

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 88-897
TRANSPORTATION IMPROVEMENT	)	
PROGRAM FOR THE TRANSIT CAPITAL	)	Introduced by Rena Cusma,
IMPROVEMENTS	)	Executive Officer

WHEREAS, Resolution No. 87-833 endorsed the Five-Year Transit Development Program developed by Tri-Met which identified a capital shortfall of \$14.5 million which has subsequently been updated to \$29 million in order to implement the full \$104.75 million capital program; and

WHEREAS, Tri-Met has completed an evaluation of remaining projects in the Section 3 "Trade" program; and

WHEREAS, Federal funding currently available to the Portland region for capital purposes is UMTA Section 9 in the amount of \$32.88 million and UMTA Section 3 "Trade" funds in the amount of \$28.5 million; and

WHEREAS, There remains \$7,238,578 in the Interstate Transfer Regional Reserve and \$1.26 million in surplus Interstate Transfer "Transit" funds, a portion of which will be required in order to implement transit capital projects required for future service expansion; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District endorses Attachments A and B as the regional five-year transit capital program.

2. That the Transportation Improvement Program is amended to reflect Section 3 "Trade" allocations in accordance with Attachment C.

3. That the Transportation Improvement Program is amended to transfer Interstate - 4R funds from Lents Park-and-Ride to Tigard Park-and-Ride.

4. That the Transportation Improvement Program is amended to authorize application for \$14.4 million in Section 3 Discretionary funding for light rail vehicles and convention center area transit improvements.

5. That the Transportation Improvement Program is amended to revise the scope of the Banfield LRT project to include additional park-and-ride lot capacity within currently committed funds (Banfield Full-Funding Agreement), subject to settlement of outstanding claims.

6. That the Transportation Improvement Program is amended to allocate \$1.26 million of surplus Interstate Transfer Transit funds toward bus acquisition.

7. That the Transportation Improvement Program is amended to allocate \$2.1 million from the Interstate Transfer Regional Reserve for establishment of a TDP Reserve for buses in the event funding is not available from other sources, cost savings or because projects are dropped due to lack of local match.


8. That funding that becomes available from new sources, cost savings, projects that are dropped or from contingency will be used for the following priorities:

- a. First, for projects identified on Attachment A as funded in the event required for cost increases or lack of funding from the identified source;
- b. Second, for projects identified on Attachment A as unfunded; and
- c. Third, to reduce the use of the \$2.1 million Interstate Transfer TDP Reserve.

9. That the regional priority for use of future state transit capital assistance is established for projects identified in Attachment D.

10. That the projects identified in Attachment E are the responsibility of local jurisdictions to provide local match commitment which must be available within 18 months of scheduled construction. In the event local match is not committed, the federal funding allocation will be transferred to other approved projects.

ADOPTED by the Council of the Metropolitan Service District  
this 12th day of May, 1988.

  
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Mike Ragsdale, Presiding Officer

