

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 90-1254 FOR THE PURPOSE
OF AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR
TRI-MET'S SECTION 9, INTERSTATE TRANSFER AND FEDERAL-
AID URBAN PROGRAMS

Date: April 19, 1990

Presented By: Andrew Cotugno

PROPOSED ACTION

Adoption of this Resolution would amend the Transportation Improvement Program (TIP) to include a series of revisions to Tri-Met's Section 9, Interstate Transfer and Federal-Aid Urban programs. Major elements of the revised programs for FY 1991 include:

1. Reprogramming \$6,050,090 of e(4) funds for light rail vehicles (LRV's) in FY 91 which had been allocated to other purposes.
2. Programming of \$850,000 of FAU funds for LRV's which were previously allocated to the City of Portland. In exchange, Tri-Met will provide a like amount of local funds for the City's street construction work near the Oregon Convention Center.
3. Revisions to the Section 9 Program to:
 - a. Allocate more funding (\$11.1 million) toward the purchase of LRV's;
 - b. Delay funding for LRV air conditioning retrofit, Ruby Junction storage track and double tracking of LS-1 to allow the LRV procurement to be funded in FY 91 (\$9.9 million);
 - c. Allocate \$800,000 in FY 91 for Hillsboro Extension AA/PE;
 - d. Allocate \$150,000 per year for Metro planning studies for FY 91 to FY 93; and
 - e. Reflect higher estimate of Section 9 funding available each year based on the actual FY 90 apportionment.

TPAC has reviewed this proposed TIP amendment and recommends approval of Resolution No. 90-1254.

FACTUAL BACKGROUND AND ANALYSIS

Tri-Met is seeking to acquire at least 8-10 additional light rail vehicles to improve their present spares ratio to ensure proper maintenance schedules can be met and to provide sufficient capacity to serve short-term ridership growth. Continued peak-hour ridership growth since opening day has forced Tri-Met to minimize spares in order to maximize actual operating capacity. As ridership continues to grow, further decreases in spares as an option is no longer available. Furthermore, as the vehicles approach 250,000 miles in 1990, a higher spares ratio will be required for recommended maintenance.

In order to establish a vehicle order of at least 8-10 vehicles, Tri-Met is expecting to commit the following funding sources:

Section 9 Funding	\$11.13 m.
Previous Interstate Transfer Allocation	6.05
Federal-Aid Urban	0.85
	<u>\$18.03 m.</u>

To implement procurement of additional LRV's, Tri-Met is proposing the following strategy based on Section 9 funding and e(4)/FAU funding:

PROGRAM:

1990	\$ 8,107,806
1991:	
1. Operating Assistance	\$ 4,841,744
2. Light rail vehicles (5-6), spare parts, cost allocation, consultant services	11,131,374
3. Westside P.E./FEIS	610,400
4. Hillsboro Extension A.A./P.E.	800,000
5. Metro Planning Studies	<u>150,000</u>
	\$17,533,518
1992	\$ 5,475,270

INTERSTATE TRANSFER/FEDERAL-AID URBAN

Tri-Met proposes to allocate its entire remaining e(4) allocation to the LRV plan. This is to be accomplished by the following action:

<u>Project</u>	<u>Existing</u>	<u>Proposed</u>
Bus Acquisition Reserve	\$2,100,000	0
Banfield LRT Capital Grant	1,000,000	0
Bus Purchase - Standards	1,259,194	0
Tri-Met Reserve	246,952	
LRV Purchase	1,444,844	\$6,050,990
TOTAL	\$6,050,990	\$6,050,990

Additional to the above is \$850,000 of FAU funds allocated to the City of Portland. In exchange for use of these funds, Tri-Met will provide an equal amount of local funds for use by the City for street construction near the Convention Center.

