

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING I-205 )	Resolution No. 95-2058
BUSWAY WITHDRAWAL FUNDS TO SOUTH/ )	
NORTH ENVIRONMENTAL IMPACT STATEMENT) )	Introduced by
AND PRELIMINARY ENGINEERING AND )	Rod Monroe, Chair
AIRPORT GROUND ACCESS STUDY AND )	JPACT
RESCINDING TRI-MET OBLIGATION TO )	
REPAY PREVIOUS I-205 BUSLANE WITH- )	
DRAWAL GRANT )	

WHEREAS, The Federal Highway Administration approved withdrawal of the I-205 buslanes, providing \$16,366,283 for light rail transit in the I-205 corridor; and

WHEREAS, In 1992, \$425,000 of the I-205 buslane funds were awarded in a grant from the Federal Transit Administration (FTA) for the I-205 portion of the I-205/Milwaukie Preliminary Alternatives Analysis; and

WHEREAS, Resolution No. 93-1784 adopted the Milwaukie Corridor as the priority corridor for light rail transit development serving Portland and Clackamas County and directed staff to prepare intermediate term improvement strategies in the I-205 Corridor; and

WHEREAS, Metro Council adopted Resolution No. 93-1845A which directed Metro staff to submit an application to FTA for up to \$1.6 million in I-205 Busway Interstate Transfer funds and amended the TIP to include those funds in the \$8.25 million South/North AA revenue budget; and

WHEREAS, Resolution No. 93-1845A also requested that Tri-Met commit an amount equal to the I-205 Buslane Withdrawal fund grant (up to \$1.6 million), and that such funds be used to replace the

I-205 buslane grant funds if those funds were needed for transit capital improvements within the I-205 corridor; and

WHEREAS, Metro Council adopted Resolution No. 94-1964 which adopted the FY 1995 Transportation Improvement Program (TIP) for the Portland metropolitan area, which includes a provision to decrease the I-205 Buslane Withdrawal Account by \$1.66 million and to allocate those funds to the South/North Corridor project; and

WHEREAS, Resolution No. 92-1584 established that final allocation of the I-205 buslane funds be made based upon the I-205/Milwaukie Preliminary Alternatives Analysis together with an implementation funding strategy; and

WHEREAS, Metro and Tri-Met in conjunction with C-TRAN have completed an I-205 Action Plan which evaluated bus priority capital needs in the I-205 Corridor; and

WHEREAS, The I-205 Action Plan concluded that there are no potentially cost-effective bus priority capital improvements needed in the Oregon portion of the I-205 corridor in the intermediate term (2010); and

WHEREAS, The Port of Portland has endorsed pursuing an airport light rail connection following completion of the South/North Transit Corridor Study; and

WHEREAS, The South/North project derives from a conforming Regional Transportation Plan and Transportation Improvement Program; now, therefore,

BE IT RESOLVED

That the Metro Council hereby declares:

1. Metro staff is directed to submit an application to the Federal Transit Administration for \$12,605,958 to provide funds for completing the Tier II DEIS and FEIS and for initiating Preliminary Engineering on the South/North Transit Corridor.

2. Metro staff is further directed to submit an application to FTA for up to \$300,000 for a comprehensive study of ground, non-auto, and non-freight access to Portland International Airport (PDX). The actual amount required is dependent on the work scope. If the amount is less than \$300,000, any residual amount would be made available to the South/North study.

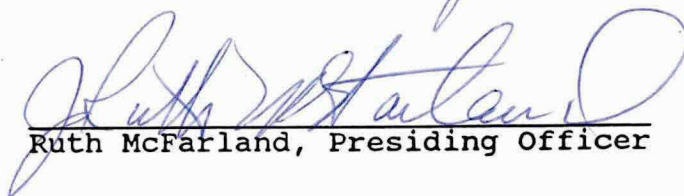
3. Metro staff is further directed to cooperate with local governments, ODOT, Tri-Met, C-TRAN, Southwest Washington RTC and Port of Portland staff to prepare and execute a work plan for the study of ground access to PDX which should include, but shall not be limited to, existing Tri-Met bus service, new Tri-Met and C-TRAN bus service, taxi operations, hotel shuttle services, other private shuttle services, bicycle access, pedestrian connections, short-term parking, long-term parking, remote-site parking (private and public) and other issues related to airport ground access. The study participants shall coordinate this intermediate range study with long-range plans to operate high-capacity transit to PDX.

