

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE ) RESOLUTION NO. 84-442  
FY 1984 UNIFIED WORK PROGRAM )  
) Introduced by the Joint  
) Policy Advisory Committee  
) on Transportation

WHEREAS, The FY 1984 Unified Work Program (UWP) was adopted  
May 26, 1983 by Resolution No. 83-404; and

WHEREAS, Changes to the UWP must be approved by the Metro  
Council and the Intermodal Planning Group; and

WHEREAS, The FY 1984 UWP must be revised to accurately  
reflect task priorities and project schedules; now, therefore,

BE IT RESOLVED,

1. That the Metro Council hereby approve the amendments  
to the FY 1984 UWP as shown in Exhibits "A," "B" and "C."
2. That staff is authorized to submit this resolution  
with its exhibits and necessary grant amendments to the Urban Mass  
Transportation Administration for approval.

ADOPTED by the Council of the Metropolitan Service District  
this 26th day of January, 1984.

  
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Presiding Officer

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0416C/366  
01/12/84

## EXHIBIT "A"

### PHASE I ALTERNATIVES ANALYSIS - SOUTHERN/BI-STATE/BARBUR CORRIDORS

#### Program Objectives:

1. Complete the technical analysis for the Phase I Alternatives Analysis in the Central Portland area, Southern Corridor and Bi-State Corridor.
2. Determine whether to proceed with a Phase II Alternatives Analysis; produce a report describing promising alternatives.
3. Amend the Regional Transportation Plan (RTP) to include any feasible transitway corridors and initiate a Phase II Alternatives Analysis/Draft Environmental Impact Statement (DEIS) accordingly.
4. Adopt the McLoughlin Boulevard highway and transit improvement program, staging plan and financing strategy.
5. Allocate the McLoughlin Boulevard Interstate Transfer Reserve.
6. Begin the technical analysis for the Phase I Alternatives Analysis in the Barbur Corridor and for extensions to Hillsboro, Tualatin and between Beaverton and Tigard.

#### Relation to Previous Work:

The Regional Light Rail Transit (LRT) System Plan Scope of Work (approved in FY 83) serves as an overall guide for the Regional LRT System Plan project phases. This Scope of Work provides a context for following the federal process for a Phase I and Phase II Alternatives Analysis. The first geographic area of analysis, which is comprised of the Southern Corridor, the Bi-State Corridor (I-5 North and I-205 North) and the Central Portland study area, was begun in FY 83. All of the technical work is scheduled for completion prior to FY 85. A supportive consulting engineering effort was also begun in FY 84, in accordance with the Regional LRT System Plan Scope of Work.

The Barbur Corridor/Westside Branches is the second geographic area identified for evaluation in the "Regional LRT System Plan Scope of Work," adopted in FY 83. All work in this area will be built upon the results of the Westside Corridor Project DEIS (March 1982) and Preferred Alternatives Report (January 1983).

#### Products:

1. McLoughlin Corridor Highway/Transit Staging Plan and Financing Strategy.

2. Phase I Alternatives Analysis recommendations and resulting amendments to RTP.
3. Phase I Alternatives Analysis "Promising Alternatives" report, documenting analysis.
4. Decision on whether to proceed with a Phase II Alternatives Analysis in any of these corridors.
5. Allocation of McLoughlin Corridor Interstate Transfer Reserve.

**Responsibilities:**

Metro is responsible for the overall conduct of the study, coordination of the Oregon decisions, Oregon public involvement, technical analysis associated with travel forecasts, impact analysis and cost-effectiveness evaluation.

Tri-Met is responsible for definition of alternatives including engineering analysis, capital costing and operating costing.

The Regional Planning Council of Clark County (RPC) is responsible for coordinating Washington decisions and development of alternatives within Washington (including highway network coding, transit route design and population/employment forecasts).

Portland will provide input on impact analyses and provide technical supervision of traffic impact analyses in Portland.

