

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING)	RESOLUTION NO. 93-1785
THE REGION'S PRIORITY SURFACE)	
TRANSPORTATION PROGRAM)	Introduced by
PROJECTS AND AMENDING THE)	Councilor Van Bergen
FY 93 TIP FOR INCLUSION OF)	
THESE PROJECTS)	

WHEREAS, The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 included a new Surface Transportation Program for flexible funding of a broad range of transportation-related activities, including highway construction and repair, transit capital improvements, bicycle and pedestrian facilities and other activities specified in Section 1007(a) of ISTEA; and

WHEREAS, ISTEA requires the state to allocate proportionate sums of its annual STP appropriation to urban areas of the state with population greater than 200,000; and

WHEREAS, ISTEA also stipulates that in areas of the state with population greater than 200,000, the designated Metropolitan Planning Organizations (MPO) shall allocate STP funds in consultation with the state transportation planning agency, which in Oregon is the Oregon Department of Transportation (ODOT); and

WHEREAS, Metro is the designated MPO for the Portland metropolitan area; and

WHEREAS, The state is currently amending the 1993-1998 Six-Year Transportation Improvement Program; and

WHEREAS, the Joint Policy Advisory Committee on Transportation has directed TPAC and the TIP Subcommittee to complete programming of available FY 92 and 93 STP funds for inclusion in the 1993 Transportation Improvement Program for forwarding to the

Oregon Transportation Commission for inclusion in the 1993-1998 Six-Year Program by amendment; and

WHEREAS, the Transportation Improvement Program Subcommittee of TPAC has recommended that all residual sums of the region's FY 92 and 93 STP appropriation be programmed to achieve a balance between transportation development and construction projects; and

WHEREAS, the resulting selection of Regional STP program projects is based on regional transportation priorities identified by Metro and is balanced by equitable treatment of each jurisdiction's identified transportation priorities; and

WHEREAS, all recommended construction projects are identified in the 1992 RTP; and

WHEREAS, approval of construction projects contained in Exhibit A by the Oregon Transportation Commission is contingent upon demonstration of appropriate air quality modeling results per the interim guidelines adopted by FHWA, FTA and EPA pursuant to the Clean Air Act Amendment of 1990; now, therefore,

BE IT RESOLVED,

1. That the Metro Council amends the FY 93 TIP to include STP program elements as contained in Exhibit A.


2. That staff be directed to forward the STP project priorities for the 1993-1998 Six-Year Program amendment by the Oregon Transportation Commission.

3. That prior to OTC approval, Metro will provide ODOT with necessary documentation ensuring consistency of projects with interim guidelines adopted pursuant to the Clean Air Act Amendments of 1990.

4. That all projects, including construction of pedestrian or bicycle facilities, shall conform to the standards established in the federal ADA Access Guidelines and with the intent of the performance guidelines found in the State of Oregon's "Best Management Practices" for the Goal 12 Transportation Planning Rule.

5. That any changes to program priorities as a result of funding changes of 10 percent or greater or as a result of project delays will require reconsideration through JPACT/Metro resolution. Priority changes below 10 percent will be developed by the TIP Subcommittee.

ADOPTED by the Metro Council this 22nd day of April,
1993.


Judy Wyers, Presiding Officer

TW:lmk
93-1785.RES
3-24-93

EXHIBIT A
PROPOSED ALLOCATION OF FY 92 AND 93 REGIONAL STP FUNDS

AGENCY & PROJECT	93	94	95	96	TOTAL
PORTLAND					
1. FY93-94 ROAD REHABILITATION					
CONSTR	2,200,000	94,452			2,294,452
2. BURGARD INTERSECTION IMPROVEMENT					
PE	100,000				100,000
3. COLUMBIA BLVD FEASIBILITY STUDY					
PLANNING	150,000				150,000
4. TRANSIT PREFERENTIAL CORRIDORS					
PE	80,000				80,000
5. SO. PORTLAND CIRCULATION					
PLANNING	120,000				120,000
6. SOUTHERN TRIANGLE					
PE	32,000				32,000
7. FY 93-94 SIGNAL SAFETY REMODELS					
PE	30,000				
CONSTR		215,000			245,000
8. FY93-94 SIGNAL RETIMING					
PE	125,000				125,000
SUBTOTAL PORTLAND					
PE/PLANNING	637,000				
CONST	2,200,000	309,452			3,146,452

