	Various	Priority Macs Project	3.9	3.9	
*	98	Pacific	Hood - Terwilliger	41.6	---	
	98	Various	Priority Macs Project	3.8	3.8	
	98	Sunset	185th - Cedar Hills	40.1	26.3	
**	98	E.Port.	Sunnybrook Interchange	---	23.6	6.8
			Total	\$ 272.9	241.2	41.8

* Reduced or deferred in order to balance program (see attached)

** Added to Proposed (May 1993) Six Year Program

*** Moved from Discretionary funding to NHS/FAI in May 1993 Proposed Program

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1647 FOR THE PURPOSE OF ACCEPTING ODOT'S RECOMMENDED SIX-YEAR PROGRAM REDUCTIONS

Date: June 19, 1992

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would accept ODOT's proposed reductions in projects proposed for funding in the 1993-1998 Six-Year Transportation Improvement Program (Six-Year Program). The resolution reflects the projects which are necessary to be removed from the Six-Year Program in order to have a balanced program of projects and funding.

At the June 26 TPAC meeting, there was considerable discussion regarding ODOT's proposed revisions to the Six-Year Program. The discussion centered on the process which ODOT used to develop the list, specific projects which were revised, and the need to develop a new process for addressing new flexible funding opportunities afforded by ISTEA. Specific comments resulting from this discussion are found in Resolve No. 2 in the attached Resolution.

TPAC has reviewed the proposed reductions and recommends approval of Resolution No. 92-1647.

FACTUAL BACKGROUND AND ANALYSIS

At the February JPACT meeting, there was a brief presentation and discussion of ODOT's Draft Six-Year Program. Metro and ODOT staff explained at the meeting that the initial draft of the Six-Year Program was overprogrammed by \$173 million and that project deferrals would be necessary. Direction was then given to ODOT by JPACT to bring a recommended balanced program to a subsequent JPACT meeting.

In a related issue, at the April JPACT meeting, a resolution was adopted which recommended that ODOT program \$22 million of flexible Surface Transportation Program (STP) funds to the Westside Corridor LRT project. There was an understanding reached when this resolution was adopted that this transfer of funds would require an additional \$22 million reduction in highway projects from this region over the life of the Six-Year Program. This reduction was considered acceptable in light of the increased funding level coming to the region as a result of the Intermodal Surface Transportation Efficiency Act (ISTEA).

At the June meeting of the Oregon Transportation Commission, the Commission adopted the allocation of \$22 million of STP funds to the Westside project and noted that some projects must be deferred as a result. Therefore, the revised Six-Year Program is

a balanced program which includes the \$22 million STP allocation to the Westside Corridor project. Exhibit A is ODOT's recommended list of deferred projects to balance the Six-Year Program. The list includes projects from both the construction and developmental sections of the program. The OTC has requested the Metro region to provide comments on this list.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ACCEPTING) RESOLUTION NO. 92-1647
ODOT'S RECOMMENDED SIX-YEAR)
PROGRAM REDUCTIONS) Introduced by
Councilor Richard Devlin

WHEREAS, The Oregon Department of Transportation's (ODOT's) Six-Year Transportation Improvement Program will be adopted by the Oregon Transportation Commission (OTC) on July 21, 1992; and

WHEREAS, The Six-Year Program must demonstrate a balance of projects and resources; and

WHEREAS, It was necessary to defer numerous projects from the first draft of the Six-Year Program in order to result in a balanced program; and

WHEREAS, ODOT has requested that the region have the opportunity to comment on the list of projects that would be deferred and/or reduced; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District has:

1. Reviewed the list of projects recommended by ODOT to be deleted from the current Six-Year Transportation Improvement Program.

2. Accepts the recommended deferrals (Exhibit A) as necessary to achieve a balanced program with the following comments:

a. The status of the project on NE Columbia Boulevard - Lombard at 60th should be changed from "request" to "developmental."

