

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADDING)
EIGHT TRANSIT STATIONS TO THE)
TRANSPORTATION IMPROVEMENT)
PROGRAM)

RESOLUTION NO. 80-179
Introduced by JPACT

WHEREAS, the Metro Council adopted Resolution No. 79-80 which endorsed the FY 1980 Transportation Improvement Program; and

WHEREAS, a supplementary Congressional appropriation for FY 1980 has recently provided additional Urban Mass Transportation funds; and

WHEREAS, in order to take advantage of these changes in funding levels and timing, Tri-Met has requested that the FY 1980 element of the Transportation Improvement Program be adjusted by the addition of eight transit stations; and

WHEREAS, the Transportation Systems Management Element previously approved by Metro must be amended to incorporate the timed-transfer service concept with the new transit stations; and

WHEREAS, federal obligation of the supplementary appropriation must take place prior to September 30, 1980 or be lost; now, therefore

BE IT RESOLVED,

1. That the Metro Council amends the Transportation System Management Element to incorporate the timed-transfer concept with eight transit stations.

2. That the Metro Council authorizes the use of UMTA Section 3 funds for the eight transit stations described in Attachment "A" by amending the FY 1980 annual element of the Transportation Improvement Program.

3. That the Metro Council finds the program of projects to be 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 4th day of September, 1980.


Presiding Officer

AC:lmk

EXHIBIT A

ADDITIONS TO FY 1980 TIP

	<u>Federal Share</u>	<u>Total</u>
Tigard Transit Center	\$320,000	\$ 400,000
Tualatin Transit Center	160,000	200,000
Washington Square Transit Center	120,000	150,000
Columbia/Sandy Transfer Station	80,000	100,000
Mall 205 Transfer Station	60,000	75,000
Kenton Transfer Station	80,000	100,000
Jantzen Beach Transfer Station	80,000	100,000
St. Johns Transfer Station	<u>80,000</u>	<u>100,000</u>
	\$980,000	\$1,225,000

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: Authorizing funding for eight transit stations

I. RECOMMENDATION:

A. **ACTION REQUESTED:** Adoption of attached Resolution No. 80-179 which adds eight transit stations to the Transportation Systems Management Element (TSME) and authorizes funding (UMTA discretionary Section 3 funds) for the stations. These authorizations would be as follows:

Tigard Transit Center	\$320,000
Tualatin Transit Center	160,000
Washington Square Transit Center	120,000
Columbia/Sandy Transfer Station	80,000
Mall 205 Transfer Station	60,000
Kenton Transfer Station	80,000
Jantzen Beach Transfer Station	80,000
St. Johns Transfer Station	80,000

B. **POLICY IMPACT:** This action endorses the proposed service expansion and timed-transfer concept included in Tri-Met's Transit Development Program. In addition, it allows Tri-Met to take advantage of supplemental appropriations to the Urban Mass Transportation Administration (UMTA) discretionary funds. Endorsement of the service concept constitutes advanced endorsement of part of Tri-Met's recently adopted five-year Transit Development Program (TDP). The full TDP is incorporated into the second draft of the Regional Transportation Plan.

C. **BUDGET IMPACT:** The approved Metro budget funds staff involvement in preparing funding authorizations.

II. ANALYSIS:

A. **BACKGROUND:** Recent Congressional action has provided supplementary FY 1980 appropriations for transit. These funds must be obligated by UMTA before September 30, 1980 or be lost. In order to receive these funds, Metro must authorize funds for the proposed improvements in the FY 1980 element of the Transportation Improvement Program.

The transit stations are intended to allow implementation of a timed-transfer service concept, thereby allowing development of a multi-destinational service pattern. Transit Centers include bus bays, passenger shelters, schedule information, lighting and telephones. Transfer Stations are generally smaller and include bus turnouts, shelters and schedule information.

- B. ALTERNATIVES CONSIDERED: If funds are not authorized for these projects, Tri-Met must compete for limited available federal funds in future years.

- C. CONCLUSION: Metro staff recommends inclusion of the projects in the TSME and authorization of the funds in the FY 1980 element of the TIP. Tri-Met has committed to provide the 20 percent local match in the amount of \$245,000.