

RESOLUTION OF THE
METROPOLITAN SERVICE DISTRICT
AND THE
INTERGOVERNMENTAL RESOURCE CENTER

FOR THE PURPOSE OF)
ESTABLISHING A STRATEGY)
FOR HIGH-CAPACITY TRANSIT)
STUDIES)

METRO RESOLUTION NO. 91-1456
IRC RESOLUTION NO. TPC 6-91-2

Introduced by
David Knowles, Chair
Joint Policy Advisory
Committee on Transportation

WHEREAS, Metro adopted Resolution No. 90-1179 and the Intergovernmental Resource Center adopted Resolution No. 89-11-03 establishing an organizational structure for overseeing high-capacity transit studies; and

WHEREAS, Metro adopted Resolution No. 90-1300 endorsing a funding plan for construction of the Westside Corridor project to Hillsboro and initiation of an East Portland/Clackamas County project; and

WHEREAS, Metro adopted Resolution No. 91-1407 adopting the FY 92 Unified Work Program; and

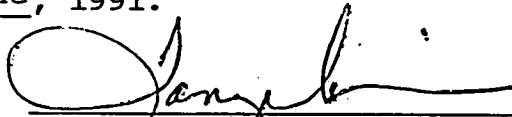
WHEREAS, The FY 92 Unified Work Program calls for an I-205/Milwaukie Pre-Alternatives Analysis to be conducted in accordance with UMTA guidelines; and

WHEREAS, It is necessary to determine the appropriate steps to pursue in the I-5 and I-205 corridors between Portland and Clark County, Washington upon completion of the current systems planning studies; now, therefore

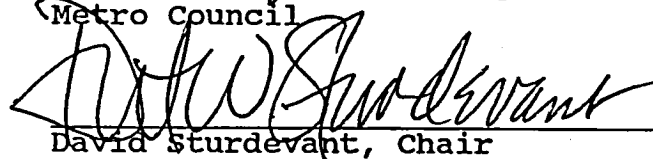
BE IT RESOLVED,

That the Council of the Metropolitan Service District and the Board of the Intergovernmental Resource Center hereby adopt the process defined in Exhibit A to integrate I-205/Milwaukie studies in East Portland and Clackamas County with I-5/I-205 North studies to Clark County, Washington.

ADOPTED by the Council of the Metropolitan Service District this 13th day of June, 1991.



Tanya Collier, Presiding Officer
Metro Council



David Sturdevant, Chair
IRC Transportation Policy Committee

EXHIBIT A

1. After the Westside LRT project to Hillsboro, construction of the next LRT corridor in the Portland/Vancouver metropolitan area will include a terminus in Clackamas County. Consideration will be given to either:
 - the I-205 corridor from Gateway to the Clackamas Town Center and/or Oregon City; or
 - the corridor from downtown Portland to Milwaukie, and/or Clackamas Town Center and/or Oregon City.

The next regional Section 3 priority for initiating Alternatives Analysis is currently approved as the corridor from Portland to Milwaukie.

2. An UMTA funded Pre-Alternatives Analysis study will be initiated as a coordinated effort on the full range of possible corridors to Clackamas County and the airport, including:
 - the Milwaukie corridor, including routes on the east and west sides of the Willamette River;
 - the corridor segment from Milwaukie to Oregon City;
 - the corridor segment from Milwaukie to Clackamas Town Center;
 - the I-205 corridor segment from Gateway to the Clackamas Town Center;
 - the I-205 corridor segment from Clackamas Town Center to Oregon City; and
 - the I-205 corridor segment from Gateway to the Portland International Airport.

The intent of the I-205/Milwaukie study will be:

- to determine which corridor and corridor segments will be selected to proceed to the UMTA Section 3 Alternatives Analysis process when the Westside project to Hillsboro has completed the Final EIS process;
- to prepare the required submittals to initiate the Section 3 Alternatives Analysis process; this will include establishing that an adequate existing transit market exists and determining that an LRT option is sufficiently cost effective to warrant initiation of AA;
- to identify the alternatives to be pursued in the Alternatives Analysis;
- to determine the short and long range improvement strategy for the corridor segments not selected to proceed into the UMTA Section 3 Alternatives Analysis process; and

- to determine the financing strategy for the recommended short-term improvements, both in the corridor to proceed to Alternatives Analysis process and the remaining corridor.

The work scope currently under development for this study will provide the basis for finalizing a submittal to UMTA.

3. A locally funded Pre-Alternatives Analysis study will be initiated for the I-5 corridor from downtown Portland to Vancouver and other parts of Clark County and the I-205 corridor into Clark County. The intent of this study will be:
 - to determine which corridor should be advanced to the Alternatives Analysis step;
 - to determine whether it should be advanced into Alternatives Analysis as a Section 3 funded or a locally funded project;
 - to prepare the required submittals to initiate the Section 3 Alternatives Analysis process; this will include establishing that an adequate existing transit market exists and determining that an LRT option is sufficiently cost effective to warrant initiation of AA;
 - to identify the alternatives to be pursued in the Alternatives Analysis; and
 - to determine the financing strategy for the recommended short-term improvements, both for the corridor to proceed to Alternatives Analysis process and the remaining corridors.