- b. The entire I-5/Greeley to Banfield project should ~~continue to move forward and complete conceptual engineering during Phase II engineering~~ be completed through EIS work to provide the context for Phase II project development.
- c. The Lake Oswego park-and-ride lot should be included as a reconnaissance project.
- d. Projects which improve urban mobility, such as the Columbia Boulevard, Troutdale interchange, Farmington Road and Stafford Road projects, should be given more emphasis in this and future updates of the Six-Year Program.
- e. ODOT should meet with local jurisdictions and explain the process that was used to develop the revisions to the proposed Six-Year Program as outlined in June correspondence to Metro.
- f. The region acknowledges that this Six-Year Program is the last to be developed under old planning regulations and is eager to work cooperatively with ODOT to define a process for implementing new flexible funding opportunities afforded by ISTEA.
- g. The region wishes to thank ODOT for being a progressive and cooperative partner in its historic allocation of \$22 million of flexible STP funds to the Westside LRT project.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1992.

Jim Gardner, Presiding Officer

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ACCEPTING) RESOLUTION NO. 92-1647A
ODOT'S RECOMMENDED SIX-YEAR)
PROGRAM REDUCTIONS) Introduced by
) Councilor Richard Devlin

WHEREAS, The Oregon Department of Transportation's (ODOT's) Six-Year Transportation Improvement Program will be adopted by the Oregon Transportation Commission (OTC) on July 21, 1992; and

WHEREAS, The Six-Year Program must demonstrate a balance of projects and resources; and

WHEREAS, It was necessary to defer numerous projects from the first draft of the Six-Year Program in order to result in a balanced program; and

WHEREAS, ODOT has requested that the region have the opportunity to comment on the list of projects that would be deferred and/or reduced; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District has:

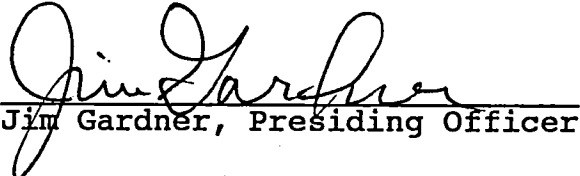
1. Reviewed the list of projects recommended by ODOT to be deleted from the current Six-Year Transportation Improvement Program.

2. Accepts the recommended deferrals (Exhibit A) as necessary to achieve a balanced program with the following comments:

a. The status of the project on NE Columbia Boulevard - Lombard at 60th should be changed from "request" to "developmental."

- b. The entire I-5/Greeley to Banfield project should be completed through EIS work to provide the context for Phase II project development.
- c. The Lake Oswego park-and-ride lot should be included as a reconnaissance project.
- d. Projects which improve urban mobility, such as the Columbia Boulevard, Troutdale interchange, Farmington Road and Stafford Road projects, should be given more emphasis in this and future updates of the Six-Year Program.
- e. ODOT should meet with local jurisdictions and explain the process that was used to develop the revisions to the proposed Six-Year Program as outlined in June correspondence to Metro.
- f. The region acknowledges that this Six-Year Program is the last to be developed under old planning regulations and is eager to work cooperatively with ODOT to define a process for implementing new flexible funding opportunities afforded by ISTEA.
- g. The region wishes to thank ODOT for being a progressive and cooperative partner in its historic allocation of \$22 million of flexible STP funds to the Westside LRT project.

ADOPTED by the Council of the Metropolitan Service District
this 23rd day of July, 1992.


Jim Gardner, Presiding Officer

RB:lmk
92-1647.RES
6-29-92

June 19, 1992

DEPARTMENT OF
TRANSPORTATION

HIGHWAY DIVISION

Region 1

FILE CODE:

Richard Brandman
Transportation Planning Manager
Metropolitan Service District
2000 SW First Ave.
Portland, OR 97201

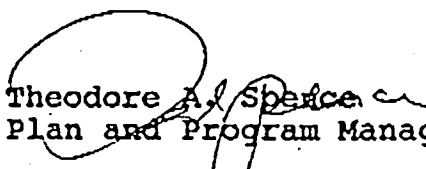
Subject: Revisions to Proposed 1993-1998 Six-Year Transportation
Improvement Program

Pursuant to recommendations from the Joint Policy Advisory Committee on Transportation, we have identified a balanced Six-Year Program. This includes \$22 million of state STP funds for support of the Westside Light Rail Transit Project.

