

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING THE)
FY 1990 UNIFIED WORK PROGRAM)
(UWP))

RESOLUTION NO. 89-1071

Introduced by Mike Ragsdale,
Chair, Joint Policy Advisory
Committee on Transportation

WHEREAS, The Unified Work Program describes all fed-
erally-funded transportation planning activities for the Portland-
Vancouver metropolitan area to be conducted in FY 1990; and

WHEREAS, The FY 1990 Unified Work Program indicates
federal funding sources for transportation planning activities
carried out by the Metropolitan Service District, Intergovernmental
Resource Center of Clark County, the Oregon Department of Transpor-
tation, Tri-Met and the local jurisdictions; and

WHEREAS, Approval of the FY 1990 Unified Work Program is
required to receive federal transportation planning funds; and

WHEREAS, The FY 1990 Unified Work Program is consistent
with the proposed Metropolitan Service District budget submitted to
the Tax Supervisory and Conservation Commission; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District
hereby declares:

1. That the FY 1990 Unified Work Program is approved
subject to further review and approval of the Bi-State Transporta-
tion work program tasks, organization, and budget within 90 days.

2. That the Transportation Improvement Program is
amended to increase the Interstate Transfer allocation to Metro

transportation planning by \$34,914.

3. That the FY 1990 Unified Work Program is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.

4. That the Metropolitan Service District Executive Officer is authorized to apply for, accept and execute grants and agreements specified in the Unified Work Program.

ADOPTED by the Council of the Metropolitan Service District this 27thday of April, 1989.


Mike Ragsdale
Mike Ragsdale, Presiding Officer

KT:lmk
UWP90.RES
3-15-89

INTERGOVERNMENTAL RELATIONS
COMMITTEE REPORT

Agenda Item No. 4.4

Meeting Date April 27, 1989

RESOLUTION NO. 89-1071, APPROVING THE FY 1990 UNIFIED WORK PROGRAM.

Date: April 19, 1989

Presented by: Councilor Gardner

COMMITTEE RECOMMENDATION: At the April 18, 1989 Intergovernmental Relations Committee meeting, members present -- Councilors Bauer, DeJardin, Devlin and myself -- voted unanimously to recommend Council adoption of Resolution No. 89-1071. Councilor Collier was absent.

COMMITTEE DISCUSSION/ISSUES: Transportation Department Director Andy Cotugno presented Resolution No. 89-1071 noting the Unified Work Program (UWP) reflects the projects, studies and work priorities outlined in the department's FY89-90 Proposed Budget. The UWP describes all federally-funded transportation planning work for the Portland-Vancouver metropolitan area and approval by the Council is required annually for receipt of federal funds. Resolution No. 89-1071 conditionally approves the FY1990 UWP subject to final review and approval of the Bi-State Transportation work program within 90 days. (The scope of the Bi-State work program is also presented for Council approval in this agenda package under Resolution No. 89-1075.) The Technical Policy Advisory Committee (TPAC) for Transportation has reviewed Resolution No. 89-1071 and unanimously recommended Council adoption. The Committee did not raise any issues for review or discussion.

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METRO

2000 S.W. First Avenue
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Memorandum

Date: April 12, 1989

To: Council Intergovernmental Relations
Committee

From: Jessica Marlitt, Council Analyst

Regarding: "ERRATA SHEET TO FY 90 UNIFIED WORK PROGRAM" -- FOLLOWING
RESOLUTION NO. 89-1071, APPROVING THE FY 1990 UNIFIED
WORK PROGRAM (UWP)

Following Resolution No. 89-1071 is an errata sheet to the FY 1990 Unified Work Program submitted by Tri Met. Transportation Department staff will be available to answer any questions you may have regarding this new material. Aside from the errata sheet, the Unified Work Program draft copies which you received at the last Committee meeting have not been amended and have been recommended for approval by Transportation's Technical Policy Advisory Committee (TPAC).

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4/11/89

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 89-1071 FOR THE PURPOSE
OF APPROVING THE FY 1990 UNIFIED WORK PROGRAM (UWP)

Date: March 24, 1989

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would: 1) approve the UWP containing the transportation planning work program for FY 1990, and 2) authorize the submittal of grant applications to the appropriate funding agencies.

TPAC has reviewed the FY 90 Unified Work Program and recommends approval of Resolution No. 89-1071.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1990 UWP describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 1989. Included in the document are federally-funded studies to be conducted by Metro, Intergovernmental Resource Center of Clark County (IRC), Tri-Met, the Oregon Department of Transportation (ODOT), and local jurisdictions. Adoption of this resolution begins the fourth year of the overall direction and funding established in the five-year Prospectus, adopted in May 1986, and the specific work program for FY 90. This work program is the fourth of the four-year commitment of funding from ODOT, Section 9 and the Interstate Transfer Regional Reserve. It includes an allocation level in ODOT and Interstate Transfer funding of \$135,000 to maintain the funding level at FY 89 levels. Approval of the work program accomplishes the annual required approval for use of these funds.

The UWP matches the projects and studies reflected in the proposed Metro budget to be submitted to the Tax Supervisory and Conservation Commission.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1989 in accordance with established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1071.