AC/sm  
9220C/540  
03/29/88

ATTACHMENT A -- SUMMARY TRANSIT CAPITAL PROGRAM

Priority 1	Cost	Section 9	Section 3				Interstate	Local Match	
			Trade	Discretionary	F.F.A. (e) (4)	Required		Committed	
Standard Buses	\$ 35.19 m.	\$15.55 m.	\$ 9,440,000	---	---	\$ 3.36 m.	---	\$6.84 m.	
Small Buses	1.50	1.20	---	---	---	---	---	.30	
SNT Buses	2.57	2.06	---	---	---	---	---	.51	
Maintenance Vehicles	.30	.24	---	---	---	---	---	.06	
Parts & Equipment	14.10	11.28	---	---	---	---	---	2.82	
Westside P.E.	1.99	1.59	---	---	---	---	---	.40	
Merlo Road	.29	---	230,000	---	---	---	---	.06	\$ .06 m.
LRVs	15.0	---	---	\$12.0 m.	---	---	---	3.00	
Support Serv./Conting.	2.9	---	2,312,106	---	---	---	---	.58	
<b>Priority 2</b>									
Route Terminus	.30	.24	---	---	---	---	---	.06	
Shelters	.40	.32	---	---	---	---	---	.08	
Accessible Stops	.50	.40	---	---	---	---	---	.10	
Transit Transfers	2.05	---	1,643,656	---	---	---	---	.41	.41
Washington County TSM	1.53	---	1,220,000	---	---	---	---	.31	
Morrison Buslane	.1	---	78,240	---	---	---	---	.02	
S.W. Transfers	.5	---	400,000	---	---	---	---	.10	
Convention Center	3.0	---	---	2.4	---	---	---	.60	.60
North Mall	10.0	---	8,000,000	---	---	---	---	2.00	2.00
<b>Priority 3</b>									
MAX Park-and-Ride	2.5	---	---	---	\$2.0 m.	---	---	.50	
Tigard Park-and-Ride	1.6*	---	---	---	---	---	\$.38 m.	.26	
Sunset Transit Center	6.53	---	5,220,000	---	---	---	---	1.31	.91
Lake Oswego T. C.	1.6*	---	---	---	---	---	---	.32	
Washington Sq. T. C.	.4*	---	---	---	---	---	---	.08	
Lents Park-and-Ride	.41*	---	---	---	---	---	---	.03	
Oregon City P-and-R	1.2*	---	---	---	---	---	.32	.25	
<b>TOTAL</b>	<b>\$105.51 m.</b>	<b>\$32.88 m.</b>	<b>\$28,544,002</b>	<b>\$14.4 m.</b>	<b>\$2.0 m.</b>	<b>\$3.36 m.</b>	<b>\$.70 m.</b>	<b>\$20.11 m.</b>	

\* Tigard Park-and-Ride, Lake Oswego Transit Center, Washington Square Transit Center, Lents Park-and-Ride, Oregon City Park-and-Ride authorized to proceed with alternate funds or through cost savings of other approved projects.

ATTACHMENT B

Priority 1	FY'88	FY'89	FY'90	FY'91	FY'92	Total Federal
Section 9						
Standard buses	0	0	2.96	7.34	5.25	15.55
Small buses	1.20	0	0	0	0	1.20
SNT Buses	0	0.52	0.52	0.52	0.52	2.06
Maintenance vehicles	0.01	0.07	0.07	0.04	0.05	0.24
Parts & Equipment	1.90	2.76	2.42	2.20	2.00	11.28
Westside PE/FEIS	1.59	0	0	0	0	1.59
Sub-total	4.70	3.35	5.97	10.10	7.82	31.92
Section 3						
Standard buses	0	5.06	4.38	0	0	9.44
Merlo Access Rd. LRV's	0.23	0	0	0	0	0.23
Support Services/Contingency	0	0.58	0.58	0.58	0.58	2.32
Sub-total	0.23	5.64	4.96	6.58	6.58	23.99
e(4)						
Standard buses	0	1.26	0	0	2.1	3.36
Sub-total	0	1.26	0	0	2.1	3.36
TOTAL	4.93	10.25	10.93	16.68	16.50	59.27
Priority 2						
Section 9						
Route terminus sites	0	0.06	0.06	0.06	0.06	0.24
Shelters/Amenities	0	0.08	0.08	0.08	0.08	0.32
Accessible stops	0	0.10	0.10	0.10	0.10	0.40
Sub-total	0	0.24	0.24	0.24	0.24	0.96
Section 3						
Transit Transfers	0	0.41	0.41	0.41	0.41	1.64
Wash. Co. TSM	0	0	0	0	1.22	1.22
Morrison Bus lane	0	0.01	0.07	0	0	0.08
S.W. Transfers	0	0	0.40	0	0	0.40
Convention Center LRT Station	2.40	0	0	0	0	2.40
North Mall Ext.	0	0.80	3.60	3.60	0	8.00
Sub-total	2.40	1.22	4.48	4.01	1.63	13.74
TOTAL	2.40	1.46	4.72	4.25	1.87	14.70