CLACKAMAS COUNTY	93	94	95	96	TOTAL
9. 92ND AVE. - IDLEMAN TO CO. LINE					
PE	150,000				150,000
10. SUNNYSIDE ROAD- I-205 TO 152ND					
PE/EIS	600,000				600,000
11. LOWER BOONES FERRY/JEAN-MADRONA					
CONSTR	300,000				300,000
12. JOHNSON CREEK BLVD - LINWOOD AVE. TO 82ND AVE.					
CONSTR		335,212			335,212
SUBTOTAL CLACKAMAS COUNTY					
PE/EIS	750,000				
CONSTR	300,000	355,212			1,405,212

WASHINGTON COUNTY	93	94	95	96	TOTAL
13. CORNELL RD. - CORNELIUS PASS TO JOHN OLSEN AVE.					
PE	200,000				
CONSTR	915,455				1,115,455
14. FARMINGTON RD - MURRAY BLVD TO 167TH AVE					
PE	1,000,000				1,000,000
SUBTOTAL WASHINGTON COUNTY					
PE	1,200,000				
CONSTR	915,455				2,115,455

MULTNOMAH COUNTY	93	94	95	96	TOTAL
15. I-84 - NE SANDY TO NE GLISAN- 223RD CONNECTOR (207TH)					
CONSTR	969,902				969,902

PROGRAM TOTAL	93	94	95	96	TOTAL
PE	2,587,000				
CONSTR	4,385,357	664,670			7,637,021

PLANNED OBLIGATION FY 93 = 6,972,357

ALLOCATED = 7,637,021
BALANCE REMAINING = \$0

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1785 FOR THE PURPOSE OF
ENDORING THE REGION'S SURFACE TRANSPORTATION PROGRAM
PROJECTS AND AMENDING THE FY 93 TIP FOR INCLUSION OF THESE
PROJECTS

Date: March 23, 1993

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would establish the region's priority Regional Surface Transportation Program (STP) projects for funding in the 1993-1998 Oregon Department of Transportation (ODOT) Six-Year Transportation Improvement Program (Six-Year Program). The region's priorities are consistent with the STP eligibility standards as listed in Section 1007(a) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

The resolution also acts to amend the FY 93 Transportation Improvement Program (TIP) to include the priority STP projects adopted through this resolution. The region's selected STP projects are listed in Exhibit A.

Prior to commencing construction, local governments and Metro must demonstrate that these projects are included in the Regional Transportation Plan (RTP) and Metro's Transportation Improvement Program (TIP) and are consistent with or conform to local comprehensive plans (transportation element public facility plans and/or transportation system plans), the statewide planning goals and the interim conformity guidance Clean Air Act Amendments (CAAA) 1990. Also, prior to construction, the projects must meet eligibility requirements as specified in ISTEA and subsequent USDOT and/or EPA guidelines.

FACTUAL BACKGROUND AND ANALYSIS

Program

ISTEA eliminated the Federal-Aid Interstate, Primary, Urban and Secondary programs. Previously, these programs were the primary source of federal assistance to local jurisdictions for highway-related construction and maintenance. The Metro region relied most directly on the Federal-Aid Urban (FAU) program. As partial replacement of the Federal-Aid programs, ISTEA created the Surface Transportation Program.

STP funds are analogous to block grant funds and may be spent on a broad variety of projects including road and bridge construction and maintenance, transit facilities (other than operation) and bicycle and pedestrian facilities (in or out of vehicular rights-of-way). STP funds may not be spent on roadways defined as local or rural minor collectors.

The state is appropriated STP funds each year up to the program limits authorized in ISTEA. From the total state STP appropriation, 10 percent is taken to fund safety projects and another 10 percent is taken to fund the Transportation Enhancement program. Fifty percent of the original total (i.e., 62.5 percent of the remaining 80 percent) is distributed, on the basis of population, to areas of the state with population greater than 200,000 and to all other areas of the state. ISTEA also stipulates that, in urbanized areas with population exceeding 200,000, the MPO (i.e., Metro) will program STP funds in consultation with the state transportation agency (i.e., ODOT). This formula has created a six-year "Regional STP program" of approximately \$60 million.