SECTION 9 FUNDING LEVEL

The published TIP documented the overall level of funding expected in the Section 9 Program of \$110,801,215. This TIP amendment incorporates a \$2.1 million increase in this assumption based upon the following revenue assumptions:

<u>Year</u>	<u>Amount</u>
FY 83-90	\$91,361,190
Past Grants	\$74,072,709
Available Carryover	\$17,288,481
Anticipated 1991	10,941,744
Anticipated 1992	10,575,270
TOTAL	\$112,878,204

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 90-1254.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 90-1254
TRANSPORTATION IMPROVEMENT PROGRAM)	Introduced by
FOR TRI-MET'S SECTION 9, INTERSTATE)	Mike Ragsdale, Chair,
TRANSFER AND FEDERAL-AID URBAN)	JPACT
PROGRAMS)	

WHEREAS, JPACT has previously approved an overall funding program proposed for transit improvements; and

WHEREAS, Tri-Met has prepared a revised program of projects for FY 1991 focusing on light rail vehicle procurement; and

WHEREAS, By combining Section 9, Interstate Transfer and Federal-Aid Urban funds Tri-Met can submit grant applications for FY 1991 for operating, planning and capital purposes; now, therefore,

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District adopts the Section 9 Program of projects for FY 1991:

FY 91 Operating Assistance	\$ 4,841,744
Light rail vehicles (5-6), spare parts, cost allocation, consultant services	11,131,374
Westside P.E./FEIS	610,400
Hillsboro Extension A.A./P.E..	800,000
Metro Planning Studies	<u>150,000</u>
TOTAL	\$17,533,518

2. That \$6,050,990 of Interstate Transfer funds currently assigned to Tri-Met projects be reassigned to light rail vehicle procurement for FY 1991.

3. That \$850,000 of FAU funds allocated to the City of Portland be transferred to Tri-Met in exchange for local funds

provided by Tri-Met, as agreed upon by the two agencies.

4. That the Transportation Improvement Program be amended to incorporate these allocations and project changes.

5. That these actions are consistent with the Regional Transportation Plan and affirmative Intergovernmental Project Review is hereby given.

ADOPTED by the Council of the Metropolitan Service District this 24th day of May, 1990.

Tanya Collier, Presiding Officer

BP:ACC:lmk
90-1254.RES
5-1-90



METRO

Memorandum

2000 S.W. First Avenue
Portland, OR 97201-5398
503 221-1646

DATE: April 11, 1990

TO: Joint Policy Advisory Committee on Transportation
(JPACT)

FROM: *AC* Andrew C. Cotugno, Transportation Director

RE: JPACT BYLAWS AMENDMENT

The Metro Council Intergovernmental Relations Committee, at their April 10, 1990 meeting, approved a motion to seek JPACT's concurrence on a possible amendment to the JPACT Bylaws:

To require that the city of largest population be either the member or the alternate for the "Cities of each County" if that city's population constitutes the majority of the population of all the cities represented in that county.

A copy of the proposed amendment is attached together with an analysis of the various city populations in each county. According to these data, only the seat for the "Cities of Multnomah County" would be affected by this amendment. Action on the proposal will be scheduled for the May 10 JPACT meeting.

ACC:mk

Attachments

PROPOSED AMENDMENT

Article IV - Committee Membership

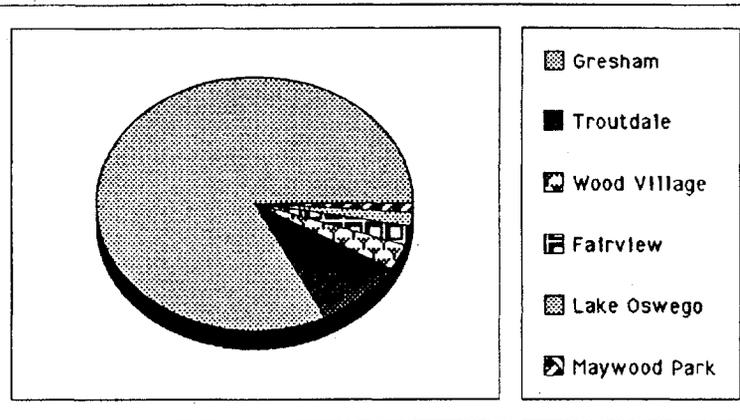
Section 2. Appointment of Members and Alternates

b. Members and alternates from the Cities of Multnomah, Washington and Clackamas Counties will be elected officials from the represented cities of each county (except Portland) and will be appointed through the use of a mail ballot of all represented cities based upon a consensus field of candidates developed through a forum convened by the largest city being represented. The member and alternate will be from different jurisdictions, one of which will be from the city of largest population if that city's population constitutes the majority of the population of all the cities represented for that county. The member and alternate will serve for two-year terms. In the event the member's position is vacated, the alternate will automatically become member and complete the original term of office. The member and alternate will periodically consult with the appropriated transportation coordinating committees for their area.