4. The obligation of Tri-Met to repay the \$1.6 million I-205 Buslane Withdrawal grant awarded to the South/North Transit Corridor Study is rescinded.

5. Metro staff is directed to amend the Transportation Improvement Program to reflect transfer of the I-205 Buslane

funds to the South/North DEIS/PE and airport ground access study.

ADOPTED by the Metro Council on this 19 day of Jan.,  
1995.

  
Ruth McFarland, Presiding Officer

JC:imk  
95-2058.RES  
12-27-94

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2058 FOR THE PURPOSE OF ALLOCATING I-205 BUSWAY WITHDRAWAL FUNDS TO SOUTH/NORTH ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY ENGINEERING AND AIRPORT GROUND ACCESS STUDY AND RESCINDING TRI-MET OBLIGATION TO REPAY PREVIOUS I-205 BUSLANE WITHDRAWAL GRANT

Date: December 27, 1994

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution provides for the allocation of the final \$12,605,958 of the I-205 Buslane Withdrawal funds to support the DEIS, FEIS and Preliminary Engineering of the South/North Transit Corridor project.

TPAC has reviewed this proposed allocation and recommends approval of Resolution No. 95-2058.

FACTUAL BACKGROUND AND ANALYSIS

The Surface Transportation Act of 1987 allowed the Portland region to withdraw \$16,366,283 which had been dedicated to the completion of a busway along I-205 between Airport Way and Foster Road. The Act also permitted transfer of the funds to a light rail transit project in the I-205 corridor. Metro Resolution No. 89-1094 asked the Governor to request the funding withdrawal and the flexibility to use the funds for light rail purposes and this request was granted by the federal Department of Transportation.

Metro Resolution No. 92-1584 approved seeking Congressional action to provide flexibility in the use of the withdrawn buslane funds and allow their use for alternative transit projects in the Portland region. The resolution includes language that retains the JPACT commitment to use the I-205 buslane withdrawal funds for LRT purposes in the I-205 corridor and requires JPACT approval to shift funds out of the I-205 corridor. The resolution further establishes that final allocation of these funds will be made based upon the I-205/Milwaukie Preliminary Alternatives Analysis together with an implementation funding strategy.

At the conclusion of the I-205/Milwaukie Preliminary Alternatives Analysis, Metro Council passed Resolution No. 93-1784 which adopted the Milwaukie Corridor as the priority corridor for light rail transit development serving Portland and Clackamas County, and directed staff to prepare intermediate term improvement strategies in the I-205 Corridor. Tri-Met and Metro staff together with C-TRAN, Clackamas County, City of Portland and Port of Portland have prepared an analysis of transit improvements in the I-205 Corridor. This study concluded that there are no

potentially cost-effective bus priority capital improvements needed in the Oregon portion of the I-205 Corridor prior to 2010.

At the same time, additional study was undertaken evaluating light rail transit alternatives serving the Portland International Airport (PDX). Based on this study and on the short and medium term plans for accommodating growth at PDX, the Port of Portland Commission endorsed beginning Alternatives Analysis on a PDX light rail line following completion of the South/North Environmental Impact Statement.

The original \$16,366,283 has been reduced as a result of a series of regional and federal actions:

- In 1992, Metro received a \$425,000 grant from FTA for the I-205 portion of the I-205/Milwaukie Preliminary Alternatives Analysis.
- In 1993, the region sought and received approval for \$1.6 million in I-205 Buslane Withdrawal funds as part of the funding package for the South/North Alternatives Analysis. A condition of the regional approval to use these funds for South/North was that the I-205 funds would be replaced by an alternate Tri-Met source if it was determined that the funds were needed for transit capital improvements in the I-205 corridor.
- In 1994, the adoption of the FY 1995 Transportation Improvement Program included a provision (consistent with Congressional action) to decrease the I-205 Buslane Withdrawal account by \$1,661,718 and to allocate those funds to a South/North Corridor project account.
- The I-205 Buslane Withdrawal account now stands at \$12,605,958 (minus \$73,607 of unappropriated federal funds).