In order to reduce the overprogramming and identify the \$22 million for the Westside LRT, ODOT staff reviewed comments and recommendations made on the proposed transportation improvement program dated May 1992. The attachments summarize the list of projects that have been reduced in scope or deleted from the previous draft. Also listed are the projects that were initially incorporated as new projects in the preliminary draft from the previous 1991-1996 program.

As noted in the attached, two major highway projects were added based on comments on the January 1992 preliminary draft. These include the Sunnybrook interchange and seismic retrofitting of the Marquam Bridge. The other major project added was the \$22 million for lightrail transit.

The Oregon Transportation Commission is requesting the Metro Region's recommendations on accepting the program reduction and adjustments to the developmental section.


Theodore A. Spence
Plan and Program Manager

TS:smc:6-YRTIP.REV



9002 SE McLoughlin
Milwaukie, OR 97222
(503) 653-3090
FAX (503) 653-3267

June 18, 1992

Changes to the 1993-1998 Transportation Improvement Program - As reflected in the Proposed Program

The Region requested the State to provide the detail of the "Balanced" Six Year Program for its information and review. The balanced program was developed in order to match programmed amounts to projected revenues. Projects shown in the Preliminary program were modified to achieve the required "balance".

The following projects were deleted from the construction program.

<u>Highway</u>	<u>Year</u>	<u>Section</u>	<u>Cost</u>	<u>Status</u>
US-30 BUS.	97	NE COLUMBIA - LOMBARD @ 60TH	6,904	Request
I-5	98	SW HOOD - TERWILLIGER	41,563	Request
99E	96	HAROLD - TACOMA	6,440	Dev.R/W
99E	97	MLK JR./GRAND VIA-SE HAROLD	6,420	Dev.R/W
I-5	93	TUALATIN PARK & RIDE	400	Tri-Met build
OR-43	96	WEST LINN PARK & RIDE	462	Tri-Met Lease
99E	96	MILWAUKIE PARK & RIDE	2,500	Tri-Met Build

Total deleted \$ 64,689,000

The following projects were reduced in scope to help balance the program:

<u>Highway</u>	<u>Year</u>	<u>Section</u>	<u>Orig. Cost</u>	<u>Prop. Cost</u>	<u>Reduction</u>
Columbia	94	223RD - TROUTDALE	50,320	40,078	10,242

(Troutdale Interchange has been removed as part of this unit and placed in development. This project was a discretionary project in the Preliminary Draft. It is now funded with NHS/FAI funds in the Proposed Draft. It does not qualify for Discretionary Funds under the new Surface Transportation Act.)

<u>Highway</u>	<u>Year</u>	<u>Section</u>	<u>Orig. Cost</u>	<u>Prop. Cost</u>	<u>Reduction</u>
US-26	98	185TH-CEDAR HILLS	40,119	26,351	13,768

(The limits of this project have been reduced to a section called Murray - 217 to be constructed in 1997.)

<u>Highway</u>	<u>Year</u>	<u>Section</u>	<u>Orig. Cost</u>	<u>Prop. Cost</u>	<u>Reduction</u>
OR-208	96	209TH - MURRAY	26,273 (State & Local)		
	96	Unit 1		6,999	
	Dev.	Unit 2		1,050 R/W	9,000

(This project is being split into two units. County will be funding half of Unit 1 for \$3.5M. Unit 2 is in the development section of the program with \$1M for R/W. The remaining construction costs are being deferred at this time with State's share (50 percent) being \$9M.)

Total Reductions \$33,010,000

Grand Total Reduced \$ 97,699,000

The New Proposed Program will identify the additional \$22M for Westside LRT.