	FY'88	FY'89	FY'90	FY'91	FY'92	Federal	
Priority 3							
Section 3							
Sunset T.C./P&R	0	3.7	1.52	0	0	5.22	
Sub-total	0	3.7	1.52	0	0	5.22	
FFA							
MAX Park & Rides	0	0	0	1.2	0.8	2	
Sub-total	0	0	0	1.2	0.8	2	
Interstate 4R							
Oregon City P & R	0	0.32	0	0	0	0.32	
Tigard Park & Ride	0	0.38	0	0	0	0.38	
Sub-total	0	0.7	0	0	0	0.7	
Other							
Tigard P & R	0	0.9	0	0	0	0.9	
Oregon City P & R	0	0.88	0	0	0	0.88	
Lake Oswego T.C.	0	1.28	0	0	0	1.28	
Washington Sq. T.C.	0	0	0	0	0.32	0.32	
Sub-total	0	3.06	0	0	0.32	3.38	
TOTAL	0	7.46	1.52	1.2	1.12	11.3	
GRAND TOTALS	Federal	7.33	19.17	17.16	22.13	19.49	85.27

## ATTACHMENT C

Section 3 Trade Funds

	<u>Current Authorization</u>	<u>Proposed Change</u>	<u>Proposed Authorization</u>	<u>Amount Remaining</u>
Banfield LRT	\$20,150,000	0	\$20,150,000	0
Tigard Transit Ctr.	1,020,866	0	1,020,866	0
Oregon City Transit Ctr.	840,140	0	840,140	0
Portland T. Transfers	2,692,976	0	2,692,976	\$1,643,656
North Terminal	1,040,000	0	1,040,000	0
Beaverton Park-and-Ride	811,200	0	811,200	0
Sunset Transit Center	8,489,235	0	8,489,235	5,220,000
Merlo Garage	6,188,093	0	6,188,093	0
Hillsboro Transit Ctr.	1,574,619	0	1,574,619	0
Beaverton Transit Ctr.	3,333,600	0	3,333,600	0
Glisan Buslane	363,200	0	363,200	0
Milwaukie Transit Ctr.	18,000	0	18,000	0
Park-and-Ride Engineering	295,494	0	295,494	0
North Burnside TSM	78,240	0	78,240	0
SUBTOTAL	<u>\$46,895,663</u>	<u>0</u>	<u>\$46,895,663</u>	<u>\$6,863,656</u>
Bus Purchases	\$ 5,564,800	+\$ 8,483,608	\$14,048,408	\$ 9,440,000
Merlo Road	388,538	+230,000	618,538	230,000
North Mall Extension	2,944,000	+5,196,000	8,140,000	8,000,000
Support Serv./Conting.	4,055,061	+82,371	4,137,432	2,312,106
SUBTOTAL	<u>\$12,952,399</u>	<u>+\$13,991,979</u>	<u>\$26,944,378</u>	<u>\$19,982,106</u>
Westside Reserve	\$ 105,559	-\$ 105,559	0	0
Airport Transit Center	1,700,000	-1,700,000	0	0
Lake Oswego Transit Ctr.	1,200,000	-1,200,000	0**	0
Tigard Park-and-Ride	1,565,217	-1,565,217	0*	0
Oregon City Park-and-Ride	1,200,000	-1,200,000	0*	0
Wash. Co./Beaverton TSM	3,653,543	-1,093,583	\$ 2,559,960	\$ 1,220,000
Lovejoy Ramp	28,160	-28,160	0	0
Southwest Transfers	1,200,000	-800,000	400,000	400,000
Wash. Sq. Transit Ctr.	320,000	-320,000	0**	0
Tanasbourne Transit Ctr.	560,000	-560,000	0	0
Tualatin Transit Ctr.	720,000	-720,000	0	0
Downtown Portland TSM	4,699,460	-4,699,460	0	0
SUBTOTAL	<u>\$16,951,939</u>	<u>-\$13,991,979</u>	<u>\$ 2,959,960</u>	<u>\$ 1,620,000</u>
GRAND TOTAL	\$76,800,000	0	\$76,800,000	\$28,465,762

\* Oregon City Park-and-Ride and Tigard Park-and-Ride to be funded through FAI-4R.