This resolution would make \$12,379,565 of these withdrawal funds available to use for South/North Preliminary Engineering. Securing additional DEIS/FEIS and PE funding at this time is critical due to an amendment made to the South/North budget by Metro Council and a change in FTA policy which allows the region to commence PE concurrently with the beginning of the Draft Environmental Impact Statement (DEIS). The additional funds will allow the region to move rapidly forward towards construction of the South/North project if the DEIS Locally Preferred Alternative (LPA) concludes with the Build alternative. The DEIS and PE are planned to begin in the spring of 1995 and secured funds will help to expedite the study process. Preliminary Engineering and FEIS should be concluded by late 1997.

In addition, this resolution would dedicate up to \$300,000 to a detailed study of airport ground transportation. This study has two clear objectives: 1) to develop a strategy for implementation of public transit service improvements (both Tri-Met and

C-TRAN) leading up to the eventual implementation of light rail service to PDX; and 2) to prepare a comprehensive strategy on ground transportation that seeks to maximize the ability of non-auto modes to serve the needs of airport employees and airport users. TPAC has suggested that the Port of Portland provide the 15 percent local match for the airport ground access study.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2058.

95-2058.RES/lmk  
12-27-94

## I-205 CORRIDOR ACTION PLAN CONCLUSIONS AND RECOMMENDATIONS

### L I-205 Corridor Service Plan and List of Potential Capital Improvements

#### Service Plan

The attached schematic diagram and tables summarize a potential long range service plan developed for purposes of this analysis for the I-205 Corridor. Routes are configured to serve major trip generators and transfer points in the corridor in a circumferential travel movement. Service levels were based on TSM networks designed for the South/North Corridor Transit Study Pre-Alternatives Analysis, and were matched to projected 2010 travel demand in the corridor.

The highest service levels are between Gateway and Vancouver Mall, with the majority of that service being provided by C-Tran as connecting bus service to Gateway and serving the Airport. The Airport would be served by nine peak hour trips and six trips per hour off-peak between 2000 and 2010. Service levels between Gateway and Oregon City range between three and eight trips in the peak between 2000 and 2010.

#### Capital Plan

The following table lays out capital improvements assumed to facilitate bus service in the corridor, along with their capital cost.

Improvement	Priority	Cost	Peak Bus Volumes
<b>Year 2000 Priorities</b>			
18th Avenue Ramps	First	\$42,000	4
Parkrose ramp meter/Q bypass	First	\$42,000	22
Gateway double left turn to Glisan	First	\$2,000	25
Signal Coordination/99th and Glisan	First	\$50,000	25
Division Ramp Signals	First	\$50,000	5
Parkrose Signal Coordination	Second	\$200,000	22
<b>Total</b>		<b>\$386,000</b>	
<b>Year 2010 Priorities</b>			
Vancouver Mall TC Ramp	First	\$2,836,400	29
Division Ramp Stop	First	\$30,000	8
Powell Ramp Stop	First	\$30,000	8
Foster/Woodstock Ramp Stop	First	\$30,000	8
Clackamas TC Ramp Meter/Q Bypass	First	\$42,000	8
18th Av Q Bypass	Secondary	\$42,000	6
Holgate Freeway Stop	Secondary	\$150,000	8
Special Clack TC Roadway	Secondary	\$348,200	8
<b>Total</b>		<b>\$3,508,600</b>	



Improvement	Priority	Cost	Peak Bus Volumes
<b>Post-2010 Improvements</b>			
Lincoln Tunnel	First	\$672,100	8+
Highway 212 Ramp Stop	First	\$30,000	5+
HOV Lanes	Second	\$3,354,000	30+
Busway	Second	\$5,171,500	8+
Parkrose P&R New Road	Third	\$370,000	27+
<b>Total</b>		<b>\$9,597,600</b>	