ERRATA SHEET

TO

FY 90 UNIFIED WORK PROGRAM

WESTSIDE LIGHT RAIL PROJECT

Project Objectives:

The Westside LRT Project is the major outgrowth of Alternatives Analysis of the Westside Corridor Project. There are four major objectives of the Westside LRT Project:

1. Undertake engineering studies sufficient to specify a final alignment, profile and cost estimate.
2. Investigate the environmental impacts of the project and measures to mitigate them.
3. Put together a feasible financial plan to construct and operate the project.
4. Involve local citizens and jurisdictions in the decision-making process and gain political support for the project.

A more detailed Work Program is available and has been approved by UMTA. Tri-Met is the lead agency for the Westside LRT PE/FEIS project. Metro will provide input data regarding ridership forecasts for reports required for submission to UMTA for the Final EIS and cost-effectiveness ranking. Each of the local jurisdictions will provide land-use and economic development planning assistance as well as coordination with technical design standards of their agencies. ODOT will provide technical assistance in the areas of alignment design, traffic analysis and possibly in areas of structural analysis and right-of-way impacts.

Relation to Previous Work:

By July 1, 1983, the Westside Light Rail Project had completed the (a) alternatives analysis, (b) DEIS, (c) public hearings, (d) selection of preferred alternatives, and (e) the PE/FEIS grant application. Between 1983 and 1986, Tri-Met updated its patronage and service assumptions in a regional framework which confirmed the viability of the project. Approval to continue into an expanded PE program was given by UMTA on January 31, 1988, and Tri-Met spent the first part of 1988 in mobilizing resources, hiring staff, and forming the necessary local committee structure. The process over the next 12 to 15 months is intended to produce material for review by the participating agencies as adopted in August 1983, including:

1. A Supplement to the DEIS which analyzes changed conditions and new considerations since 1983.

2. The Final Environmental Impact Statement.
3. The Westside LRT Preliminary Design which addresses the environmental concerns and design suboptions raised during local jurisdiction public hearings.
4. A feasible funding package to construct and operate the Westside LRT Project and an implementation plan/strategy.
5. Final cost-effectiveness Indices suitable for submission to UMTA.

The following related activities have taken place during this past year.

1. The Banfield LRT Project (MAX) continued successful operations on schedule and has continued to exceed ridership expectations.
2. All involved local jurisdictions continue to support moving ahead with the project as the region's top transit priority.
3. Tri-Met staff have updated the work program and budget for the PE/FEIS process and have received UMTA approval and funding for an expanded program.
4. Additional Tri-Met staff have been hired, a Project organization established, supporting technical and policy committees and a citizens advisory committee established, and a Project schedule and a Project Management Plan developed.
5. Working papers detailing methodology and underlying assumptions have been prepared and submitted to UMTA as have a preliminary set of cost-effectiveness indices based on the initial work and an evaluation of the prior DEIS work.
6. Consulting assistance has been hired in certain specialized areas such as tunnel feasibility, and various options to the previously adopted alignment, both west of Beaverton and in the Canyon section, and downtown have been developed and analyzed. Technical reports describing the options and the tunnel feasibility questions have been produced.
7. Financial planning activities for the Westside LRT have been fully coordinated with the Public/Private Task Force on Transit Finance.

8. Federal grants approved through March 1989 total \$3,807,000. Tri-Met has undertaken an assessment of the status of the project and the work necessary to bring the project to completion and has recommended an increase in the project budget of approximately \$1.4M. This increase is due primarily to a longer and more detailed re-evaluation of the previously adopted alignment, new and unanticipated federal requirements, and underestimate of certain technical areas such as tunnel preliminary design. A breakdown of the new budget level is shown below.

Products:

1. An assessment of Tri-Met's financial condition and capability consistent with UMTA's Circular of March 30, 1987.
2. Engineering drawings at 1" = 20' and 1" = 50' of the Westside LRT alignment and detailed site plans and designs of stations.
3. Cost estimates of right-of-way, alignment and track construction, overhead wires, signals, stations, vehicles, and maintenance facilities, and all other components of the project.
4. LRT operating plan including string charts and labor build-up staffing table.
5. FEIS for the project.
6. Inventory of Public and Private sector financing options together with recommended funding models for the Westside LRT by the Public/Private Task Force on Transit Finance.
7. A Financial Plan recommending public and private sources to construct and generate the Westside LRT . Support materials required for implementation of the financial plan will be prepared together with a detailed strategy to secure implementation of the recommended package.
8. An on-going community involvement program to ensure a high level of citizen participation throughout the project.

Expenditures

Tri-Met	\$4,890,300
METRO	80,700
City of Portland	60,000
City of Beaverton	60,000
Washington Co.	60,000
ODOT	<u>60,000</u>
	\$5,211,000

Revenues

State of Oregon	\$651,288
OR-90-X011	917,020
OR-23-9002	500,004
OR-90-X026	1,657,988
FY'89 Sec. 9	1,123,200
Tri-Met	309,465
METRO	4,035
City of Portland	12,000
City of Beaverton	12,000
Washington Co.	12,000
ODOT	<u>12,000</u>
	5,211,000