\*\*Lake Oswego Transit Center, Washington Square Transit Center authorized to proceed with alternate funds or through cost savings of other approved projects.

ATTACHMENT D

Regional Priority for Local Match

	<u>Match Required</u>
Standard Buses	\$ 6.84 m.
Small Buses	.30
SNT Buses	.51
Maintenance Vehicles	.06
Parts and Equipment	2.82
Westside LRT	.40
LRVs	3.00
Route Terminus Sites	.06
Shelters	.08
Accessible Stops	<u>.58</u>
Support Service/Contingency	
TOTAL LOCAL MATCH REQUIRED	\$14.65 m.
Projected Local Match:	
Stripper Well	\$ 2.54 m.
Committed Tri-Met Match (FY 88, 89)	.92
Projected Tri-Met Match (FY 90, 91, 92)	4.74
Projected State Capital Assistance (FY 90, 91, 92)	<u>7.50</u>
TOTAL LOCAL MATCH AVAILABLE	\$15.70 m.
 SURPLUS	 \$ 1.05 m.

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ATTACHMENT E

Local Jurisdiction Match Responsibility

	<u>Match Required</u>
Merlo Road	\$ .06 m.
Transit Transfers	.41
Washington County TSM	.31
Morrison Buslane	.02
Southwest Transfers	.10
Convention Center Transit Center	.60
North Mall Extension	2.00
MAX Park-and-Ride	.50
Tigard Park-and-Ride	.26
Sunset Transit Center	1.31
Oregon City Park-and-Ride	.25
Lake Oswego Transit Center	.32
Washington Square Transit Center	.08
Lents Park-and-Ride	.03
TOTAL LOCAL MATCH REQUIRED	<u>\$6.25 m.</u>
Projected Local Match:	\$ .06 m.
Merlo Road	
Transit Transfers	
Portland	.31
Tri-Met	.10
Convention Center Transit Center	.60
North Mall Extension	2.00
Sunset Transit Center	.90
Surplus State Transit Capital Assistance (See Attachment D)	<u>1.05</u>
TOTAL LOCAL MATCH AVAILABLE	\$5.02 m.
SHORTFALL	\$1.23 m.

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STAFF REPORT

Agenda Item No. 7.2

Meeting Date May 12, 1988

CONSIDERATION OF RESOLUTION NO. 88-897 FOR THE  
PURPOSE OF AMENDING THE TRANSPORTATION  
IMPROVEMENT PROGRAM FOR THE TRANSIT CAPITAL  
IMPROVEMENTS

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Date: March 29, 1988

Presented by: Andrew Cotugno

PROPOSED ACTION

1. Adopt a five-year transit capital program to maintain current operations plus construct new facilities required for future expansion;
2. Amend the allocation of Section 3 "Trade" funds accordingly;
3. Allocate new Interstate Transfer funds;
4. Authorize the application for new Section 3 Discretionary funds; and
5. Adopt miscellaneous other amendments and policies to ensure full implementation of the five-year program.

TPAC and JPACT recommended adoption of the proposed resolution, with one dissention.

FACTUAL BACKGROUND AND ANALYSIS

By Resolution No. 87-833, Metro endorsed Tri-Met's Five-Year Transit Development Plan. In general, the plan provides for two general capital needs:

1. The first priority to maintain existing operations including replacement of an aging fleet and routine costs for parts, equipment, shelters and other costs.
2. The second priority to construct new transit stations, park-and-ride lots and bus lanes required for future expansion of the system.

