

FOR THE PURPOSE OF ENDORSING)	RESOLUTION NO. 80-166
TRI-MET'S CAPITAL GRANT)	
APPLICATION FOR CONSTRUCTION)	Introduced by the Joint Policy
OF THE BANFIELD LIGHT RAIL)	Advisory Committee on Transportation
TRANSIT PROJECT AND AMENDING)	tation
THE TRANSPORTATION IMPROVEMENT)	
PROGRAM)	

WHEREAS, The Banfield transitway project is nearing the point when right-of-way acquisition and construction will begin; and

WHEREAS, Interstate Transfer funds have been reserved for joint use of the Oregon Department of Transportation (ODOT) and Tri-Met in implementing the Banfield Project; and

WHEREAS, ODOT and Tri-Met have taken appropriate steps to secure needed funding beyond the allocated Interstate Transfer funds; and

WHEREAS, To obtain federal funds for the overall project, ODOT is submitting a Final Environmental Impact Statement to the U.S. Department of Transportation; and

WHEREAS, To finance building the light rail line, Tri-Met is applying to the Urban Mass Transportation Administration (UMTA) for a capital grant under Section 3 of the Urban Mass Transportation Act of 1964, as amended; and

WHEREAS, This grant application calls for some \$77.7 million dollars (federal) escalated over a five-year period; and

WHEREAS, The principal costs covered by the grant application include construction of the light rail transit facility, acquisition of property, and procurement of rail vehicles; and

WHEREAS, When federal approval is received on both the Final Environmental Impact Statement and the UMTA grant application, construction can begin; now, therefore,

BE IT RESOLVED,

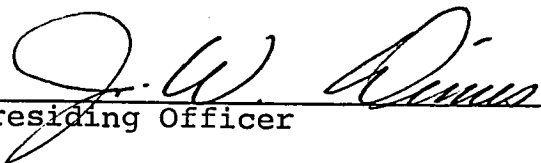
1. That the Metro Council endorses the grant application for the Banfield Light Rail Project as submitted to UMTA by Tri-Met.

2. That Tri-Met's compliance with UMTA procedures requiring a grant application and public hearing process is acknowledged.

3. That the Transportation Improvement Program (TIP) be amended to reflect the Section 3 funds set forth in the grant application.

4. That the Metro Council affirms that the project is appropriate to identified transportation objectives in the Banfield Corridor and is in accordance with the region's continuing, cooperative and comprehensive planning process and, hereby, gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District
this 10th day of July, 1980.


Presiding Officer

THIS 10th DAY OF July 1980Cynthia M. Wickman

CLERK OF THE COUNCIL

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Endorsing Tri-Met's Capital Grant Application for Construction of the Banfield Light Rail Transit Project and Amending the Transportation Improvement Program

I. RECOMMENDATIONS:

- A. **ACTION REQUESTED:** Council adoption of the attached Resolution No. 80-166 endorsing Tri-Met's capital grant application for construction of the Banfield Light Rail Transit (LRT) Project and amending the Transportation Improvement Program (TIP) to include the necessary Urban Mass Transportation Administration (UMTA) funds.
- B. **POLICY IMPACT:** This action is consistent with previous Council actions to develop a Transitway Corridor Project in the Banfield Corridor. It acknowledges Tri-Met's compliance with the Urban Mass Transportation Administration (UMTA) procedures which require a grant application and public hearing process. It affirms that the project is appropriate to identified transportation objectives in the Banfield Corridor and is consistent with local and regional land use policies.
- C. **BUDGET IMPACT:** The approved Metro budget funds staff involvement in establishing project priorities and monitoring project implementation.

II. ANALYSIS:

- A. **BACKGROUND:** With the adoption of the Interim Transportation Plan (ITP) in June, 1975, Regional Policies and Objectives were established for transitway corridors. Following this action, the Oregon Department of Transportation (ODOT) was authorized to proceed with preliminary engineering and preparation of a Draft Environmental Impact Statement on the Banfield Corridor Transitway Project.

In November, 1976, Interstate Transfer funds were reserved by CRAG for the Banfield Corridor and have over the elapsed time escalated to some \$125.9 million (federal) in December, 1979 dollars.