## II. Findings of Conclusions

### A. I-205 Improvements

1. Tri-Met does not currently have bus service operating along the I-205 circumferential corridor, nor is any currently proposed. I-205 service was considered in last year's Annual Service Plan and was not implemented due to lack of interest from the public and low ridership potential.
2. Service levels projected to meet demand in the BRW report increase from 20 to 30 buses in the peak between Gateway and Vancouver Mall between 2000 and 2010. Peak bus volumes between Gateway and Oregon City would range from three to eight buses per hour between 2000 and 2010.
3. Of the service proposed for 2000 between Gateway and Vancouver Mall, 18 of 25 peak period trips are for C-Tran buses. In 2010, 25 of 30 buses are C-Tran Buses.
4. In the peak period, C-Tran would provide four peak buses to the Airport, and Tri-Met would provide five for a total of nine peak period buses to the Airport in both 2000 and 2010. In the off-peak, four Tri-Met and two C-Tran buses would provide service each hour to the Airport.
5. Potential capital improvements in the I-205 Corridor would facilitate increased speed and reliability of operations.
6. The AASHTO "bus uses of highways" standard (see attached table) for bus priority treatments recommends capital improvements to improve operations based on certain peak and daily bus volumes. Based on the BRW projections for Tri-Met and C-Tran service, any level of improvement would not likely be needed until at least the year 2000 between Gateway and Vancouver Mall and 2010 south of Gateway.

B. I-205 Context in South/North Project

1. South/North LRT is the region's number one transit funding priority after the Westside and Hillsboro project are fully funded.
2. Swift completion of the PE concurrently with the DEIS and FEIS is required to meet the aggressive schedule for FTA funding mandated by the ISTEA reauthorization in late 1996. Voter approval of \$475 million in G.O. Bonds for Oregon local share heightens this sense of urgency.
3. Because the South/North project is moving into PE sooner than originally anticipated, funds need to be identified for this effort that are readily accessible.
4. The I-205 E(4) interstate transfer funds can be transferred to South/North to fund PE and other pre-construction work for the project.
5. The Region risks losing the E(4) money if we don't move to spend it quickly.