1989 City Population

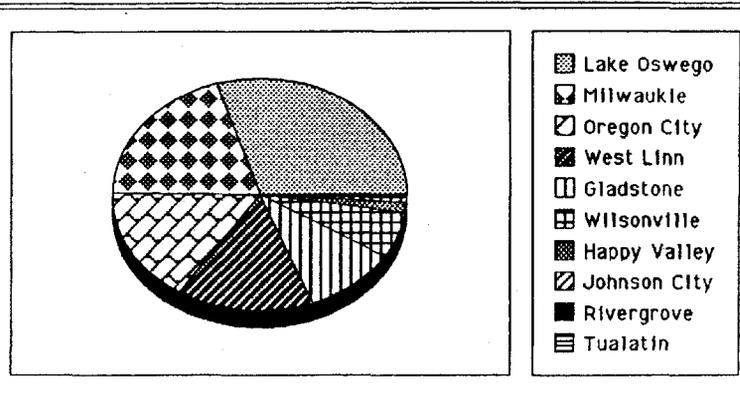
Multnomah County

	Population	% of Total
Gresham	65470	82.2%
Troutdale	7375	9.3%
Wood Village	2610	3.3%
Fairview	1975	2.5%
Lake Oswego	1430	1.8%
Maywood Park	830	1.0%
Total	79690	100.00%



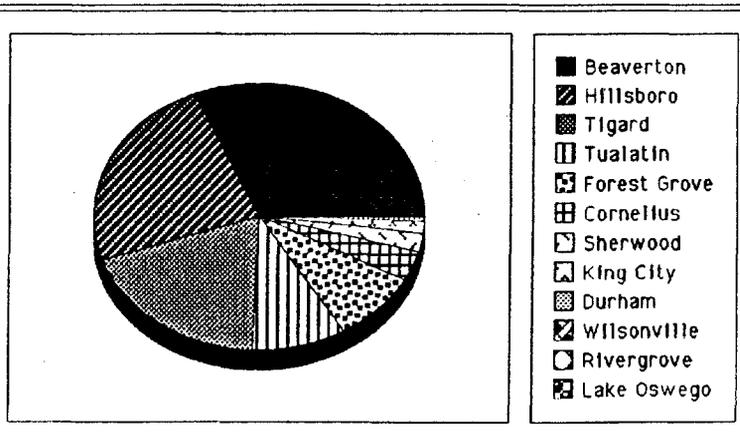
Clackamas County

	Population	% of Total
Lake Oswego	27990	29.8%
Milwaukie	18830	20.0%
Oregon City	14975	15.9%
West Linn	14270	15.2%
Gladstone	9685	10.3%
Wilsonville	5770	6.1%
Happy Valley	1530	1.6%
Johnson City	480	0.5%
Rivergrove	305	0.3%
Tualatin	160	0.2%
Total	93995	100.0%



Washington County

	Population	% of Total
Beaverton	44265	31.3%
Hillsboro	33810	23.9%
Tigard	27050	19.1%
Tualatin	13180	9.3%
Forest Grove	12180	8.6%
Cornelius	5105	3.6%
Sherwood	3000	2.1%
King City	1955	1.4%
Durham	800	0.6%
Wilsonville	30	0.0%
Rivergrove	30	0.0%
Lake Oswego	5	0.0%
Total	141410	100.0%





METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: May 1, 1990

To: JPACT

From: *AC* Andrew C. Cotugno, Transportation Director

Re: Surface Transportation Act Update -- Position Paper

Attached is a concept proposal from the STA Subcommittee for an approach to reauthorization of the Surface Transportation Act. The essential recommendation is to advocate for an expanded program level, thereby allowing funds toward a "Flexible Mobility Program" to allow each area to determine how to best meet its mobility needs. This structure, however, is recommended only if the overall program funding level is increased and can only be distributed to areas that can demonstrate that they can make effective use of the funds if distributed in a flexible manner.

