

APPROVAL OF RESOLUTION NO. _____, FOR THE PURPOSE OF
AMENDING THE FUNCTIONAL CLASSIFICATION SYSTEM AND THE
FEDERAL AID URBAN SYSTEM (FAUS)

Date: January 5, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Purpose: This action will initiate a request to the Federal Highway Administration to classify and designate under the Federal Aid System selected local streets and route numbers consistent with their use set forth in the City of Portland's Arterial Street Classification Policy (ASCP).

Policy Impact: This action will change the Functional Classification and Federal Aid designation of certain streets in the Central Eastside Industrial District as requested by the City of Portland, thereby allowing the use of federal funds on the affected streets.

This action adds the following local streets as collectors:

1. S.E. Water Avenue - Yamhill Street to Clay Street
2. S.E. Yamhill Street - Water Avenue to Grand Avenue
3. S.E. Taylor Street - Water Avenue to Grand Avenue
4. S.E. Clay Street - Water Avenue to Grand Avenue

Background: City of Portland transportation staff have requested that certain local streets in the Central Eastside Industrial District be functionally classified consistent with the Draft Revised Arterial Street Classification Policy. In accomplishment of this, and in order to be eligible for federal funding for right-of-way and construction of transportation improvements, the noted streets need to be designated under the Federal Aid System as "Urban" routes. Improvements on these streets are necessary to adequately connect the I-5/East Marquam ramp project to Grand Avenue.

In order that the best possible investment be made in this area, it is appropriate to include improvement work on essentially a district-wide basis. This will involve repair and reconstruction of the noted streets, signals, and crossing gates where needed, sidewalks, rail removals where feasible, and reconstruction of Taylor and Yamhill as a one-way couplet.

None of the above street segments are functionally classified or designated. As a consequence, a project improvement specifying these streets would not be eligible for federal funds.

EXECUTIVE OFFICER'S RECOMMENDATION

Adoption of the attached Resolution based on the functions proposed for the noted streets.

COMMITTEE CONSIDERATION AND RECOMMENDATION

BP/gl
6577B/318
12/21/82

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO.
FUNCTIONAL CLASSIFICATION SYSTEM)	
AND THE FEDERAL AID URBAN SYSTEM)	Introduced by the Joint
(FAUS))	Policy Advisory Committee
)	on Transportation

WHEREAS, The City of Portland has requested that certain streets in the Central Eastside Industrial District be functionally classified and federally designated; and

WHEREAS, These requested street changes have been brought about to support their utilization by the I-5/East Marquam ramp project and the City of Portland's Draft Revised Arterial Street Classification Policy (ASCP); and

WHEREAS, To be eligible for federal funds, streets undergoing roadway improvements must be functionally classified and federally designated; and

WHEREAS, Staff analysis indicates that the proposed changes are consistent with the functions serving the new traffic circulation patterns associated with the I-5/East Marquam ramp project; now, therefore,

BE IT RESOLVED,

1. That the Metro Council amend the Federal Aid Urban System to incorporate Exhibit "A."

2. That the Metro Council amend the Functional Classification system to add as collectors:

- a. S.E. Water Avenue - Yamhill Street to Clay Street
- b. S.E. Yamhill Street - Water Avenue to Grand Avenue
- c. S.E. Taylor Street - Water Avenue to Grand Avenue
- d. S.E. Clay Street - Water Avenue to Grand Avenue

3. That Federal Aid route numbers be assigned to the added segments in accordance with Exhibit "A."

4. That Metro staff coordinate the amendments with ODOT.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

BP/gl
6577B/318
12/21/82

CONSIDERATION OF RESOLUTION NO. _____ 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.

EXECUTIVE OFFICER'S RECOMMENDATION

Recommend adoption of the Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

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

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF RESERVING THE)	RESOLUTION NO.
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 _____ day of _____, 1982.

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.

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

CONSIDERATION OF RESOLUTION NO. _____ FOR THE
PURPOSE OF ENDORSING THE REGIONAL LIGHT RAIL
TRANSIT (LRT) SYSTEM PLAN SCOPE OF WORK AND
AUTHORIZING FUNDS FOR RELATED CONSULTING
ENGINEERING SERVICES

Date: December 23, 1982

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

The attached resolution would establish the following:

