

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING)	RESOLUTION NO. 80-153
FEDERAL I-505 FUNDS FOR PRE-)	
LIMINARY ENGINEERING OF THE)	Introduced by the Joint
TERWILLIGER/BARBUR BLVD. PROJECT)	Policy Advisory Committee
		On Transportation

WHEREAS, The CRAG Board of Directors, through CRAG Resolution No. BD 781210, agreed that the I-505 freeway should be withdrawn from the Interstate Highway System; and

WHEREAS, Contingent on the official withdrawal of I-505 by USDOT, the CRAG Board of Directors, through CRAG Resolution No. BD 781213, established a City of Portland Reserve to fund highway and transit projects having regional significance; and

WHEREAS, U.S. Department of Transportation in December, 1979, approved the withdrawal of I-505 from the Interstate Highway System; and

WHEREAS, The City of Portland has requested a funding authorization of \$750,000 in federal funds for the Oregon Department of Transportation (ODOT) to conduct preliminary engineering of the Terwilliger/Barbur Blvd. project; and

WHEREAS, The Metro Systems Planning Program has been established to develop and evaluate transportation improvement alternatives, including the development of project objectives and general specifications for regional projects; now, therefore,

BE IT RESOLVED,

1. That \$750,000 of Federal I-505 funds be authorized from the City of Portland Reserve account for regional transit/highway improvements for preliminary engineering of the Terwilliger/Barbur Blvd. Project.

2. That evaluation of project alternatives, including adequate provisions for bikeways and pedestrian walkways, be done in conjunction with the Metro systems planning program and with the assistance of ODOT to ensure an adequate analysis of the impacts on the overall transportation system.

3. That the preliminary engineering study by ODOT be closely coordinated with the Westside Corridor Study.

4. That further implementation of this project in the form of right-of-way acquisition and construction be subject to future Council action when required.

5. That the Transportation Improvement Program (TIP) and its Annual Element(s) be amended to reflect the authorization as set forth in Exhibit "B."

6. That the Metro Council finds the project in accordance with the region's continuing, cooperative, comprehensive planning process.

ADOPTED by the Council of the Metropolitan Service District this 22nd day of May, 1980.


Presiding Officer

BP:bk
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