

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 84-529
UNIFIED WORK PROGRAM TO ACCELERATE	)	
THE STUDY OF LIGHT RAIL TRANSIT	)	Introduced by the Joint
FEASIBILITY IN THE I-205 CORRIDOR	)	Policy Advisory Committee
BETWEEN GATEWAY AND THE CLACKAMAS	)	on Transportation
TOWN CENTER	)	

WHEREAS, Through Resolution No. 83-383, the Council of the Metropolitan Service District (Metro) endorsed the Regional Light Rail Transit (LRT) System Plan Scope of Work as an overall framework for developing a Regional LRT System Plan; and

WHEREAS, Through Resolution No. 84-462, the Metro Council adopted the FY 1985 Unified Work Program (UWP); and

WHEREAS, The FY 1985 UWP programs study of the Barbur Corridor/Sunset LRT Extensions as the next area of LRT Study; and

WHEREAS, The FY 1985 UWP already includes the study of the I-205 Corridor north of Gateway as part of the Bi-State LRT phase of work; and

WHEREAS, Clackamas County and the Port of Portland have identified significant reasons for accelerating the study of the I-205 Corridor from Gateway south to the Clackamas Town Center ahead of the Barbur Corridor/Sunset LRT Extensions, including:

- a. Pending land development decisions
- b. A narrowing window of opportunity for providing local funding; and
- c. A desire to analyze the I-205 Corridor both north and south of Gateway at one time; and

WHEREAS, The UWP must be amended to accelerate the I-205

Corridor between Gateway and the Clackamas Town Center ahead of the  
Barbur Corridor/Sunset LRT Extensions; now, therefore,

BE IT RESOLVED,

1. That the UWP is amended to accelerate the I-205  
Corridor between Gateway and the Clackamas Town Center ahead of the  
Barbur Corridor/Sunset LRT Extensions phase of work.

2. That the Transportation Policy Advisory Committee  
(TPAC) approve the specific work plan necessary to accomplish this.

ADOPTED by the Council of the Metropolitan Service District  
this 10th day of January, 1985.



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Presiding Officer

AC/srs  
2502C/402-2  
12/04/84

CONSIDERATION OF RESOLUTION NO. 84-529 FOR THE  
PURPOSE OF AMENDING THE UNIFIED WORK PROGRAM TO  
ACCELERATE THE STUDY OF LIGHT RAIL TRANSIT  
FEASIBILITY IN THE I-205 CORRIDOR BETWEEN GATEWAY  
AND THE CLACKAMAS TOWN CENTER

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Date: December 3, 1984

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

This action will amend the Unified Work Program (UWP) to accelerate the study of Light Rail Transit (LRT) feasibility in the I-205 Corridor between Gateway and the Clackamas Town Center ahead of the Barbur Corridor/Westside Extensions study phase. The action affects only the order in which corridors are examined, and does not affect overall UWP funding levels.

JPACT has reviewed this amendment to the UWP and recommends approval of the Resolution. They were concerned, however, about Metro and Tri-Met's ability to meet the schedule for Bi-State and Sunset LRT studies in light of limited staff resources. They requested more detailed schedule and cost information at the next meeting.

Background and Analysis

The FY 1985 UWP programs resources to complete the Milwaukie Corridor LRT Study and the Bi-State LRT Study. The Bi-State LRT Study includes study of the I-5 Corridor between Portland and Vancouver and the I-205 Corridor north of Gateway. Following priorities established in the Regional LRT System Plan Scope of Work, the UWP programs the initiation of the Barbur Corridor/Westside Extensions phase of the Regional LRT System Plan after completion of the Bi-State study. The current Regional LRT System Plan Scope of Work envisions the study of I-205 south of Gateway following completion of the Barbur/Westside phase of work.