Guidance from JPACT is needed on:

- a) Whether this program concept can be supported;
- b) Whether the subcommittee should develop the concept into a more concrete recommendation; and
- c) How proactively should this concept be advocated to our delegation, to our respective national organizations and through the Congressional hearings process.

ACC:lmk

Attachment

Portland Regional Position
Federal Surface Transportation Act Update

- I. The top priority issues for the region are as follows:
- A. Expand funding for New Rail Starts.
 - B. Maintain at least the current funding levels for FAU (urban arterials) and Section 9 (transit operations and routine capital).
 - C. Maintain an Interstate-4R formula favorable to Oregon based on mileage rather than vehicle miles traveled or population.
 - D. Link transportation funding availability and flexibility to a region's ability to meet enhanced land use planning requirements and requirements for coordination of decision-making to ensure federal funds are spent responsibly.

II. If the Surface Transportation Act is renewed at the existing overall program level, maintain a categorical funding structure comparable to existing programs. The existing structure and funding level is as follows:

<u>Highways</u>	<u>Transit</u>
FAI \$ 3.15 b.	Sec. 3 bus \$223 m.
FAI-4R. 2.815	Sec. 3 New Start 446
FAP 2.325	Sec. 3 Rail Mod. 446
FAS 0.6	
FAU 0.75	Sec. 9 Operations. 929.4
HBR 1.63	Sec. 9 Capital 1,303.2
HES 0.17	
RR/Xing 0.16	Inter. Transfer. 200
Inter. Transfer 0.74	Sec. 18 (Rural). 67.4
Misc. Other <u>0.26</u>	
\$12.6 b.	Sec. 16(b)(2) (E&H) 35
	Planning 50
	Administration <u>50</u>
	\$ 3.75 b.

III. Advocate for an expanded funding level through a combination of drawing down the Trust Fund balances and increased user fees. Increase the program level as follows:

Highways: from \$12.6 billion to \$15-20 billion
 Transit: from \$3.75 billion to \$5-9 billion

- IV. At an expanded funding level, structure the transit and highway funding programs around the following general categories:

National Highway System
Flexible Mobility Program - Urban/Rural
Transit Discretionary Program

- A. At the minimum level (Level 1) of the expanded program (\$15 billion highways/\$5 billion transit):
1. Target the highway funding predominantly toward the National Highway System; and
 2. Target the transit funding predominantly toward the formula program for routine capital and operations.
- B. At the higher level (Level 2) of an expanded program (\$20 billion highways/\$9 billion transit):
1. Shift a greater emphasis in the highway funding toward the Flexible Mobility Program; and
 2. Shift a greater emphasis in the transit program toward the Transit Discretionary Program.
- V. Key program elements of the National Highway System are as follows:
- A. Program funding level:
- Level 1 = \$9 billion
Level 2 = \$10 billion
Note: status quo = \$8 billion
- B. Program is targeted toward preservation and modernization of a National Highway System (urban and rural) comprised of existing Interstate routes with the addition of the significant portions of the Primary system.
- C. Program is administered by the states; existing MPO requirements apply in urban areas.
- D. The allocation formula to distribute the funds to the states should be based upon system mileage, preferably Interstate mileage, rather than vehicle miles traveled or population.

VI. Key program elements of the Flexible Mobility Program are as follows:

A. Program funding level:

Level 1 = \$6 billion highways/\$2.8 billion transit
Level 2 = \$10 billion highways/\$4.5 billion transit
Note: status quo = \$4 billion highways/\$2.3 billion transit

B. The program should have a statutory urban/rural split.

C. Distribution to urban/rural areas should provide for a hold-harmless base level equivalent to existing categorical distributions and should guarantee existing recipients that they will get at least the level provided under the existing STA:

Urban recipients:

FAU \$0.75 billion
Section 9 . \$2.2 billion

Rural recipients:

FAS \$0.6 billion
Section 18. \$.07 billion

D. Provide the expanded funding level to each urban/rural area by formula to be used for mobility purposes at the discretion of the area (highway, arterial, bus, rail); each area qualifies for its expanded share only if minimum standards can be met regarding coordination of transportation investments with land use planning and coordination between transportation decision-making bodies. This is to ensure that funding that is provided in a flexible manner is used responsibly.

E. Funding not distributed to an area due to ineligibility of meeting the minimums is redistributed to remaining recipients the next year.

