

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING)	RESOLUTION NO. 80-185
FEDERAL FUNDS FOR PROJECTS)	
INVOLVED IN THE MCLOUGHLIN BLVD.)	Introduced by the Joint
CORRIDOR IMPROVEMENT STRATEGY)	Policy Advisory Committee
)	on Transportation

WHEREAS, The Metro Council, through Resolution No. 79-65 adopted the McLoughlin Blvd. Corridor Improvement Strategy; and

WHEREAS, The strategy was established to provide policy guidance for establishing corridor funding priorities; and

WHEREAS, The Metro Transportation Improvement Program (TIP) includes \$4,751,413 (as of March 30, 1980) in the McLoughlin Blvd. Reserve to implement the proposed strategy; and

WHEREAS, Resolution No. 80-184 reallocated an additional \$1,632,000 of Interstate Transfer funds to the McLoughlin Blvd. Reserve, increasing the Reserve to \$6,383,413; and

WHEREAS, The Metro TIP includes a separate \$6,165,781 (as of March 30, 1980) in the Southern Corridor-Related Reserve to implement improvements related to the Corridor Strategy; and

WHEREAS, The Southern Corridor Working Group, composed of representatives for Tri-Met, the Oregon Department of Transportation (ODOT) and affected local jurisdictions, has recommended a proposed funding allocation; and

WHEREAS, Sponsors for the projects to be funded by the allocation of McLoughlin Blvd. Reserve have been identified and requests have been made for federal funding; now, therefore,

BE IT RESOLVED,

1. That the Metro Council authorizes from the McLoughlin Blvd. Reserve funding for the projects shown on Attachment "A."

2. That the Metro Council reserves funding for future allocation at the conclusion of preliminary engineering to the projects shown on Attachment "B."

3. That the Metro Council will consider allocation of some of the funds included in the Southern Corridor-Related Reserve if they are needed to support the projects included in the McLoughlin Blvd. Transit Improvement Reserve in the event insufficient funds are available.

4. That Tri-Met should pursue loan funds from the Urban Mass Transportation Administration to purchase the Portland Traction Company Right-Of-Way before requesting authorization of Interstate Transfer funds for that purpose.

5. Clackamas County should pursue private funding and/or right-of-way acquisition for portions of transit improvements proposed along McLoughlin Blvd. before funds are requested to be authorized for that purpose.

6. That the TIP and Annual Element be amended accordingly.

7. That the Metro Council finds the project in accordance with the region's continuing cooperative, comprehensive planning process and hereby gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District this 25th day of September, 1980.



Presiding Officer

A G E N D A M A N A G E M E N T S U M M A R Y APPROVED BY THE METRO COUNCIL

THIS 25th DAY OF September 1988

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Authorizing Federal Funds for Projects Included in the
 McLoughlin Blvd. Corridor Improvement Strategy

Cynthia M. Wickman
CLERK OF THE COUNCIL

I. RECOMMENDATIONS:

A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution No. 80-185 authorizing funding from the McLoughlin Blvd. Interstate Transfer Reserve fund for the following projects included in the Corridor Improvement Strategy:

1.	Constructon of a transit station in Milwaukie	\$1,050,000
2.	Preliminary Engineering for jointly developed permanent station in Milwaukie developed in conjunction with parking and shops.	100,000
3.	Construction of a transit station in Oregon City.	465,000
4.	Preliminary Engineering and construction of intersection improvements on McLoughlin Blvd south of Hwy. 224.	850,000
5.	Preliminary Engineering for transit improvements on McLoughlin Blvd., siting of the Oregon City park and ride, and feasibility analysis of using the Portland Traction Company (PTC) bridge over the Clackamas River for bus use.	120,000
6.	Preliminary Engineering and construction of neighborhood traffic diversion devices in the Sellwood area.	405,000
7.	Purchase of eight articulated buses.	1,632,000
	TOTAL	<u>\$4,622,000</u>

In addition, the remaining funds from the McLoughlin Blvd. Interstate Transfer Reserve fund would be reserved for implementation of two components of the Corridor Improvement Strategy:

1.	Permanent Milwaukie Transit Station Reserve - Construction of a permanent station in Milwaukie.	\$665,000
2.	McLoughlin Transit Improvement Reserve - Construction of transit improvements	

along McLoughlin Blvd., purchase of the PTC right-of-way, refurbishing of the PTC bridge over the Clackamas River to serve buses and construction of approach roads for buses serving the Oregon City park and ride.

TOTAL

1,096,413
\$1,761,413

- B. **POLICY IMPACT:** This action will allow implementation of the policy direction establishment in the McLoughlin Blvd. Corridor Improvement Strategy adopted by Metro Resolution No. 80-175. TPAC and JPACT have reviewed and approved this recommendation.
- C. **BUDGET IMPACT:** The existing Metro budget provides for Metro staff involvement in allocating Interstate Transfer funds.

