

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF RESERVING THE)	RESOLUTION NO. 83-382
MCLOUGHLIN BOULEVARD INTERSTATE)	
TRANSFER FUNDING AND ESTABLISHING)	Introduced by the Joint
A DECISION PROCESS)	Policy Advisory Committee on
)	Transportation

WHEREAS, Metro "Staff Reports No. 59 and 69" present an evaluation of alternative transportation improvements in the McLoughlin Boulevard corridor between Portland and Milwaukie; and

WHEREAS, Metro Resolution No. 79-111 allocated \$20.6 million of Interstate Transfer funding to a McLoughlin Boulevard highway improvement and established Light Rail Transit as a potential long-range improvement; and

WHEREAS, The Oregon Department of Transportation has completed preliminary engineering and environmental studies for McLoughlin Boulevard and has recommended construction in four phases, as follows:

Phase I - Tacoma overpass, River Road realignment at Harrison, signal intertie.

Phase II - Widening to six lanes from Ochoco to Highway 224 and interchange reconstruction at Highway 224.

Phase III - Widen Union/Grand viaduct.

Phase IV - Six-lane widening from 17th to Ochoco; and

WHEREAS, The Cities of Portland and Milwaukie and Clackamas County have endorsed the Phase I improvement with concerns about minimizing Tacoma overcrossing costs; and

WHEREAS, Multnomah County has initiated an independent effort to evaluate alternative Tacoma improvements; and

WHEREAS, Tri-Met has completed a preliminary evaluation of the "short-range" feasibility of LRT and concluded that the corridor merits further consideration; and

WHEREAS, The city of Milwaukie disagrees with the City of Portland, Clackamas County and ODOT on the merits of Phases II, III and IV, and all parties agree that further consideration of LRT is necessary before initiating any construction beyond Phase I; now, therefore,

BE IT RESOLVED,

1. That the Metro Council "reserves" the McLoughlin Boulevard Interstate Transfer funding pending:

a. Resolution of the scope of the Phase I - Tacoma Street improvement; and

b. Resolution of the need for and timing of LRT and Phases II, III and IV of the highway improvement.

2. That the Metro Council adopts the strategy described in Attachment "A" as the process for resolving these issues.

ADOPTED by the Council of the Metropolitan Service District this 27th day of January, 1983.



Presiding Officer

ACC/srb
7316B/327
01/05/83

ATTACHMENT "A"

McLoughlin Boulevard Decision Process

1. Defer further decision-making on the preferred "highway" alternative pending completion of the Multnomah County study of alternative Tacoma improvements.
2. After completion of the above study, or no later than April 30, 1983, all affected jurisdictions will re-examine their adopted positions to determine whether an alternative design for Tacoma is preferred.
3. Assuming consensus on Phase I of the McLoughlin Boulevard highway project, JPACT/Metro allocate necessary Interstate Transfer funding to proceed with Phase I right-of-way acquisition and construction.
4. ODOT proceed to write the Final Environmental Impact Statement for the full McLoughlin Boulevard project including the "finalized" Tacoma design in order to allow Phase I to proceed to construction. The ODOT decision to proceed with the FEIS will be with the recognition that: 1) Milwaukie does not yet support Phases II, III and IV (Phase II is within the city limits of Milwaukie); and 2) funding for Phases II, III and IV must be released by JPACT/Metro before final design, right-of-way acquisition and construction can proceed.
5. Metro/Tri-Met will complete LRT studies for the Milwaukie Corridor, I-5 North Corridor and I-205 North Corridor to determine:
 - a. the cost-effectiveness of implementing LRT in the Milwaukie Corridor;
 - b. the interrelationship of LRT construction in the Milwaukie Corridor, I-5 North Corridor and on the Central Eastside;
 - c. the need for and timing of transit vs. highway capacity in the McLoughlin Corridor relative to the growth in travel demand; and
 - d. potential transit and highway financing techniques.
6. After completion of the LRT study:
 - a. All affected jurisdictions will consider their position on the overall highway/transit McLoughlin Boulevard Improvement Strategy and staging plan; JPACT/Metro will amend the RTP accordingly.
 - b. JPACT/Metro will adopt an overall McLoughlin Boulevard highway/transit financing strategy and allocate the Interstate Transfer Reserve accordingly.

