

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING) RESOLUTION NO. 89-1063
THE TRANSPORTATION IMPROVEMENT)
PROGRAM TO ALLOCATE INTERSTATE) Introduced by Mike Ragsdale,
TRANSFER FUNDS FOR THE KING-) Chair, Joint Policy Advisory
HARRISON/42ND AVENUE PROJECT) Committee on Transportation

WHEREAS, The City of Milwaukie has requested that \$178,500 be transferred from the McLoughlin Reserve to fund construction of the King-Harrison/42nd Avenue project; and

WHEREAS, The project meets the objectives of the Southeast Corridor Study by facilitating traffic movement in the King-Harrison Corridor and will serve as a partial solution to east/west traffic flow problems in the southeast area; and

WHEREAS, The Southeast Corridor Technical Advisory Committee concurs in this action; now, therefore,

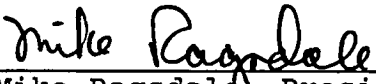
BE IT RESOLVED,

1. That the Council of the Metropolitan Service District authorizes the transfer of \$178,500 from the McLoughlin Corridor Reserve to the King-Harrison/42nd Avenue project.

2. That the Transportation Improvement Program be amended to incorporate this action.

3. That this action is consistent with the Regional Transportation Plan Update and Affirmative Intergovernmental Project Review is hereby given.

ADOPTED by the Council of the Metropolitan Service District
this 23rd day of March, 1989.


Mike Ragsdale Presiding Officer

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INTERGOVERNMENTAL RELATIONS
COMMITTEE REPORT

Agenda Item No. 4.2

Meeting Date March 23, 1989

RESOLUTION NO. 89-1063, AMENDING THE TRANSPORTATION
IMPROVEMENT PROGRAM TO ALLOCATE INTERSTATE TRANSFER FUNDS FOR
THE KING-HARRISON/42ND AVENUE PROJECT

Date: March 10, 1989

Presented By: Councilor Bauer

COMMITTEE RECOMMENDATION: At the meeting March 7, 1989, all Inter-governmental Relations Committee members were present -- Councilors Collier, DeJardin, Devlin, Gardner and myself -- and voted unanimously to recommend Council adoption of Resolution No. 89-1063.

COMMITTEE DISCUSSION & ISSUES: Andy Cotugno, Transportation Department Director, presented the resolution and reviewed the attached staff report with the Committee. Mr. Cotugno noted the "east/west traffic circulation study" was a major emphasis for Metro staff and any transportation projects identified during the study would be eligible for funding from the McLoughlin Boulevard Improvement Program (MBIP) reserve. As outlined in the staff report, spending of the reserve funds (adopted under Metro Resolution No. 86-632) is limited to three areas: 1) any further MBIP costs; 2) advancing the LRT project in the Milwaukie corridor; or 3) implementing highway improvements arising from the east/west study. Under this resolution, a peripheral project in the McLoughlin Blvd. area would be funded. This is an isolated allocation of reserve funds which has been recommended by Transportation's Technical Policy Advisory Committee (TPAC) because the project was approved approximately 10 years ago, but never funded. Instead of continuing to delay this project until completion of the east/west study, it has been recommended to fund it now.

The Committee did not raise any significant issues regarding the project, but Mr. Cotugno noted the Council will face a big decision in the next several months regarding the allocation of the remaining MBIP reserve.

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STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 89-1063 FOR THE PURPOSE OF
AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE
INTERSTATE TRANSFER FUNDS FOR THE KING-HARRISON/42ND AVENUE
PROJECT

Date: January 27, 1989

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would authorize the transfer of \$178,500 from the McLoughlin Reserve (currently with a balance of \$3,181,110) to King-Harrison/42nd Avenue project.

TPAC and JPACT have reviewed this TIP amendment and recommend approval of Resolution No. 89-1063.

FACTUAL BACKGROUND AND ANALYSIS

Metro Resolution No. 86-632 adopted a McLoughlin Boulevard Improvement Program and allocated Interstate Transfer funds to that end (see Attachment A) including a reserve for later allocation toward highway improvements arising from the east/west traffic circulation study, and/or further allocation to the McLoughlin Boulevard project and/or allocation toward LRT in the Milwaukie corridor.

The city of Milwaukie has requested that \$178,500 from the McLoughlin Reserve be allocated to the King-Harrison/42nd Avenue project for federal obligation in Spring, 1989. The project meets the objectives of the Southeast Corridor Study by facilitating traffic movement in the King-Harrison corridor and will serve as a partial solution to east/west traffic flow problems in the southeast area. Further, use of reserve funds on this project would be consistent with the intent of Resolution No. 86-632.

This action constitutes the first instance of using the McLoughlin Reserve, and the TIP Subcommittee agreed that the use of Reserve funds was appropriate for this one project this one time. Other projects resulting from completion of the east/west study will form a package of recommended improvements for the area. Until the study is complete, and until more precise funding needs are known as to the McLoughlin Boulevard project and LRT in the corridor, further draws on the Reserve will not be authorized.

The Southeast Corridor Technical Advisory Committee concurs in use of the reserve funds for this project.

Under the current funding availability of \$20.8 million, only Units I and II will be built, with Unit III funds in the TIP to be transferred to Unit II. The project will require supplemental funds amounting to \$9.3 million in order to complete all three units.

Partial funding toward this \$9.3 million requirement could come from the available \$3.2 million Interstate Transfer Reserve or could be sought through the next Six-Year Program update through the Access Oregon Program.

LRT Alternatives Analysis/DEIS:

The original allocation was to cover the corridor from downtown Portland to Milwaukie. The work scope has been extended from Milwaukie to the Clackamas Town Center, and additional funds will likely be needed to accommodate this change.

Southeast Corridor Study:

The east/west study is nearing completion and will identify a series of improvements, including the King-Harrison/42nd Avenue project. These improvements will require allocations from the reserve.

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ATTACHMENT A

STATUS OF M'CLOUGHLIN CORRIDOR IMPROVEMENT PROGRAM

PAST ACTIONS

Metro Resolution No. 86-632 adopted a McLoughlin Boulevard Improvement Program and allocated Interstate Transfer funds to that end. Items addressed in the resolution dealt with:

1. Approval of a specific McLoughlin Boulevard highway improvement.
2. Amendment of the Regional Transportation Plan to include light rail transit in the corridor from downtown Portland to Milwaukie.
3. Commitment to a study of east/west traffic problems.

At the time, the allocation to the McLoughlin Improvement Program was:

Highway Improvement	\$20,800,000
LRT Alternatives Analysis/DEIS	1,000,000
Southeast Corridor Study	100,000
McLoughlin Reserve	<u>3,181,110</u>
	\$25,081,110

The reserve was earmarked for later allocation to other improvements in the corridor which would be consistent with the McLoughlin Corridor Improvement Program or which would result from the east/west traffic circulation study.

CURRENT STATUS

McLoughlin Boulevard:

		Previous Allocation	Current Cost Estimate
Unit I	Tacoma Overpass and River Road/Harrison Alignment		
	R/W	\$ 4,514,520	\$ 3,825,000
	Const	6,679,130	11,815,000
	Total	11,193,650	15,640,000
Unit II	Tacoma to Highway 224		
	R/W	1,232,500	3,060,000
	Const	5,315,900	7,777,500
	Total	6,548,400	10,837,500
Unit III	Union/Grand Viaduct to Ross Island Bridge		
	R/W	42,500	85,000
	Const	1,657,500	2,295,000
	Total	1,700,000	2,380,000
PE		1,357,950	1,207,595
Total Project		\$20,800,000	\$30,065,095