This resolution deals with the comprehensive capital package and recommends the most appropriate use of all available and potential transit capital funding sources.

The projects considered in this assessment include:

1. All those recommended in the Five-Year TDP;
2. Projects currently allocated Section 3 "Trade" funds;
3. Two projects currently funded with Interstate-4R funds; and
4. The addition of light rail vehicles for MAX and an expanded MAX convention center station.

Currently committed transit funding sources are sufficient to meet the capital needs of current operations, but if the expansion projects are to be implemented, additional funding must be obtained.

Funding sources considered in this resolution are as follows:

Section 9 -- These funds are provided by Urban Mass Transportation Administration (UMTA) on a formula basis and are primarily intended for routine capital purposes. This source was as high as \$15.8 million per year and was assumed in the TDP to continue at \$12.5 million/year. This estimate has, however, been revised to approximately \$10 million per year due to recent budget cuts.

Section 3 "Trade" -- Section 3 funds are generally committed by UMTA on a project-by-project discretionary basis. The region received a \$76.8 million Letter of Intent in 1982 for bus-related purposes. \$48.3 million has been received to date and \$28.5 million remains to be received within the next four years. The projects to which these funds are currently allocated were re-evaluated and a number of amendments are recommended here.

Section 3 Discretionary -- Since these funds are awarded on a competitive basis, not all projects under consideration can be considered for funding from this source. As such, only selected projects are recommended to be pursued.

Interstate-4R -- ODOT has committed Interstate-4R funds toward two park-and-ride lots adjacent to Interstate freeways. These were re-evaluated and an amendment is recommended here.

Interstate Transfer -- A small amount of Interstate Transfer funding (\$1.26 million) is currently committed to transit purposes but not specific transit projects. This funding is recommended to be allocated to the five-year capital program. In addition, the Regional Reserve is \$7.2 million and could be allocated toward the five-year capital program.

Banfield Full-Funding Agreement -- Depending upon the disposition of claims, up to \$4 million of funding committed to the Banfield LRT project could be left over. A portion of these funds are recommended to be used for MAX-related park-and-ride lots, pending settlement of claims.

## Alternatives Available

The first alternative would be to take a conservative approach and limit the program to capital requirements associated with operation of the current system. This could be accomplished within currently available Section 9 and Section 3 "Trade" funds and would provide a reliable source of funds for this critical component of the five-year capital program.

The second alternative would be to seek new Section 3 Discretionary funding from UMTA. It is likely, however, that due to the competitive national environment, not all projects would be successfully funded. As such, only the most viable projects are recommended for this source: light rail vehicles and an expanded MAX convention center station.

The third option would be to fund the five-year capital program with the remaining Interstate Transfer funding available to the region. In combination with Section 3 Discretionary funds, sufficient Interstate Transfer funds from the Regional Reserve are available to fully fund all transit capital needs.

The final option would be to prioritize the candidate expansion projects and defer the lower priorities to be considered at a later date.

## Recommendation

A combination of the above alternatives are recommended, including:

1. fully funding of capital projects required to maintain current operations;
2. application for new Section 3 Discretionary funds for the most competitive projects and use of available Banfield Full-Funding Agreement funds to several MAX-related park-and-ride lots;
3. deferral of a portion of the expansion capital program to be considered at a later date; and
4. allocation of a portion of the Interstate Transfer Regional Reserve.

In addition, policies are established to deal with reallocation of funds that may become available from new sources, the contingency and cost savings or dropped projects.

A final aspect of the resolution deals with the issue of local match. For the past several years, funding has been allocated to projects for which local match has not been available. As a result, available funds have not been spent while other projects have gone unfunded. This resolution identifies as a regional priority use of

future State Transit Capital Assistance for the capital projects required for continued operations. The expansion projects are therefore the local match responsibility of the local jurisdictions and must be committed within 18 months of scheduled construction. If not, the funds will be reallocated to other unfunded components of the program.