1. An intent and process for defining a Regional LRT System and a conceptual work program, as outlined in the "Regional LRT System Plan Scope of Work" (attached), which:
 - a. Emphasizes determining the economic justification for LRT vs. bus in each corridor and completing "Phase I Alternatives Analysis" for those corridors (Most specific alignment questions would be deferred to the next major phase of study--Alternatives Analysis/DEIS);
 - b. Involves four major study steps over a two- to three-year study period with specific study timing subject to the annual adoption of the Unified Work Program (UWP) and funding availability. The six areas are:
 - 1) Central Area - Preliminary Plan;
 - 2) Eastside Primary Corridors (Milwaukie and Bi-State Corridors);
 - 3) Westside and Southwest Corridors;
 - 4) Clackamas County Corridors;
 - 5) Central Area--Final Plan; and
 - 6) Regional Staging Plan.
2. An intent to form a citizen's committee with a specific charge and membership to be established at a later date; and
3. Allocation of \$250,000 of Interstate Transfer funds to consultant assistance for the Regional LRT System Plan, amending the UWP and the Transportation Improvement Program (TIP) accordingly, and authorizes application for those funds.

The UWP contains funding for Metro and Tri-Met staff to conduct the Long-Range Transitway Plan - Phase I. An overall scope of work for this effort--to result in a Regional LRT System Plan--has been developed and is shown as Attachment A. The scope of work details tasks necessary for completion of the entire regional effort over the next two to three fiscal years (depending on annual UWP funding availability). Major points of this scope of work have been reviewed previously by TPAC, JPACT, the Regional Development Committee, and the Bi-State Policy Advisory Committee. Funding for Metro and Tri-Met staff for this project will be determined through the annually adopted UWP. To supplement those Metro and Tri-Met staff activities, the scope of work for the Regional LRT System Plan identifies specialized consulting engineering services necessary to develop confident capital cost estimates and engineering feasibility analysis. These consulting engineering services would be oriented toward specific issue areas--where major questions of engineering cost and feasibility exist--and are estimated to require \$250,000 for the entire multi-year effort. Tri-Met, Metro, and consulting engineering resources estimated to be necessary to complete the Regional LRT System Plan are summarized by project phase on Table 1. The detailed resource estimates by engineering issue area are shown on Table 2. Tri-Met would be responsible for directing these consulting services.

The source of funds proposed for the consulting engineering portion of the Regional LRT System Plan is the Interstate Transfer "Regional Reserve" accrued from the escalation on the Metro Systems Planning Allocation authorized in November, 1979 (Resolution No. 79-103). Local match will be provided through Tri-Met by provision of in-kind services devoted to the Regional LRT System Plan.

TPAC recommended adoption with language to clarify that the overall "intent" is adopted to allow grant applications to proceed with details to be further defined.

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the attached resolution which:

1. Endorses the Regional LRT System Plan Scope of Work as a conceptual framework for defining a Regional LRT Plan; and
2. Authorizes \$250,000 from the Interstate Transfer "Regional Reserve" accrued on the Metro Systems Planning Allocation to fund consulting engineering services for the Regional LRT System Plan;
3. Amends the UWP and the TIP to reflect this authorization; and
4. Authorizes the application for the \$250,000 in Interstate Transfer funds and the execution of related grants and agreements.

COMMITTEE CONSIDERATION AND RECOMMENDATION

5. That the TPAC Interagency Coordinating Committee define a study management structure, review the detailed scope of work and return with a recommendation for approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1983.

Presiding Officer

NM/srb
7447B/327
01/05/83

COMMITTEE MEETING TITLE JPACT 1/13/83 - 7:30 am

DATE 1/13/83

	NAME	AFFILIATION
M-	Donna	CLACKAMAS CO.
M-	ED FERGUSON	WSDOT
M-	Walter Schwab	City of Portland
G-	STEVE DOTTERER	CITY OF PORTLAND
M-	BOB BOTHMAN	ODOT
M-	DENNIS BUCHANAN	MULTNOMAH COUNTY
M-	LARRY COLE	CITIES OF WASHINGTON COUNTY
M-	Charlie Althaus	Metro
M-	Cony Knipfritz	Metro
M-	JOHN FRENCH	TRI-MET
M-	ROBIN LINDQUIST	CLACKAMAS CITY CITIES
M-	Marg Kapury	Metro
S-	Rick Gustafson	Metro
M-	Margaret Weil	City of Gresham
M-	Norman V. Veysey	Clark County
G-	RICK WALKER	CITY OF GRESHAM
G-	Winston W. Kurth	Clackamas County
S-	Andy Costagno	La Jolla Metro
G-	Ernie Bonner	Metro
S-	Jane Thackston	"
G-	MARTIN NIZLEK	WASH CO.
G-	Bruce Ellinger	Metro
G-	Ed Hardt	ODOT