Subsequent Metro (CRAG) actions, supported by staff analyses by ODOT, Tri-Met, Metro and other jurisdictions, concluded that:

the Portland area. The line will consist of two sets of tracks serving principal destinations between the system's western terminus at 11th Avenue and Yamhill/Morrison in downtown Portland, and its eastern terminus east of the intersection of 8th Street and Cleveland Avenue in Gresham. The line will be served by a total of 27 transit stations (in a one-way direction). Up to seven of these stations will feature park and ride facilities. An LRT system maintenance and storage facility will be constructed in Gresham.

To obtain federal funds for the overall project the ODOT is submitting a Final Environmental Impact Statement to the U. S. Department of Transportation.

To finance building the light rail line, Tri-Met must follow UMTA procedures which require the grant application and public hearing process. The UMTA grant application, addressed in the attached Resolution No. _____, essentially describes the Banfield Light Rail Transit Project, provides supporting documentation as to the budget, the planning and local approval process and Tri-Met's compliance with federal requirements, and requests federal funds to construct the light rail line. Principal costs covered by the grant include construction of the LRT facility, acquisition of property and procurement of rail vehicles.

Once final federal approval is received on both the Final Environmental Impact Statement and UMTA grant application, construction can begin.

B. ALTERNATIVES CONSIDERED:

1. No build
- 2.a Low-cost improvements
- 2.b Low-cost improvements plus minimum 6-lane Banfield
- 3.a HOV lanes plus 6/4 (east of Hollywood)-lane Banfield
- 3.b HOV lanes plus 6-lane Banfield
- 3.c HOV lanes plus 6-lane Banfield with shoulders
- 4.a Northside busway plus 6-lane Banfield with shoulders
- 4.b Median busway plus 6-lane Banfield with shoulders
- 5.1a LRT plus minimum width 6-lane Banfield
- 5.1b LRT plus standard width 6-lane Banfield with shoulders

Alternative 5.1b was selected as the preferred alternative based on:

- . Greatest cost-effectiveness;
- . Greatest long-term operating cost savings
- . Greatly improved transit service to the east side of Portland and East Multnomah County
- . Minimum community disruption
- . Support to economic vitality of the jurisdictions served.

1. The Banfield Corridor was the priority corridor among the three regional corridors;
2. LRT was to be included as an alternative in the analysis of the Banfield Corridor;
3. After extensive study of alternatives, the Banfield/Burnside LRT - Six Lane Standard Width Freeway Alternative was the preferred alignment and mode;
4. The preferred alternative was consistent with the Regional Policies and Objectives established for the Banfield Corridor in the ITP;
5. ODOT and Tri-Met were to take appropriate steps to secure additional funding beyond the Interstate Transfer funds allocated in order to assure implementation of the project.

In September, 1979, Metro Council authorized funding right-of-way acquisition and construction using Interstate Transfer funds. These funds account for the major portion of the project and will jointly be used by ODOT and Tri-Met. In general, Tri-Met plans to use \$60.2 million to partially finance the LRT system while ODOT will use \$65.7 million to fund the freeway improvements and other construction necessary to complement the LRT system (amounts in December, 1979 dollars). These estimates are subject to changes brought about by changes in the National Construction Cost Index and the actual cost experienced.

Additional federal funds in the amount of \$77.7 million are needed by Tri-Met to supplement its share of the Interstate Transfer Fund. This additional amount is being applied for under Section 3 of the Urban Mass Transportation Act of 1964, as amended, and is in the form of a grant application to UMTA. Costs in the grant application are updated from earlier 1978 dollar estimates to April 1, 1980, with inflation estimates added in at 8½ percent per year to the time of expenditure.

The overall Banfield Transitway Project entails the development of a multi-modal transportation system along the Banfield/Burnside Corridor capable of transporting high volumes of passengers. This transportation system will consist of: (1) an LRT system connecting downtown Portland with Gresham; and (2) improvements to the existing Banfield Freeway between NE 33rd Ave. and the I-205 Corridor.

The LRT line will be 15 miles long and will provide a high quality trunk line transit service for the east side of

C. CONCLUSION: Metro staff recommends approval of the attached Resolution.

BP:bk
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