

BEFORE THE COUNCIL OF THE
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ALLOCATING THE
MCMCLOUGHLIN CORRIDOR INTERSTATE
TRANSFER RESERVE

) RESOLUTION NO. 89-1135
) Introduced by
) Mike Ragsdale,
) Presiding Officer

WHEREAS, Metro Resolution No. 86-632 approved a McLoughlin Boulevard Improvement Program, consisting of highway and transit improvements, and established a McLoughlin Corridor Interstate Transfer Reserve; and

WHEREAS, Resolution No. 86-632 included a provision to allocate the newly established Reserve to projects in the corridor that are consistent with the McLoughlin Corridor Improvement Program or that result from the Southeast Corridor Study; and

WHEREAS, The Southeast Corridor Study identified projects which would mitigate potential impacts of the McLoughlin Corridor Improvement Program and improve mobility within the Southeast Study area; and

WHEREAS, These projects have been endorsed by the Southeast Corridor Citizens and Technical Advisory Committees; and


WHEREAS, ODOT and the concerned local jurisdictions have identified the need for further resources to be allocated to the McLoughlin Corridor highway improvements; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District endorses allocation of the McLoughlin Corridor Interstate Transfer Reserve to the projects described in Exhibit A subject to adoption of the Southeast Corridor Study to include these projects.

2. That the Transportation Improvement Program is hereby amended in accordance with Exhibit A.

ADOPTED by the Council of the Metropolitan Service District this 28th day of September, 1989.



Mike Ragsdale, Presiding Officer

RB:mk

89-1135.RES

09-14-89

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 89-1135 FOR THE
PURPOSE OF ALLOCATING THE MCLOUGHLIN CORRIDOR
INTERSTATE TRANSFER RESERVE

Date: September 14, 1989

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution allocates the remaining \$3,002,610 McLoughlin Interstate Transfer Reserve to seven projects described in Exhibit A, subject to adoption of the Southeast Corridor Study. The projects include projects resulting from the Southeast Corridor Study, future light rail studies in the Milwaukie Corridor, and the McLoughlin Boulevard highway improvements.

The Southeast Corridor Technical Advisory Committee (TAC) and the Transportation Improvement Program (TIP) Subcommittee discussed the proposed allocation at their meetings on August 1 and 2 and unanimously endorsed this recommendation.

TPAC and JPACT have reviewed the proposed allocation and recommend approval of Resolution No. 89-1135.

FACTUAL BACKGROUND AND ANALYSIS

The McLoughlin Reserve was established in March 1986 through Resolution No. 86-632. That resolution allocated \$20.8 million to McLoughlin Highway Improvements; \$1,000,000 to a Milwaukie Corridor DEIS; and \$3,281,000 to the McLoughlin Reserve, of which \$100,000 was allocated to the Southeast Corridor Study. The intent of the reserve when it was established was to fund projects resulting from the Southeast Corridor Study, further LRT studies in the Milwaukie Corridor, or other improvements in the corridor consistent with the McLoughlin Corridor Improvement Program.

The Southeast Corridor Study performed an analysis of existing and future transportation problems in a broad study area including Southeast Portland, Milwaukie, and inner Clackamas County. That study, which has not yet been adopted, defined eight projects which are important to provide adequate mobility in the study area, mitigate possible impacts of the Tacoma Overpass, and lessen traffic pressure on Johnson Creek Boulevard. One of those projects -- Harrison/42nd/King -- was funded from the McLoughlin Reserve by a separate resolution in March 1989. That project was awarded \$178,500 leaving the reserve its current unobligated balance of \$3,002,610.

