

BEFORE THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING)
THE TRANSPORTATION IMPROVEMENT)
PROGRAM (TIP) TO AUTHORIZE FUND-)
ING OF THE BANFIELD TRANSITWAY)
PROJECT)

RESOLUTION NO. 79-87

Introduced by the
Joint Policy Alterna-
tives Committee on
Transportation

WHEREAS, The Metro Transportation Improvement Program (TIP) reserves Interstate Transfer Funds to develop a transitway corridor project in the Banfield Corridor; and

WHEREAS, The Metro Council in Resolution No. 79-14 requested State funding of the Banfield Project; and

WHEREAS, The Metro TIP sets forth the requirement for further Council action in funding authorizations for the Banfield Transitway project; and

WHEREAS, The Federal Highway Administration and Urban Mass Transportation Administration have agreed to the selection of the preferred Banfield alternative and authorized preparation of the Final Environmental Impact Study (EIS); and

WHEREAS, ODOT, working with Tri-Met and others, has formulated a funding schedule for the project; and

WHEREAS, ODOT has requested that the TIP be amended to incorporate this new funding schedule (Exhibit "A") which includes initiating right-of-way acquisition in FY 1980; now, therefore,

BE IT RESOLVED,

1. That the TIP and its annual element be amended to reflect the funding schedule set forth in Exhibit "A".

2. That authorization for use of the Mt. Hood Withdrawal

Reserve Funds in the 1980 Annual Element year for the Banfield Transitway project (Phase II preliminary engineering and right-of-way acquisition) is hereby given.

3. That the Metro Council finds the project in accordance with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 approval.

ADOPTED by the Council of the Metropolitan Service District this 27th day of September, 1979.



Presiding Officer

BP/gl
5036A
0033A

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

EXHIBIT A
 PORTLAND-JACOVER
 METROPOLITAN AREA

PROJECT DESCRIPTION
 RESPONSIBILITY (AGENCY) ODOT
 LIMITS Portland downtown to Gresham LENGTH 16.0 mi+
 DESCRIPTION The project consists of land acquisition and construction of light rail between downtown Portland and Gresham. This project would improve the people-moving capacity of this corridor, especially during peak flow periods while reducing energy consumption, downtown parking demand, and enhancing air quality.

PROJECT NAME Banfield
 ID No _____
 APPLICANT ODOT

SCHEDULE
 TO ODOT 7/75
 PE OK'D 3/77 EIS OK'D 5/80
 CAT'Y 2ms BID LET TBD
 HEARING 4/78 COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT X TSM ELEMENT _____

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 80	FY81	FY 82	FY83	POST 83	TOTAL
TOTAL	<u>3,529</u>	<u>16,471</u>	<u>35,294</u>	<u>41,177</u>	<u>15,781</u>	<u>112,252</u>
FEDERAL	<u>3,000</u>	<u>4,000</u>	<u>30,000</u>	<u>35,000</u>	<u>13,414</u>	<u>95,414</u>
STATE	_____	_____	_____	_____	_____	_____
LOCAL	_____	_____	_____	_____	_____	_____
* _____	<u>529</u>	<u>2,471</u>	<u>5,294</u>	<u>6,177</u>	<u>2,367</u>	<u>16,838</u>

*Match from combination of highway and general funds

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 2,941,177
 CONSTRUCTION 97,545,882
 RIGHT OF WAY 11,764,706
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, _____
 LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

TOTAL \$ 112,251,765

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL
 FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL _____ UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE _____
 SUBSTITUTION Mt Hood CatI 85

NON FEDERAL
 * STATE _____ LOCAL 15