MAJOR PROJECT MODIFICATIONS TO THE 1993-1998 PRELIMINARY
TRANSPORTATION IMPROVEMENT PROGRAM

YEAR	HIGHWAY	PROJECT	PRELIMINARY	ADJUSTED PROGRAM	LOCAL	
			TOTAL COST R/W, PE, CONST. (Million)	TOTAL COST	SHARE	
*	93	Pacific	Tualatin Park & Ride	.4	---	
	93	Sunset	S.W. Center-S.W. 76th LRT	46	65.8	27
	93	Columbia	I-84 @ 82nd Park & Ride	.3	.3	
**	93	Pacific	W.Marquam Intch-Marquam Br.	---	9	
**	93	Pacific	I-5 Seismic Retrofit	---	1	
**	94	Pacific	Boones Ferry-Commerce Cir.	---	1.6	
	94	Oswego	Taylor's Ferry-I205 (MAC)	1.7	1.7	
	94	Columbia	Gateway Park & Ride	2.3	2.3	
***/*	94	Columbia	223rd-Troutdale	50.3	40.0	
*	96	Pacific E	MLK/Grand - SE Harold	13.0	6.6	
*	96	Farmington	209th - Murray	26.3	8.0	3.5
*	96	Pacific E.	Milwaukie Park & Ride	2.5	---	
**	96		LRT	---	22.0	
*	96	Oswego	West Linn Park & Ride	.5	---	
	96	L.Colum.R.	Sandy Macs Projects	5.1	5.1	
	96	Tualatin V.	Beav/Tigard/117th	4.6	4.6	
*	96	Pacific E.	Harold - Tacoma	13	6.6	
	97	47 Bypass	Council Creek-Quince	9	9.0	4.5
*	97	L.Colum.R.	N. Colum.-Lombard @ 60th	6.9	---	
	97	Various	Priority Macs Project	3.9	3.9	
*	98	Pacific	Hood - Terwilliger	41.6	---	
	98	Various	Priority Macs Project	3.8	3.8	
	98	Sunset	185th - Cedar Hills	40.1	26.3	
**	98	E.Port.	Sunnybrook Interchange	---	23.6	6.8
			Total	\$ 272.9	241.2	41.8

* Reduced or deferred in order to balance program (see attached)

** Added to Proposed (May 1993) Six Year Program

*** Moved from Discretionary funding to NHS/FAI in May 1993 Proposed Program

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1647 FOR THE PURPOSE OF
ACCEPTING ODOT'S RECOMMENDED SIX-YEAR PROGRAM REDUCTIONS

Date: June 19, 1992

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would accept ODOT's proposed reductions in projects proposed for funding in the 1993-1998 Six-Year Transportation Improvement Program (Six-Year Program). The resolution reflects the projects which are necessary to be removed from the Six-Year Program in order to have a balanced program of projects and funding.

At the June 26 TPAC meeting, there was considerable discussion regarding ODOT's proposed revisions to the Six-Year Program. The discussion centered on the process which ODOT used to develop the list, specific projects which were revised, and the need to develop a new process for addressing new flexible funding opportunities afforded by ISTEA. Specific comments resulting from this discussion are found in Resolve No. 2 in the attached Resolution.

TPAC has reviewed the proposed reductions and recommends approval of Resolution No. 92-1647.

FACTUAL BACKGROUND AND ANALYSIS

At the February JPACT meeting, there was a brief presentation and discussion of ODOT's Draft Six-Year Program. Metro and ODOT staff explained at the meeting that the initial draft of the Six-Year Program was overprogrammed by \$173 million and that project deferrals would be necessary. Direction was then given to ODOT by JPACT to bring a recommended balanced program to a subsequent JPACT meeting.

In a related issue, at the April JPACT meeting, a resolution was adopted which recommended that ODOT program \$22 million of flexible Surface Transportation Program (STP) funds to the Westside Corridor LRT project. There was an understanding reached when this resolution was adopted that this transfer of funds would require an additional \$22 million reduction in highway projects from this region over the life of the Six-Year Program. This reduction was considered acceptable in light of the increased funding level coming to the region as a result of the Intermodal Surface Transportation Efficiency Act (ISTEA).

At the June meeting of the Oregon Transportation Commission, the Commission adopted the allocation of \$22 million of STP funds to the Westside project and noted that some projects must be deferred as a result. Therefore, the revised Six-Year Program is

a balanced program which includes the \$22 million STP allocation to the Westside Corridor project. Exhibit A is ODOT's recommended list of deferred projects to balance the Six-Year Program. The list includes projects from both the construction and developmental sections of the program. The OTC has requested the Metro region to provide comments on this list.