Exhibit A
McLoughlin Reserve Allocation -- \$3,002,610

<u>Project</u>	<u>Cost</u>	<u>Comments</u>
<p>1. Johnson Creek Boulevard (32nd Avenue to 45th Avenue)</p> <p>Provide mitigation and safety measures such as curbs, drainage, street lighting and sidewalks where needed. Design lanes to meet minimum acceptable width so as to not encourage increased traffic. Exact scope of project will be determined by Portland, Milwaukie, the Ardenwald Neighborhood Association and affected property owners.</p>	\$1 m.	<p>Project to be defined within 24 months. If project is not defined, money would go back to Reserve.</p>
<p>2. Harrison Street (Highway 224 - 32nd Avenue)</p> <p>Conduct preliminary engineering (P.E.) to determine scope of project. This is an at-grade project and should be coordinated with the Sunrise Corridor DEIS.</p>	\$50,000 - P.E. Only	<p>To provide additional capacity at Highway 224 intersection and improve east/west flow; corridor is currently under utilized.</p>
<p>3. Johnson Creek Boulevard (Linwood Avenue to 82nd Avenue)</p> <p>Upgrade to urban industrial road standards; two travel lanes with turn lanes where needed; examine need for curbs, sidewalks and safety improvements. Design project to maintain rail feasibility at crossings.</p>	\$50,000 - P.E. Only	<p>To encourage truck traffic to utilize I-205 to the extent possible; facility is currently sub-standard; roadway is narrow and uneven with cracked pavement.</p>
<p>4. 45th Avenue (Harney to Glenwood)</p> <p>Narrows the street with curb extensions, subject to the endorsement of the Woodstock Neighborhood Association and 45th Avenue residents. Should be constructed no later than project 3. Impacts of project should be monitored so traffic is not diverted to other streets.</p>	\$50,000 - P.E. Only	<p>Treats 45th as neighborhood collector by reducing excessive speeds on facility. Decreases truck accessibility.</p>

	<u>Project</u>	<u>Cost</u>	<u>Comments</u>
5.	LRT studies in Milwaukie Corridor. \$360,000 to supplement currently allocated \$1 m. for Phase II AA/DEIS from Portland to Milwaukie; \$100,000 each for Phase I study from Milwaukie to Clackamas Town Center and Milwaukie to Oregon City.	\$ 560,000	Supplements existing LRT reserve. Will be available for EIS and systems planning.
6.	Hawthorne Bridge transition structure LRT study.	\$ 5,000	Determine cost of making Hawthorne Bridge rail ready in current project vs. retrofitting at a later date.
7.	McLoughlin Corridor Highway Improvements.	\$1,287,610	Will reduce shortfall on overall McLoughlin highway improvements, Phases I, II, IIIA.
		<u>\$3,002,610</u>	

A recent Oregon Department of Transportation (ODOT) analysis indicates that the McLoughlin Corridor Improvement Program is underfunded by approximately \$14 million. This is following a value engineering study which reduced costs on certain elements of the project which were feasible to scale back. The discussion by the Southeast Corridor TAC and the TIP Subcommittee was therefore put in the context that only a limited portion of the highway overrun could be funded even if all the reserve were allocated to it and that ODOT would have to find other resources to complete the highway projects.

Following a discussion of the 1986 JPACT resolution and statements made to neighborhood groups over the past several years, the Southeast TAC and the TIP Subcommittee recommend that the McLoughlin Reserve in part be allocated to a portion of the projects resulting from the Southeast Corridor Study as reflected in Exhibit A. These projects would mitigate traffic impacts of the Tacoma Overpass on Johnson Creek Boulevard. In addition, allocations are recommended to provide additional funding for light rail studies in the Milwaukie corridor and provide additional resources to the McLoughlin Corridor Improvement Program.

The TIP Subcommittee recommends one change from the Southeast Corridor TAC. The Southeast TAC recommends that the Johnson Creek Boulevard project be defined and agreed to within 24 months of this approval. If agreement is not reached, the TAC recommends that the million dollar allocation be available only for projects 2, 3 and 4 on the attached list, which are recommended to be funded for preliminary engineering by this action. The TIP Subcommittee recommends that, if agreement is not reached on the Johnson Creek Boulevard project, the monies would go back into the reserve and be eligible for a wider variety of McLoughlin Corridor related projects. This resolution reflects the TIP Subcommittee recommendation.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1135.