Clackamas County and the Port of Portland are proposing that the study of the I-205 Corridor between Gateway and the Clackamas Town Center be accelerated ahead of the Barbur/Westside phase of work. Major reasons for proposing this change in study phasing are addressed in the attached letters from the Port and Clackamas County and include:

- The need to make land use decisions in the near future -- potentially affected by light rail -- for areas surrounding the Portland International Airport and the Clackamas Town Center;
- With the expiration of the Clackamas Town Center tax increment financing district in 1987, and the timetable of the Port's land development activities near the Airport, opportunities for generating local match may disappear if not pursued soon; and
- A desire to look at the I-205 Corridor at one time, rather than in two parts as presently proposed (north of Gateway as part of the Bi-State study phase, and south of Gateway as part of the Eastside Extensions phase of work).

Accepting this change in phasing of the Regional LRT System Plan would -- in order to maintain current funding levels -- delay initiation of the Barbur/Westside phase of LRT analysis until early FY 1985-86. This change would not, however, affect the schedule for the Southwest Corridor Study.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 84-529.

AC/srs  
2502C/402-3  
12/14/84

7 RECEIVED DEC 3 1984



# Port of Portland

Box 3529 Portland, Oregon 97208  
503/231-5000  
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December 3, 1984

Mr. Rick Gustafson  
Executive Officer  
Metro  
527 S.W. Hall Street  
Portland, OR 97201

## I-205 TRANSITWAY STUDY

Dear Rick:

The Port of Portland requests the regional transportation work program be modified to study transit feasibility in the I-205 Corridor in early 1985.

The Port and Clackamas County have prepared a White Paper which presents the reasons for studying the transitway at this time and have discussed the report with other JPAC members and Metro transportation staff. From our discussions there appear to be no significant problems with this request. We suggest this item be added to the December JPAC meeting agenda for action.

The timely study of the I-205 Corridor will greatly assist the Port and Clackamas County with planning and developing substantial land areas adjacent to I-205.

Sincerely,

Lloyd Anderson  
Executive Director

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Port of Portland offices located in Portland, Oregon, U.S.A., Boise, Idaho, Chicago, Illinois, New York, N.Y., Washington, D.C., Hong Kong, Manila, Seoul, Singapore, Sydney, Taipei, Tokyo, Henley-on-Thames, England

COUNTY OF CLACKAMAS  
BOARD OF COMMISSIONERS  
OREGON CITY, OREGON 97045  
655-8581

ROBERT SCHUMACHER, CHAIRMAN  
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DALE HARLAN, COMMISSIONER

November 30, 1984

Mr. Rick Gustafson  
Executive Officer, MSD  
527 S. W. Hall Street  
Portland, OR 97201-5287

Subject: Request for expanding the Bi-State Study to include an examination of light rail feasibility in the I-205 corridor from PIA to the Clackamas Town Center

Dear Rick:

The Clackamas County Economic Development Commission (EDC) on November 13 adopted a resolution endorsing the initiation of a detailed light rail feasibility study in the I-205 Corridor. The study concept would examine possible branch extensions to the Banfield Light Rail Line within Interstate 205, north to the Portland International Airport and south to the Clackamas Town Center.

The Board of County Commissioners supports this concept and requests Metro to undertake the feasibility study. Preliminary work completed by County staff has indicated the following:

- .The branch extensions could generate significant transit ridership because of revised land development plans in the I-205 Corridor.
- .Cost-effectiveness, the northern branch has been costed at \$29.6 million and the southern branch at \$33.4 million. Right-of-way is basically available.
- .The branch extensions would support the \$300 million investment the region is making in the Banfield Project.

The Port of Portland and Clackamas County staff have prepared a white paper on this issue which we have reviewed with your staff.

Clackamas County requests that you place the item on the December 13 JPACT agenda. Attached are additional copies of the white paper for JPACT review.

The purpose of the proposed study would examine what type of major transitway investment should be implemented in the I-205 Corridor and when. We feel this is a key long-range planning effort which offers great potential for Clackamas County.

Sincerely,



ROBERT SCHUMACHER, Chairman  
Board of County Commissioners

/dab - Attachs.

cc: Lloyd Anderson, Port of Portland cc: Ken Johnson, Port of Portland