

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 83-395
TRANSPORTATION IMPROVEMENT PROGRAM)
(TIP) TO INCORPORATE A DOWNTOWN) Introduced by the Joint
PORTLAND IMPROVEMENTS PROJECT AND) Policy Advisory Committee on
THE VINTAGE TROLLEY PROJECT INTO) Transportation
THE SCOPE OF THE BANFIELD LRT)
PROJECT.)

WHEREAS, Through Resolution No. 82-353, the Metro Council adopted the TIP and its FY 1983 Annual Element; and

WHEREAS, From time to time changes in availability of federal funds and in project needs arise requiring amendments to the TIP; and

WHEREAS, Tri-Met is proposing, through a supplemental Section 3 grant, a Downtown Improvements project and Preliminary Engineering for the Vintage Trolley project; and

WHEREAS, It is necessary that projects utilizing federal funds be included in the TIP in order to be federally obligated; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the following projects and their use of the noted federal funding sources:

a.	Downtown Portland Improvements Section 3 Funds	\$4,000,000
b.	Vintage Trolley Preliminary Engineering-Section 3 Funds	<u>116,000</u>
	TOTAL	<u>\$4,116,000</u>

2. That the TIP and its Annual Element be amended to reflect these authorizations.

3. That the Metro Council finds the projects in accordance with the region's continuing cooperative, comprehensive planning process, and, thereby, gives Affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District
this 24th day of March, 1983.



Presiding Officer

BP/gl
8121B/283
03/24/83

STAFF REPORT

Agenda Item No. 8.3.a

Meeting Date March 24, 1983

CONSIDERATION OF RESOLUTION NO.83-395 FOR THE PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCORPORATE A DOWNTOWN PORTLAND IMPROVEMENTS PROJECT AND THE VINTAGE TROLLEY PROJECT INTO THE SCOPE OF THE BANFIELD LRT PROJECT

Date: April 2, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Tri-Met is preparing a grant application to cover additional projects which will complement the Banfield Light Rail Transit (LRT) system. These projects will utilize Urban Mass Transportation Administration (UMTA) Section 3 Capital Assistance funds earmarked for these purposes in the FY 83 Appropriations Bill and consist of:

1. Downtown Proposed Improvements

Proposed improvements on Morrison Street and Yamhill Street will provide the downtown segment of the Banfield LRT project with amenities which will greatly enhance the pedestrian environment through the downtown portion of the LRT line. These amenities, i.e., sidewalk improvements, benches, planters, etc., will facilitate pedestrian movement to and from the LRT station areas.

In addition, the downtown Portland rail improvements will aid in the mitigation of adverse impacts resulting from at-grade rail operation. Rather than pursuing a far more costly below-grade solution, the downtown Portland business community agreed to an alternative that provides greater amenities than the existing LRT design.

The establishment of a downtown local improvement district will provide a significant local match contribution for this federal grant.

Preliminary Engineering	\$ 336,432
Construction	<u>3,663,568</u>
Total	<u>\$4,000,000</u>

2. Vintage Trolley Project

The Banfield LRT project was approved by the City of Portland in 1979. Prior to the endorsement by the Portland City

Council, Tri-Met made presentations to and received endorsements from a number of neighborhood associations and historical societies. Specifically, the alignment ran through two nationally endorsed historic districts: the Skidmore Historic District and the Yamhill Historic District. Due to the impact of the modern light rail project in the historic district, a request was made by the districts that Tri-Met mitigate these impacts by examining the feasibility of Vintage Trolley operation.

Last year Tri-Met initiated a feasibility analysis. The analysis concluded that the Vintage Trolley project is a feasible operation in conjunction with the Banfield LRT system if trolley frequency is held low and restricted to midday, weekend and holiday service. Further, the feasibility analysis recommended that the construction of the Vintage Trolley would contain three components:

- Renovated vehicles,
- Additional track and wire work, and
- A service building.

The Vintage Trolley project will operate only west of Holladay Park. With the exception of the eastern terminus station, the Vintage Trolley project will utilize Banfield LRT stations. The eastern terminus station and stub end track will be located on N.E. 11th Avenue, across from the Lloyd Center Shopping Mall; the proposed service building will be located near the eastern terminus.

This current grant application will cover the preliminary engineering costs of the Vintage Trolley project only with the remaining acquisition and construction costs of \$884,000, once firmed, being applied for at a later date.

Preliminary Engineering	\$ 116,000
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Approval of this TIP amendment is being sought as an emergency because of the time schedule for completion of the Banfield LRT project. In order to fully integrate the downtown and trolley elements into the LRT project, UMTA and Tri-Met would like to award the \$4,116,000 Section 3 Grant on April 1, 1983. This TIP amendment is a prerequisite to grant award. TPAC and JPACT were telephone polled for approval of this resolution and recommend adoption.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adopting the attached Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

None.

BP/gl/8121B/283
03/24/83