Prior Programming

STP appropriations in FY 92 and 93 account for approximately \$17 million of the total anticipated Regional STP program. Prior action approved programming of \$7.33 million of this \$17 million for the Hillsboro Extension of the Westside light rail system. Another \$2.5 million has been approved in prior resolutions to support planning activities stipulated in the FY 93 and 94 Unified Work Programs, as well as ISTEA-mandated planning programs. Approval of this resolution will conclude programming of all remaining FY 92 and 93 Regional STP funds (\$7,637,021). (The program balance of approximately \$43 million will be allocated in future years.)

Selection of Projects Now Seeking Approval

The current list of STP projects represents a transitional allocation process. The TPAC Transportation Improvement Program (TIP) Subcommittee was primarily responsible for assembling the list from nominations which were prioritized and submitted by the local jurisdictions. Further selection criteria considered by the TIP Subcommittee included the ability of projects to obligate funds in the current fiscal year and inclusion of a mix of construction and development projects. The Subcommittee believes that an emphasis on development projects will assure that future year STP appropriations will have available a backlog of suitable projects ready for allocation of construction dollars. This will assure the region's future ability to obligate short-lived federal funds in a timely manner. Additionally, it should be noted that all proposed "roadway" projects will be required to provide suitable bicycle and pedestrian facilities in compliance with VMT reduction objectives of the state Goal 12 Transportation Planning Rule.

Conclusions and Comments

Adoption of Resolution No. 93-1785 amends the TIP to include the region's priority STP activities. Those priorities are identified in Exhibit A to the resolution and are based upon actual appropriation of STP funds to the region.

Actual programming and authorization for the use of the funds is dependent upon OTC action. Consequently, the actual number of "fundable" projects may vary. Project development delays may also alter the ability to fund certain projects. Additionally, it appears that one project, Cornell Road widening from John Olsen Avenue to Cornelius Pass Road in Washington County, will require additional air quality analysis before it can be approved by the OTC and made eligible for receipt of federal assistance. Recognizing these possibilities, the resolution notes that any changes to program priorities that are greater than 10 percent of the anticipated funding level will require reconsideration through Metro/JPACT resolution. Priority changes below that amount will be addressed by the TIP Subcommittee.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1785.

PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 93-1785, ENDORSING THE REGION'S SURFACE TRANSPORTATION PROGRAM PROJECTS AND AMENDING THE FY 93 TIP FOR INCLUSION OF THESE PROJECTS

Date: April 20, 1993

Presented by: Councilor Moore

Committee Recommendation: At the April 13 meeting, the Planning Committee voted unanimously to recommend Council adoption of Resolution No. 93-1785. Voting in favor: Councilors Van Bergen, Kvistad, Devlin, Gates, Monroe, and Moore.

Committee Issues/Discussion: Andy Cotugno, Planning Director, presented the staff report. This resolution allocates FY 1992-93 discretionary funds to the projects that are identified in the attachment to the resolution; approximately \$9 million per year. The department anticipates receipt of the money even though the amount can vary. This closes out the first two years of the six year Act. The funds for the remaining four years are still open for discussion and decision.

Prior to this, the Council has approved two actions such as this. These include \$22 million for the Westside Light Rail Transit project and money towards meeting Metro's planning requirements. The projects, to which this money is committed, are primarily those that are already underway. In addition, this is being done after the Council has approved transportation enhancement and air quality funds that funded a variety of alternative modes at a fairly substantial rate.

Metro will be working with ODOT to make sure these funds plus the enhancement and CMAQ funds are actually expended and not just allocated this fiscal year. There is still a way to go.

Councilor Moore asked some specific questions regarding some of the individual projects listed and thanked the staff for providing an earlier briefing for her. On the Farmington Rd./Murray Blvd. project, she asked how we could work during the preliminary engineering to assure that the projects conform with the intent of the "best management practices" for pedestrian ways. Mr. Cotugno indicated that all specific design characteristics are worked out during the preliminary engineering process and through the environmental impact statement. Metro has input to the project, through the department's participation on the technical advisory committees.

Councilor Monroe asked about access to the Ross Island Bridge from I-5. Cotugno indicated that that was included. Councilor Monroe elaborated that the area needs much work.