

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING THE)	RESOLUTION NO. 82-323
USE OF SECTION 3 FUNDS FOR)	
SELECTED TRANSIT PROJECTS IN)	Introduced by the Joint
EXCHANGE FOR INTERSTATE TRANSFER)	Policy Advisory Committee
FUNDS)	on Transportation

WHEREAS, The Portland metropolitan area Interstate Transfer Program consists of \$464.88 million in projects (in June 30, 1981 dollars); and

WHEREAS, The funding program for the Banfield Transitway consists of \$123,569,278 (in June 30, 1981 dollars) in Interstate Transfer funding and \$85.7 million (in escalated dollars) in Section 3 Urban Mass Transportation Administration (UMTA) Capital Assistance; and

WHEREAS, The federal government has committed to complete the Banfield Transitway with \$8.9 million of Section 3 UMTA Capital Assistance with the balance from Interstate Transfer funding; and

WHEREAS, The federal government has committed to provide the remaining \$76.8 million in Section 3 Capital Assistance originally intended for the Banfield Transitway for non-rail transit purposes; now, therefore,

BE IT RESOLVED,

1. That the adopted Interstate Transfer and Section 3 funding authorizations are revised as follows:

Project	INTERSTATE TRANSFER June 30, 1981 \$		SECTION 3 June 30, 1981 \$	
	Current Authorization	Shift	Current Authorization	Shift
Milwaukie Transit Stn.	\$ 1,457,203	-\$ 1,457,203	0	+\$ 1,371,484
McLoughlin Transit Imp.	1,109,608	- 1,109,608	0	+ 1,044,337
Oregon City Transit Stn.	680,000	- 680,000	0	+ 640,000
Tigard Transit Center	1,020,000	- 1,020,000	0	+ 960,000
Buses	1,370,897	- 1,370,897	0	+ 1,290,256
Portland Transit Transf.	2,613,795	- 2,613,795	0	+ 2,460,042
Northwest Transit Stn.	85,000	- 85,000	0	+ 80,000
Westside Corridor Res.	63,661,074 ¹	- 46,719,860	0	+ 43,971,633
Section 3 Reserve	0	0	0	+ 24,982,248
Banfield Transitway	<u>123,569,278</u>	<u>+ 55,056,363</u>	<u>\$85,700,000</u>	<u>- 76,800,000</u>
	\$195,566,855	0	\$85,700,000	0

¹Westside unobligated balance (\$63,661,074) less shift (\$46,719,860) = \$16,941,214.

2. That the Transportation Improvement Program (TIP) Subcommittee is directed to pursue additional shifts between the above Section 3 authorizations and committed Interstate Transfer authorizations as mutually agreed by the affected jurisdictions.

3. That the Section 3 funding is provided to complete the project objectives originally established for the authorized Interstate Transfer funding, as described in Attachment "A."

4. That the unobligated portion of Section 3 funding allocated to each project will be escalated with the National Construction Cost Index with the Section 3 Reserve adjusted accordingly.

5. That the balance of the Section 3 Reserve is set aside as needed for the completion of the Banfield Transitway.

6. That Tri-Met will be the applicant for all Section 3 grants and all grant applications will be approved by the Tri-Met Board.

7. That all Section 3 grant applications must be endorsed by TPAC, JPACT and the Metro Council for inclusion in the TIP and must distinguish between Section 3 "trade" funding consistent with the authorized funding level and "discretionary" Section 3 funding.

8. That Tri-Met is intended to provide the local match for transit projects subject to final agreement between Tri-Met and the affected jurisdiction on a project-by-project basis.

9. That the TIP Subcommittee will serve as the regional working group to monitor project development on candidate projects and develop recommendations on the scheduling of projects and funding for inclusion in the TIP and the Section 3 grant application.

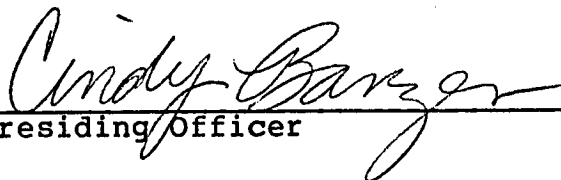
10. That Section 3 project development to meet specified project objectives will be a cooperative effort of Tri-Met, Metro, ODOT and the affected jurisdiction following a mutually acceptable monitoring and decision-making process.

11. That the Westside Corridor Section 3 Reserve (\$43,971,633) and Westside Corridor Interstate Transfer Reserve (\$16,941,214) will be allocated through the process previously established for allocation of the Westside Corridor Reserve.

12. Because of the Section 3/(e)(4) funding trade, the seven-year (e)(4) highway funding program will be developed to provide highway projects in Washington County \$2 million per year in additional funds beyond the normal allocation for the period from FY 1983-85. However, if the annual federal appropriation is below the amount needed for an evenly distributed seven-year program, projects in Washington County will receive a proportionate amount

above its normal allocation. Over time, the total amount of funds so prioritized will equal \$6 million.

ADOPTED by the Council of the Metropolitan Service District
this 22nd day of April, 1982.