Expenses:

Metro: Personnel	\$157,527
M & S	62,300
	<u>\$219,827</u>
Tri-Met: Personnel	\$ 93,080
M & S	133,000
	<u>\$226,080</u>
Portland: Personnel	\$ 10,000
TOTAL	<u>\$455,907</u>

Revenues:

FY 83 (e) (4)	4,528
Metro Match	799
FY 84 (e) (4)	158,100
Metro Match	13,950
Tri-Met Match	13,950
Phase I Alt. Anal. (e) (4)	170,000
Tri-Met Match	28,500
(in-kind)	
Portland Match	1,500
Section 9A	51,664
Tri-Met Match	12,916
TOTAL	<u>\$455,907</u>

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12/13/83

EXHIBIT "B"

FY 84 e(4)  
Grant Amendment  
OR-29-9009

	<u>Approved</u>	<u>+</u> <u>-</u>	<u>Proposed</u>
1. Phase I Altern./Analysis So. Corr./Bi-State Corr.	\$ 57,000	- 57,000	0
2. Phase II Altern./Analysis Barbur/Westside	129,000	-129,000	0
3. Westside Corridor	117,647	0	\$117,647
4. Southwest Corridor	12,500	0	12,500
5. Transp. Improvement Prog.	36,813	0	36,813
6. Phase I Altern./Analysis* So./Bi-State/Barbur	0	+186,000	186,000
	<u>\$352,960</u>	<u>0</u>	<u>\$352,960</u>

\*Combining the two separate segments of the Phase I Alternatives Analysis into one task.

Project Financing

UMTA (85%)	\$300,016
Local (15%)	<u>52,944</u>
	\$352,960

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EXHIBIT "C"

FY 84 FUNDING SUMMARY

federal funding														CARRYOVER					
FY84 PL/ODOT	FY84 SEC 8	SEC 8 DISCTRY	FY84 e(4)	FY83 SEC 8 OR-09-0032	FY82 SEC 8 OR-09-0029	FY80 SEC 8 OR-09-0020	FY83 e(4) OR-23-9001	FY82 e(4) OR-29-9007	FY83 e(4) DISCTRY	EPA 175 OR-19-0005	SEC 105	WESTSIDE OR-29-9004	SEC 9A	FHWA HPR/ODOT	LOCAL MATCH	TOTAL			
Phase I AA Southern/Bi-State/Barbur																			
Metro			158,100				4,528		28,500						33,728	224,856			
Tri-Met									133,000				51,664		36,387	221,051			
Portland									8,500						1,500	10,000			
McLoughlin - Clackamas County								8,091							1,428	9,519			
Westside Corridor																			
Metro			100,000												23,990	159,932			
Tri-Met												35,942			8,989	44,944			
Southwest Corridor/Metro	34,000	29,432	10,625										35,955		9,233	81,290			
RTP Refinement/Metro	38,100	29,600		15,081	422										11,276	94,479			
Elderly & Handicapped Plan/Metro				22,320											5,580	27,900			
Elderly & Handicapped Plan/Tri-Met													16,000		4,000	20,000			
Technical Assistance/Metro	29,100															29,100			
Coordination & Management/Metro	32,500	47,600													11,900	92,000			
Data Monitoring/Metro	14,900	28,080													96,417	139,417			
Travel Forecast/Metro	20,552	14,000		14,392											7,098	56,042			
Travel Forecast/Tri-Met					4,000										1,000	5,000			
Model Refinement Disc/Metro		24,000													6,000	30,000			
Air Quality Program																			
Metro										3,000	5,000				0	8,000			
Portland										10,730					0	10,730			
Transp. Imp. Program/Metro		51,288	31,291												18,344	100,923			
Transp. Financing/Metro							81,971								14,465	96,436			
Energy Contingency/Tri-Met					4,000										1,000	5,000			
Transit Development/Tri-Met						16,989									4,248	21,237			
Computer Purchase/Metro	47,868														22,418	98,510			
ODOT Planning Assistance													28,224		22,418	98,510			
														145,000		145,000			
Subtotal	217,020	200,000	24,000	300,016	51,793	8,422	16,989	86,499	8,091	170,000	13,730	5,000	35,942	145,000					
Note: Amounts shown are federal share except PL and HPR. PL is \$184,467 with match \$32,553 at 85/15 ratio.																			
															TDP Update/Tri-Met	15,326	3,831	19,157	
															Capital Dev. Plan/Tri-Met	34,189	8,547	42,736	
															TSEP/Tri-Met	156,110	39,028	195,138	
															Transit Perf. Analy./Tri-Met	42,600	10,650	53,250	
															Labor Mgmt. & Prod. Analy./Tri-Met	10,160	2,540	12,700	
															Mgmt. Info. Sys. Dev./Tri-Met	52,640	13,160	65,800	
															MMIA/Tri-Met	43,896	10,974	54,870	
															Network Sim. & Analy./Tri-Met	16,960	4,240	21,200	
															On-Board O-D Survey/Tri-Met	2,240	560	2,800	
															CE TIP Analy. & Eval./Tri-Met	67,616	16,904	84,520	
															Transit Ctr. & TSM Dev./Tri-Met	17,792	4,448	22,240	
															Service Dev./Planning/Tri-Met	41,396	10,349	51,745	
															Financial Forecast/Tri-Met	9,640	2,410	12,050	
															Private Sector Partic./Tri-Met	4,000	1,000	5,000	
															Civil Rights/Tri-Met	6,939	1,735	8,674	
															Program Administration/Tri-Met	4,000	1,000	5,000	
															657,347	450,397	2,390,246		