- c. The corridor and limits of the next "Phase II Alternatives Analysis/DEIS" for consideration of LRT will be defined and an application for funding will be submitted to UMTA.

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CONSIDERATION OF RESOLUTION NO. 83-382 FOR THE
PURPOSE OF RESERVING THE MCLOUGHLIN BOULEVARD
INTERSTATE TRANSFER FUNDING AND ESTABLISHING A
DECISION PROCESS

Date: December 6, 1982

Presented by: Andy C. Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Due to the extent of disagreement on the preferred McLoughlin Boulevard highway improvement, this Resolution would establish the process for resolving these issues (as fully described in Attachment "A" to the Resolution). Generally, this Resolution: a) formally establishes that consensus on the scope of a Tacoma improvement will be initiated after Multnomah County completes its evaluation of alternative Tacoma improvements; b) formally recognizes that Metro and Tri-Met should complete further evaluation of the feasibility of LRT in the Milwaukie Corridor and the need for and timing of LRT and Phases II, III and IV of the highway improvements; and c) "freezes" the McLoughlin Boulevard Interstate Transfer funding pending completion and resolution of these issues.

Background:

Metro Resolution No. 79-111 allocated \$20.6 million of Interstate Transfer funding to a McLoughlin Boulevard highway improvement. This Resolution, based upon Staff Report No. 59, established a highway, rideshare and bus improvement program as the most cost-effective method of serving Portland to Milwaukie travel. Resolution No. 80-185 (based upon Staff Report No. 69) adopted the full corridor improvement strategy (including the corridor from Milwaukie to Oregon City) and allocated funding for supportive improvements, including transit stations and neighborhood traffic control devices. In both actions, Light Rail Transit was recognized as a long-range improvement due to insufficient existing ridership and insufficient funding.

During the past three years, ODOT has completed preliminary engineering and prepared an Environmental Impact Statement on three highway alternatives and are recommending construction of a six-lane McLoughlin widening with a Tacoma overpass in the following phases:

Phase I - Tacoma overcrossing and interchange, River Road realignment at Harrison (the "jughandle") and signal intertie;

Phase II - six-lane widening and reconstruction from Ochoco intersection to Highway 224, Highway 224/McLoughlin interchange reconstruction;

Phase III - widened Union/Grand viaduct with connection to I-5/Marquam ramps and restriping south to 17th to include a median reversible lane;

Phase IV - six-lane widening of the remainder from 17th to Ochoco.

Portland, Milwaukie and Clackamas County have all endorsed a first priority improvement at Tacoma, but have reservations about the cost. Milwaukie, in particular, questions the high cost and has asked for further justification. Multnomah County has deferred taking action on the project and has initiated an independent evaluation of alternative lower cost, lower impact Tacoma improvements.

Portland and Clackamas County have endorsed Phases II, III and IV of the improvement in accordance with the ODOT recommended staging plan. Milwaukie does not yet support Phases II, III and IV, but intends to reconsider its position after further consideration of LRT.

Metro and Tri-Met have initiated an examination of the feasibility of LRT in the Milwaukie and Bi-State Corridors as the first step toward development of a region-wide LRT system plan. This will provide the information needed on the economic feasibility of LRT, the need for transit vs. highway capacity over the next 20 years and will provide the basis for initiating a "Phase II Alternatives Analysis" under the federal process for considering a New Rail Start.

TPAC recommended adoption with clarification language to the last "WHEREAS" and with the addition of the April 30 deadline to resolve the scope of the Tacoma Street improvement.

JPACT has reviewed the project and recommends approval of the Resolution.

EXECUTIVE OFFICER'S RECOMMENDATION

Recommend adoption of the Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On January 10, 1983, the Regional Development Committee unanimously recommended Council adoption of Resolution No. 83-382.

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