THE EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 88-897.

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REFERRED FROM THE INTERGOVERNMENTAL RELATIONS COMMITTEE

7.2 Consideration of Resolution No. 88-897, for the Purpose of Amending the Transportation Improvement Program for Transit Capital Improvements

Presiding Officer Ragsdale announced the resolution had initially been on the April 28 Council agenda but had been deferred because of certain objections to one of the funded programs raised by Councilor Waker.

Councilor Waker explained he originally had some minor objections but was now recommending the Council adopt the resolution.

Motion: Councilor Waker moved, seconded by Councilor Knowles, to adopt Resolution No. 88-897.

Vote: A vote on the motion resulted in all eleven Councilors present voting aye. Councilor Collier was absent when the vote was taken.

The motion carried and Resolution No. 88-897 was unanimously adopted.

REFERRED FROM THE SOLID WASTE COMMITTEE

7.3 Consideration of Resolution No. 88-866A, for the Purpose of Suspending Memorandum of Understanding Negotiations with Combustion Engineering for a Refuse-Derived Fuel Facility, Pending Approval of a Facility Site

Councilor Hansen, Chair of the Council Solid Waste Committee, reported the resolution expressed a policy that staff had already implemented. The Committee had unanimously recommended the Council adopt the ordinance.

Motion: Councilor Hansen moved adoption of the resolution and Councilor Cooper seconded the motion.

Vote: A vote on the motion resulted in all twelve Councilors present voting aye.

The motion carried and Resolution No. 88-866A was unanimously adopted.

7.4 Consideration of Resolution No. 88-867, for the Purpose of Continuing Memorandum of Understanding Negotiations with Riedel Environmental Technologies for a Mass Composting Facility

Councilor Hansen reported the Committee recommended adoption of the resolution.

Motion: Councilor Hansen moved, seconded by Councilor Cooper, to adopt the resolution.

Responding to Councilor Van Bergen's question, Councilor Hansen said the resolution had been reviewed by the Committee on April 20 and Councilor Van Bergen had voted in favor of recommending the Council adopt the resolution.

Motion to Amend: Councilor Gardner moved, seconded by Councilor Kirkpatrick, to amend the first "whereas" clause of the resolution to read: "The Metropolitan Service District has determined, as part of its Solid Waste Reduction Program adopted in Resolution No. 85-611, that up to 48 percent of the municipal solid waste in the Portland tri-county area could be allocated to alternative technology."

Councilor Gardner explained the language would be consistent with the language used in Resolution No. 88-866A and the adopted Solid Waste Reduction Program goals. Councilor Hansen concurred with the amendment.

Councilor Van Bergen asked if the amendment and the percentage requirement would have any bearing on Metro's contract with Oregon Waste Systems to operate the Arlington Landfill. Dan Cooper, General Counsel, said the resolution as amended would have no bearing on that contract.

Vote on the Motion to Amend: A vote resulted in all twelve Councilors present voting aye.

The motion to amend Resolution No. 88-867 carried unanimously.

Vote on the Main Motion as Amended: A vote on the motion to adopt Resolution No. 88-867 as amended resulted in all twelve Councilors present voting aye.

The motion carried and Resolution No. 88-876 was unanimously adopted as amended.

#### 7.5 Consideration of Resolution No. 88-888A, for the Purpose of Evaluating Source Separated Recycling Alternatives

The resolution's co-authors, Councilors Kirkpatrick and Gardner, introduced the resolution and explained its adoption would speed up the process for a recycling feasibility study. The Solid Waste Committee recommended the Council adopt the resolution.

Motion: Councilor Kirkpatrick moved, seconded by Councilor Gardner, to adopt Resolution No. 88-888A.