II. ANALYSIS:

- A. **BACKGROUND:** The previously established McLoughlin Blvd. Interstate Transfer Reserve funds contains \$6,383,413 (as of March 30, 1980) for the purpose of implementing improvements related to the previously authorized McLoughlin Blvd. improvement north of Milwaukie. Metro staff, working with staff from the Oregon Department of Transportation (ODOT), Tri-Met and affected local jurisdictions, prepared a McLoughlin Blvd. Corridor Improvement Strategy which responds to problems in the Corridor. This strategy was recommended by the Joint Policy Advisory Committee on Transportation on August 17, 1980, for Metro Council endorsement and is being considered by the Metro Council on September 25, 1980. The strategy recommends a number of improvement projects. One of the projects, the Oregon City Park and Ride, is eligible for Interstate funding. Funds do not appear to be immediately available for the Milwaukie Park and Ride. Sponsors for the remaining projects have been identified and requests have been made by the sponsors for Interstate Transfer funds to implement the projects. This Resolution responds to these requests.
- B. **ALTERNATIVES CONSIDERED:** Alternative improvements in the McLoughlin Blvd. were examined and dismissed in preparing the Corridor Improvement Strategy. Alternative funding sources are not available for most of these improvements. There are, however, some possible exceptions:
1. The Urban Mass Transportation Administration (UMTA) has a program to loan funds to protect potential rail rights-of-way. Tri-Met should pursue this source before requesting authorization of reserved Interstate Transfer funds for this purpose. If this funding is not available, then a portion of this Reserve could be used for purchase of the PTC right-of-way.

2. Private developers along McLoughlin Blvd. could contribute funding and/or right-of-way for portions of the envisioned transit improvements. This should be pursued by Clackamas County before the Reserve funds are allocated for transit.
3. Private funding will be necessary to fully implement a permanent transit station in Milwaukie integrated with parking and shops. These funds need to be committed before authorization of the permanent Milwaukie Transit Station Reserve fund.
4. \$6,165,781 of Interstate Transfer funds are reserved in the Southern Corridor-Related Reserve. These funds are intended for projects that would complement the McLoughlin Blvd. strategy. If UMTA loan funding is not available for purchase of the PTC right-of-way and refurbishing of the PTC bridge over the Clackamas River is found to be feasible and preliminary cost estimates are borne out, part of this McLoughlin-related reserve may be needed to supplement the Milwaukie Transit Improvement Reserve.

- C. CONCLUSION: Adoption of the attached Resolution will allow for implementation of critical components of the McLoughlin Blvd. Improvement Strategy. Funding reserves would be established to implement the remaining projects included in the strategy.

AC:ss
60B/92

ATTACHMENT "A" -- Funding Authorizations

<u>LOCATION</u>	<u>PROPOSED IMPROVEMENT</u>	<u>SPONSOR</u>	<u>FISCAL YEAR</u>	<u>FEDERAL FUNDING ALLOCATION</u>
1. McLoughlin Blvd. -- Hwy. 224 to I-205	Preliminary engineering, right-of-way acquisition, and construction of intersection and signal improvements	ODOT	1982	\$ 850,000
2. Milwaukie	Purchase of land and construction of an interim timed-transfer transit station	Tri-Met	1981	\$1,050,000
3. Milwaukie	Preliminary engineering for a permanent transit station	Tri-Met/ Milwaukie	1981	\$ 120,000
4. Oregon City	Purchase of land and construction of a timed-transfer transit station	Tri-Met	1981	\$ 465,000
5. Sellwood Neighborhood	Preliminary engineering and construction of devices to shift through traffic off of neighborhood streets	Portland	1982	\$ 405,000
6. McLoughlin Blvd. -- Hwy. 224 to I-205	Preliminary engineering for transit improvements along McLoughlin Blvd., site the Oregon City park and ride and determine feasibility of using the Portland Traction Company bridge over the Clackamas River for bus use	Tri-Met	1982	\$ 120,000
7. McLoughlin Blvd.	Purchase of 8 articulated buses	Tri-Met	1981	<u>\$1,632,000</u>
			TOTAL	\$4,622,000

ATTACHMENT "B" -- Funding Reserves

<u>LOCATION</u>	<u>PROPOSED IMPROVEMENT</u>	<u>SPONSOR</u>	<u>FEDERAL FUNDING ALLOCATION</u>
1. Permanent Milwaukie Transit Station Reserve - Milwaukie	Construction of a permanent transit station and a pedestrian crossing over the McLoughlin Blvd. These improvements would be made in conjunction with locally funded parking and commercial shopping space.	Milwaukie/ Tri-Met	\$ 665,000
2. McLoughlin Transit Improvement Reserve - McLoughlin Blvd. -- Hwy. 224 to I-205	Transit improvements along McLoughlin Blvd., purchase of the Portland Traction Co. right-of-way, refurbishing of the PTC bridge over the Clackamas River for buses, and bus connections to the Oregon City Park and Ride	Tri-Met	<u>\$1,096,413</u>
			\$1,761,413

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