Presiding Officer

AC/srb
5568B/107
03/26/82

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 the Use of Section 3 Funds for Selected Transit
Projects in Exchange for Interstate Transfer Funds

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend adoption of the attached Resolution amending the TIP to revise certain transit projects' authorization for the use of Section 3 and Interstate Transfer funding.
- B. POLICY IMPACT: This Resolution will adopt the following actions:
- . Transfer the authorization for the use of Interstate Transfer funds from a series of regionwide transit projects to the Banfield in exchange for Section 3 funds previously committed to the Banfield (Note: transit projects affected include Westside Corridor, Milwaukie Transit Station, Oregon City Transit Station, Tigard Transit Station, McLoughlin transit improvements, buses, Portland transit transfers, and Northwest Transit Station).
 - . Establish a Section 3 Reserve to be used for escalation on the revised Section 3 authorizations and completion of other transit projects.
 - . Establish a Section 3 project development and annual programming process.
 - . Provide a commitment to highway projects in Washington County for priority scheduling of \$2 million per year of their Interstate Transfer authorizations for FY 83-85 under the condition that, if sufficient annual funding is not received, a proportionate increase will be provided.

TPAC and JPACT have reviewed and approved this endorsement. However, a letter was introduced at the JPACT meeting from the Mayor of the City of Troutdale expressing concern over Resolve #12 in the Resolution.

- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: During 1981, considerable efforts went into negotiations with the Federal Government regarding funding for this region's transfer program, in particular, Banfield transitway funding commitments, Interstate Transfer funding needs for other highway projects and Section 3 funding commitments for other transit projects. This effort was necessitated by the Administration's desires to eliminate all

Attachment "A"

Section 3 Project Objectives

A. Milwaukie Transit Station

1) Project Objectives

- . Provide a focus for bus routes connecting the Southern Corridor to central Portland (via McLoughlin) and the Clackamas Town Center (via Railroad/Harmony Road).
- . Provide improved local bus service.
- . Provide improved transit service from the Southern Corridor market to Milwaukie.
- . Enhance the viability of business development in downtown Milwaukie.
- . Improve pedestrian access to the Willamette River in downtown Milwaukie.

2) Project Scope

- . Implement immediate short-term transfer facility.
- . Reserve funding for permanent long-range transit station.

B. Oregon City Transit Station

1) Project Objectives

- . Provide a focus for bus routes connecting the Oregon City area to Milwaukie, Clackamas Town Center and Lake Oswego.
- . Provide improved service from the Southern Corridor to downtown Oregon City.
- . Enhance the viability of business development in downtown Oregon City.

C. McLoughlin Transit Improvements (south of Milwaukie)

1) Project Objectives

- . Improve transit operations and safety along McLoughlin Boulevard.
- . Integrate transit and pedestrian facilities with existing and proposed high density development along McLoughlin Boulevard.

- . Provide a convenient location for park-and-ride to serve the Oregon City area and Oregon City Bypass market.
- . Provide efficient and attractive bus operating speeds for the regional trunk route connecting from the Oregon City Transit Station, through the Oregon City Park-and-Ride to the Milwaukie Transit Station.

2) Project Scope

- . Provide bus priority treatment, shelters and pedestrian connections along McLoughlin Boulevard.
- . Provide necessary improvements for bus and auto access to the Oregon City Park-and-Ride.
- . Consider refurbishing of the Portland Traction Company Bridge for bus use.

D. Tigard Transit Station

1) Project Objectives

- . Provide a focus for buses connecting the Tigard area to central Portland, Beaverton and Lake Oswego.
- . Provide improved service from the Southwest Corridor to Tigard.
- . Enhance the viability of business development in downtown Tigard.

E. Westside Transitway Corridor

1) Project Objectives

- . Improve transportation service levels.
- . Minimize neighborhood infiltration of regional traffic.
- . Promote efficient land use patterns.
- . Reduce hydrocarbon emissions and conserve energy.
- . Maintain reasonable access to job opportunities.
- . Balance the Westside transportation system to improve travel conditions on local roads, in the Sunset Corridor, the Highway 217 Corridor and the I-5 Corridor.
- . Improve transit operating efficiencies.

2) Project Scope

- . Improve transit service on the Westside through the preferred alternative from among the following:
 - a) Major bus service expansion
 - b) A busway in the Sunset Corridor from Portland to Beaverton
 - c) LRT in the Sunset Corridor from Portland to west of Beaverton
 - d) LRT in the Multnomah Corridor from Portland to west of Beaverton
- . Identify needed highway improvements that, in combination with the transit expansion, will create a balanced transportation system.

F. Buses

Acquire buses for expansion of service in the McLoughlin Boulevard Corridor.

G. Portland Transit Transfers

1) Project Objectives

- . Improve the efficiency of transit service.
- . Improve the convenience of transferring between routes.
- . Promote increase transit ridership.

2) Project Scope

- . Provide the following transit improvements as needed at transfer locations: bus shelters, kiosks, information signing, transfer directional signing, trash receptacles and telephones.
- . Provide the following street improvements as needed at transfer locations: enlarged pedestrian waiting areas, sidewalks, stairways, bus pullout lanes, bus bays, crosswalks, traffic signals.

H. Northwest Transit Station

1) Project Objectives

Improve transit access to the Northwest industrial area by facilitating transfers between the various routes serving the area.

2) Project Scope

Provide an off-street transfer facility with pedestrian amenities.

AC:lmk
1-28-82