Further definition of work scope details, decision-making process, budget and jurisdictional responsibilities is required.

4. The I-205/Milwaukie Pre-Alternatives Analysis and the I-5/Vancouver Pre-Alternatives Analysis will be completed on a concurrent schedule to ensure coordination of:
 - Oregon and Washington decision making;
 - functional integration of study methodology, service plans and assumptions;
 - state, regional and local financing strategies; and
 - plans for initiation of UMTA sponsored Section 3 Alternatives Analysis.
5. It is the region's objective to initiate these Pre-AA's with the support and cooperation of UMTA. To facilitate this, the following steps will be taken:

- the Chair of JPACT will consult with the Congressional delegation to determine whether to proceed immediately with these Pre-AAs or delay until execution of the Westside Full-Funding Agreement;
 - we will consult with UMTA to determine if a mutually agreeable work scope can be developed; and
 - we will seek UMTA funding for the I-205/Milwaukie Pre-AA and local funds (principally Clark County) for the I-5/Vancouver Pre-AA.
6. Action should be taken in the next Surface Transportation Act to protect the I-205 buslane withdrawal funds from the airport to Clackamas Town Center and retain their availability for I-205 LRT.
 7. Any request by any party to pursue federal funds for transit or highway improvements will first be brought to JPACT for approval.

Note: This agreement is made in the context of current federal regulations. Should the new STA significantly alter the federal process, this agreement will need to be revisited.

ACC:bc
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TRANSPORTATION AND PLANNING COMMITTEE REPORT

**RESOLUTION NO. 91-1456, ESTABLISHING A STRATEGY FOR HIGH
CAPACITY TRANSIT STUDIES**

Date: June 3, 1991

Presented by: Councilor Devlin

COMMITTEE RECOMMENDATION: At the May 28, 1991 Transportation and Planning Committee meeting, Councilors McLain, Van Bergen and myself voted unanimously to recommend Council adopt Resolution No. 91-1456. Councilors Bauer and Gardner were excused.

COMMITTEE ISSUES/DISCUSSION: Resolution No. 91-1456 establishes coordinated strategies for light rail studies in the I-205/Milwaukie area and the I-5/I-205 North corridor to Clark County, Washington. Transportation Department Director Andy Cotugno noted the resolution serves to reiterate projects in place and clarify the intent by Metro and the Intergovernmental Resource Center (IRC) in Washington state to conduct their respective light rail studies on a concurrent, coordinated schedule. This approach ensures the studies decisions will be integrated and balanced.

It was noted the I-5 pre-alternatives studies will be locally funded and the I-205 studies will be federally funded. Study results will assist the region in determining if both the south and north light rail corridor projects should be pursued and what financing strategies might be appropriate.

STAFF REPORT

CONSIDERATION OF METRO RESOLUTION NO. 91-1456 AND IRC
RESOLUTION NO. TPC 6-91-2 FOR THE PURPOSE OF ESTABLISHING A
STRATEGY FOR HIGH-CAPACITY TRANSIT STUDIES

Date: May 14, 1991

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would establish a strategy for LRT studies in the I-205/Milwaukie area and the I-5/I-205 North corridor to Clark County, Washington to include:

1. Reaffirmation that the next LRT project after the Westside Corridor project to Hillsboro will include a terminus in Clackamas County.
2. Reaffirmation that the next Section 3 priority for initiating Alternatives Analysis is the Portland to Milwaukie corridor.
3. Reaffirmation of the current intent to initiate a federally funded "Pre-Alternatives Analysis" in the I-205/Milwaukie corridor.
4. Establishment of an intent to initiate a locally funded "Pre-Alternatives Analysis" in the I-5/I-205 North corridor to Clark County, Washington.
5. Establishment of the need to conduct these two studies on a concurrent schedule in order to coordinate decision-making, study assumptions and methodologies, financing strategies and plans for initiating an UMTA Section 3 Alternatives Analysis.
6. Reconfirmation of the need to ensure that the I-205 Buslane funds are protected in the next Surface Transportation Act.

JPACT has reviewed this recommendation at its May 9, 1991 meeting and recommends adoption of this strategy.

FACTUAL BACKGROUND AND ANALYSIS

The region has had for some time its intended strategy to pursue an LRT project in the Milwaukie and/or I-205 corridor and the stated policy that the Portland to Milwaukie corridor is the next priority for a Section 3 Alternatives Analysis.

By Resolution No. 90-1179, a process was established for evaluating the adequacy of the Regional Transportation Plan for meeting bi-state travel needs and for conducting "Systems Planning" for alternative high-capacity transit improvements across the Columbia River and into Clark County, Washington.

This resolution provides for proceeding to the next phase for the I-5/I-205 corridors in order to determine whether to initiate an Alternatives Analysis and whether to pursue a project as an UMTA Section 3 funded proposal. This action also provides for the coordination of this activity with the I-205/Milwaukie study. At the conclusion of these studies, it will be necessary to determine whether or not it is feasible to pursue projects to both the north and the south and to establish a financing strategy. As a result of this approach, planning can proceed in both Oregon and Washington and a coordinated approach and funding strategy can be developed.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 91-1456.