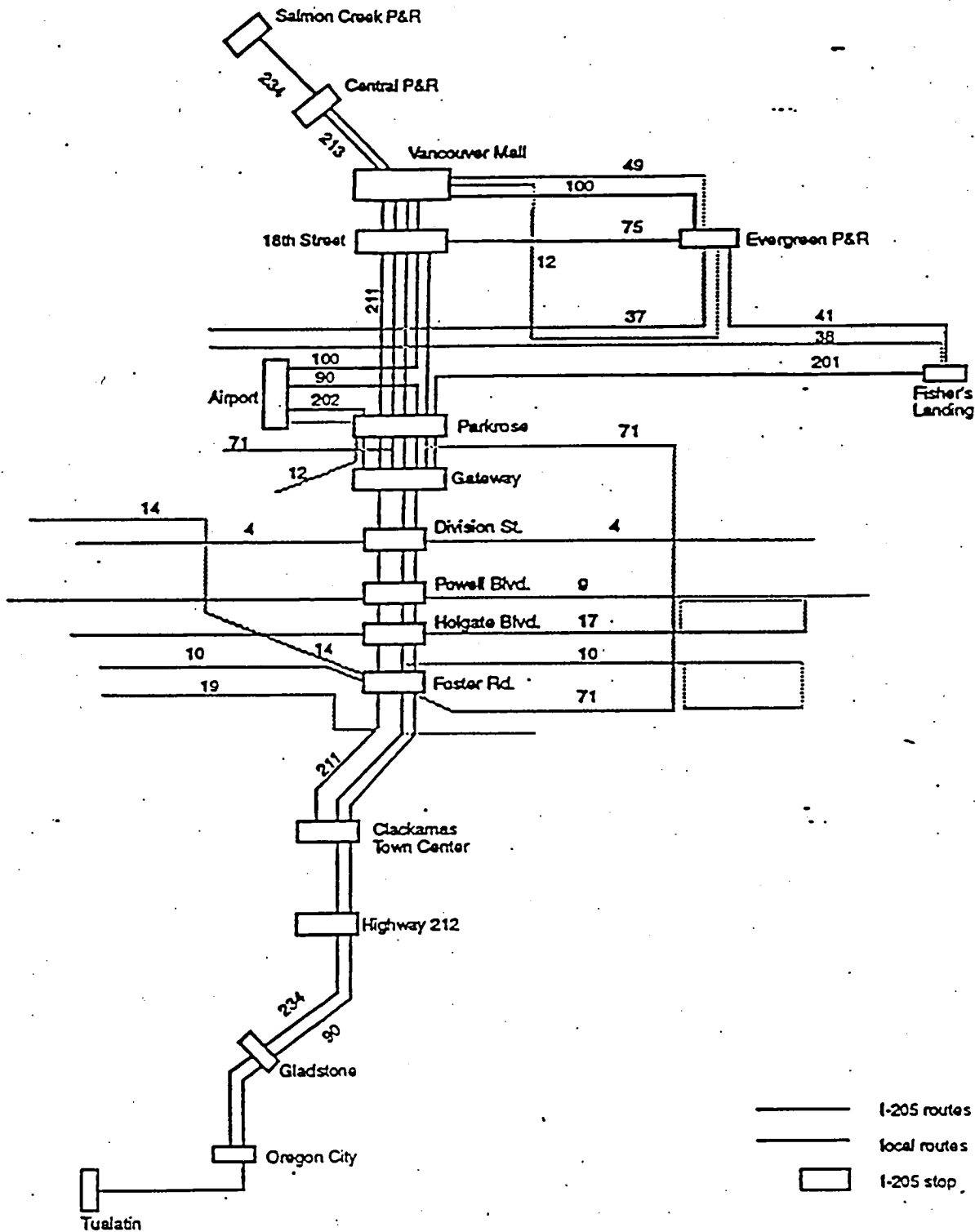
III. Recommendations

1. The possibility of future service levels of up to 30 peak hour buses along a small part of the I-205 corridor does not warrant withholding any funding from the E(4) account at this time based on this level of analysis. At such time that I-205 capital improvements are required, Tri-Met and C-Tran will prioritize them along with all other requests for capital and service improvements and fund them if money is available and if they prove to be a cost effective investment for the two Districts.
2. The transfer of the E(4) funds to the South/North project should be made at this time. These funds are a critical revenue source for South/North LRT project pre-construction activities, and provide a readily available funding source, against which FTA could issue a grant or a Letter of No Prejudice.
3. Approximately \$200,000 to \$300,000 should be awarded to facilitate a service planning study of airport transit service requested by the Port of Portland. The study could be performed by a consultant, Tri-Met, C-Tran or the Port, or jointly among these agencies.

**Table 3.1**  
**Peak/Off-Peak Headways and Volumes**

Route	Peak/Off-Peak Headways (In Minutes)				
	1993	1995	2000	2005	2010
75X Evergreen Express	10/60	10/60	10/60	10/60	10/60
76L Vancouver Mall Limited	30/ -	30/ -			
90o Oregon City - Airport			20/30	20/30	
90T Tualatin - Airport					20/30
201X Fisher's Landing - Gateway			10/ -	10/ -	10/ -
211X Vancouver Mall - Clackamas TC			30/60	30/60	20/30
213X Central County - Gateway			15/ -	15/ -	15/ -
234X Salmon Creek - Gateway				30/60	
234X Salmon Creek - Oregon City					30/60
202 Airport - Gateway Shuttle		30/30	30/30	30/30	30/30
100L Evergreen to Airport				15/30	15/50