Rev. 7-25-83  
12-8-83

RESOLUTION NO. 84-442

CONSIDERATION OF RESOLUTION NO. 84-442 FOR  
THE PURPOSE OF AMENDING THE FY 1984 UNIFIED  
WORK PROGRAM

Date: December 22, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Recommend adoption of the attached resolution amending the FY 1984 Unified Work Program (UWP) to combine the tasks and budgets of two work elements: 1) Phase I Alternatives Analysis Southern/Bi-State Corridors, and 2) Phase I Alternatives Analysis Barbur Corridor/Westside Branches. This amendment would also shift more of Metro's budget to Materials and Services to fund Data Processing associated with the Bi-State LRT study.

TPAC and JPACT have reviewed this amendment and unanimously recommend approval of the Resolution.

Policy Impact

This action will allow completion of the Southern Corridor/Bi-State studies this year and will delay Barbur/Westside work accordingly. Only start-up activities for the Barbur/Westside study (TAC formation, alternative definition, etc.) will be scheduled for this fiscal year.

Budget Impact

This amendment would consolidate available resources devoted to Phase I Alternatives Analysis/LRT studies within the existing UWP and will not affect other programs. In addition, a discretionary (e)(4) grant of \$65,000 for Barbur LRT engineering consultants is dropped due to the late startup. The amendment is needed to continue funding both Tri-Met and Metro Milwaukie/Bi-State project tasks.

Background

In FY 1983, the Regional LRT System Plan Scope of Work was approved, defining corridors to undergo Phase I Alternatives Analysis and phasing them for study. The Southern Corridor (Milwaukie) and the Bi-State Corridor were set as Study Phase 1, Barbur/Westside extensions as Study Phase 2 to be initiated after

Study Phase 1, and Clackamas County extensions as Study Phase 3. The adopted UWP implements this overall strategy and recognizes that budget adjustments between Study Phases 1 and 2 may be necessary.

Study Phase 1 corridors (Milwaukie/Bi-State) have taken longer than anticipated because:

- Both the Southern Corridor and Bi-State studies bore the burden of developing new travel-forecasting packages which detailed zone structure and networks for the Eastside subarea and the Bi-State subarea. Developing these new systems took longer than anticipated. At the time the UWP was drafted, it was anticipated that Southern Corridor forecasts would be complete by July 1983. Instead they were not completed until the end of September.
- Delays in contracting with the engineering consultant assisting Tri-Met and the traffic consultant assisting in impact assessment have delayed engineering/capital costing and impact assessment phases of the work, stretching out the project schedule.
- Southern Corridor conceptual engineering at Tri-Met has taken longer than anticipated, due to the number of alignments and competing work elements.

Technical work on the Southern Corridor is nearly complete and Bi-State model calibration is also complete. Both traffic and structural engineering contracts are underway.

Delaying the schedule for the Barbur/Westside Branches phase of study will allow the Southwest Corridor Study to develop the travel-forecasting tools to be used and to develop a working relationship with the jurisdictions involved prior to initiating the transitway study.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of the attached resolution.

#### COMMITTEE CONSIDERATION AND RECOMMENDATION

On January 9, 1984, the Regional Development Committee recommended Council adoption of Resolution No. 84-442.

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01/12/84