F. Urban funding is allocated through MPO's; rural funding is allocated through agreement between state and local governments.

VII. Key program elements of the Transit Discretionary Program are as follows:

A. Program funding level:

Level 1 = \$2.2 billion

Level 2 = \$4.4 billion

Note: status quo = \$1.1 billion

B. Funding is distributed on a discretionary basis by UMTA under the following categorical guidelines:

40% - Rail Modernization

40% - New Rail Starts

10% - Bus Capital

10% - Flexible

C. Urban areas must meet minimum standards for land use planning and coordination of decision-making to qualify for New Rail Start funding.

VIII. Miscellaneous Other Issues

A. Local match ratios should be consistent across program areas intended to fund system expansion and modernization so as not to bias one mode over another.

B. We have no position on whether there should be a final year appropriation to complete the Interstate system; Oregon would not benefit if there were.

C. We have no position on whether there should continue to be a program for highway demonstration projects.

D. We should oppose a funding program tied to new Interstate links; if an area wants a new link, it should be funded through its allocation for the National Highway System.

E. Should we have a position on whether to advocate continued general fund support for transit or replacement with user fees?

Expanded Federal Transportation Program

Highway Program

Level 1 = \$15.0 billion

Level 2 = \$20.0 b.

(Note: Status Quo = \$12.6 b.)

Transit Program

Level 1 = \$5.0 billion

Level 2 = \$9.0 b.

(Note: Status Quo = \$3.75 b.)

1) \$9.0 b.
2) \$10.0 b.
Status Quo = \$8 b.

1) \$6.0 b.
2) \$10.0 b.
Status Quo = \$4 b.

1) \$2.8 b.
2) \$4.5 b.
Status Quo = \$2.3 b.

1) \$2.2 b.
2) \$4.4b.
Status Quo = \$1.1b.

National Highway System

- 1) Includes Interstate plus Highways of National Significance
- 2) Formula weighted to system miles
- 3) Establish minimum pavement standards
- 4) State Allocates

Flexible Program

Urban

- 1) Hold harmless:
FAU = \$0.75 b.
Sec. 9 = \$2.2 b.
- 2) Funding above the hold-harmless level requires meeting minimum standards for planning/decision-making
- 3) Available for City/County/State Hwys. + Arterials, Transit operations/routine capital
- 4) MPO's Allocate

Rural

- 1) Hold harmless:
FAS = \$0.6 b.
Sec. 18 = \$0.07 b.
- 2) Available for State/County/City roads, rural transit operations/capital
- 3) State/locals allocate

Transit Discretionary

- 1) New Starts 1) \$0.9 b.
 2) \$1.8 b.
 Status Quo = \$0.45 b.
- 2) Rail Mod. 1) \$0.9 b.
 2) \$1.8 b.
 Status Quo = \$0.45 b.
- 3) Bus Related 1) \$0.4b.
 2) \$0.8 b.
 Status Quo = \$0.2 b.
- 4) UMTA allocation
- 5) Must meet minimum planning/decision-making requirements to qualify for New Rail Starts

COMMITTEE MEETING TITLE JPACT

DATE 5-10-90

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✓ G - Beke Rucker	Port
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✓ M - DAVE STURDEVANT	CLARK County
✓ M - Pauline Anderson	Mult. Co.
✓ M - Bonnie L. Haus	Washington County
✓ M - Ernest ³⁰	metro
✓ M - Ernest ³⁰	Clackamas Co.
✓ M - Bob Bloman	ODOT
✓ M - David Knowles	metro
✓ M - Gary Demich	WSDOT
✓ M - JIM COWEN	TRI/MET
✓ M - Scott A. Collier	City of Vancouver
✓ M - Clifford Clark	City of Washington County
✓ MA - Craig J. Tomnick	City of Clark Co.
✓ G - Oily Mullen	Intergovernmental Resource Center
✓ G - Donna	WASH. COUNTY
✓ G - Les White	C-TRAW
✓ G - Howard Harris	DEB
✓ G - DAVE WILLIAMS	ODOT
✓ G - STEVE DOTTERER	CITY OF PORTLAND
✓ G - TOM VANDERZANDEN	CLACKAMAS COUNTY

COMMITTEE MEETING TITLE JPACT

DATE 5-10-90

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