Route	Peak/Off-Peak Volumes (Per Hour)				
	1993	1995	2000	2005	2010
75X Evergreen Express	6/1	6/1	6/1	6/1	6/1
76L Vancouver Mall Limited	2/ -	2/ -			
90o Oregon City - Airport			3/2	3/2	
90T Tualatin - Airport					3/2
201X Fisher's Landing - Gateway			6/ -	6/ -	6/ -
211X Vancouver Mall - Clackamas TC			2/1	2/1	3/2
213X Central County - Gateway			4/ -	4/ -	4/ -
234X Salmon Creek - Gateway				2/1	
234x Salmon Creek-Oregon City					2/1
202 Airport to Gateway		2/2	2/2	2/2	2/2
100L Evergreen to Airport				4/2	4/2



# I-205 Route Schematic Year 2010

Figure 3-2



TABLE 43  
SUMMARY OF WARRANTS FOR ARTERIAL-RELATED BUS PRIORITY TREATMENTS

TYPE OF TREATMENT	PLAN- NING PERIOD (YR)	MINI- MUM DAILY BUS VOLUME	RANGE IN ONE-WAY PEAK-HOUR VOL.		STREET CHARACTERISTICS	RELATED FACTORS
			BUS	PASS.		
Bus streets	5-10	200	20-30	800-1,200		Commercial frontage. Part of CBD plan. Available alternative traffic routes.
CBD curb bus lanes, main street	1-5	200	20-30	800-1,200		Commercial frontage.
Curb bus lanes	1-5	300	30-40	1,200-1,600	At least 2 lanes available for other traffic in same direction.	
Median bus lanes	1-5	600	60-90	2,400-3,600	At least 2 lanes available for other traffic in same direction. Ability to separate vehicular turn conflicts from buses.	
Contra-flow bus lanes, short segments	1-5	200	20-30	800-1,200		Essential part of bus routing pattern necessary to serve generators or reduce bus miles.
Contra-flow bus lanes, extended	1-5	400	40-60	1,600-2,400	At least 2 lanes available for other traffic in opposite direction. Signal spacing greater than 500-ft intervals.	Ability to provide service.
Bus preemption of traffic signals	1-5	100	10-15	400-600	Where not constrained by pedestrian clearance or signal network requirements.	
Special bus signal and bus-actuated signal phases	1-5	50	5-10	200-400	Bus lanes at access points to busways or terminals; or where special bus turning movements must be accommodated.	
Special bus turn provisions	1-5	50	5-10	200-400	Wherever vehicular turn provisions are located along bus routes.	
Bus turnouts	1-5	100	10-15	400-600	Points of major passenger loadings on streets with more than 500 peak-hour autos using curb lanes.	
Bus shelters	1-5	—	—	—		100 or more boarding and/or transferring passengers per day and/or daily person waiting time is at least 1,000 min.

lane legislation will also have important bearing on implementation feasibility. Full official and public support is essential. For these reasons, the suggested warrants must be construed as broad-gauged guides in developing specific urban needs.

#### BUS STREETS AND AUTO-FREE ZONES

Bus streets represent a major commitment to downtown transit and development. They fully separate bus and car traffic, increase bus service reliability, enhance bus identity, and provide downtown distribution for regional express

routes. They enhance pedestrian access, and, when accompanied by amenities, can improve the downtown environment.

In the United States—and to some extent in Europe—bus streets and auto-free zones are motivated by environmental planning considerations rather than by bus flow requirements alone. The two best-known American examples are Nicollet Mall in downtown Minneapolis, and the 63rd and Halsted bus streets in Englewood (Chicago). Additional CBD bus streets have been proposed for Atlanta, Dallas, Hartford, St. Louis, and Vancouver. Short sections

I-205	Year				
	1993	1995	2000	2005	2010

Salmon Creek					
Central					2
Van Mall.			4	4	6
Airport Way	2	2	20	24	29
Parkrose	2	4	22	22	27
Gateway	8	10	25	25	30
Division St.			5	5	8
Powell Blvd.			5	5	8
Holgate Blvd.			5	5	8
CTC			5	5	8
Hwy 212			3	3	5
Gladstone			3	3	5
Oregon City			3	3	5
Tualatin					3



I-205  
Peak Hour Bus  
Volumes By Segment

Figure 3-3

