

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 91-1463
TRANSPORTATION IMPROVEMENT PROGRAM)
ANNUAL ELEMENT TO INCLUDE FEDERAL) Introduced by
FUNDING FOR THE WESTSIDE LIGHT RAIL) David Knowles, Chair
PROJECT TO 185TH AVENUE) Joint Policy Advisory Com-
) mittee on Transportation

WHEREAS, The Regional Transportation Plan (RTP) calls for a combination of highway improvements and major expansion of transit system capacity in the Westside Corridor; and

WHEREAS, Tri-Met will be submitting to the Urban Mass Transportation Administration (UMTA) a grant application for the Westside light rail extension to 185th Avenue; and

WHEREAS, Metro is currently evaluating the extension of light rail transit (LRT) to Hillsboro and other transit options as part of the Hillsboro Alternatives Analysis; and

WHEREAS, UMTA approval of this grant will fund final design, right-of-way acquisition, light rail vehicles, construction and system improvements for the light rail project; and

WHEREAS, Each governmental agency in the corridor area adopted the Locally Preferred Alternative (LPA); and

WHEREAS, Metro approved the Locally Preferred Alternative by Resolution No. 91-1424; now, therefore

BE IT RESOLVED,


1. That the Council of the Metropolitan Service District endorses Tri-Met's grant application as summarized in Exhibit A to the resolution.

2. That the Transportation Improvement Program and its Annual Element be amended to reflect Exhibit A allocations.

3. That the Council of the Metropolitan Service District finds that Tri-Met has complied with the requirements of the region's Private Enterprise Participation Policy as evidenced in Exhibit A.

4. 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 27th day of June, 1991.


Tanya Collier, Presiding Officer

ACC:lmk
91-1463.RES
6-11-91

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202

June 10, 1991



EXHIBIT A

Andy Cotugno
Metropolitan Service District
2000 SW First Avenue
Portland, OR 97201-5398

Subject: TIP Amendment for Westside Light Rail Extension Project
Second Revision

Dear Andy:

In response to comments from Pat Levine about the TIP amendment in process for the Westside Light Rail Extension Project, we are providing a revised Project Description and Budget for your presentation at the Transportation Planning Committee and JPACT meetings this week. The project description has been revised to distinguish that the SW 185th-Hillsboro extension is currently in an alternatives analysis phase and would be proposed for programming after a preferred alternative is selected. The budget has been decreased so as not to include a cost estimate for the Hillsboro extension at this time.

If you have any questions, please call Cynthia Weston, 238-4920.

Sincerely,

A handwritten signature in black ink, appearing to read "Douglas L. Capps".

Douglas L. Capps
Executive Director
Public Services Division

DLC:cwl
Attachments

cc: G.B. Arrington
Cynthia Weston
Bob Post
J.E. Cowen

TIP AMENDMENT

for Westside Corridor Light Rail Project

I. Background

The Regional Transportation Plan calls for a combination of highway improvements and major expansion of the transit system capacity in the westside corridor by 2005 as the region's first transportation priority. This grant will fund the final design, right-of-way acquisition, light rail vehicles, construction and system improvements for the Westside Corridor light rail project.

II. Project Development

In 1983 the Portland metropolitan area governments chose light rail transit (LRT) as the major component of transportation system improvements needed to accommodate travel demand in the westside corridor. This decision followed several years of studies that examined more than fifteen alternatives, including a busway, an expanded bus system, and several LRT alignments. The Sunset Highway (U.S. 26) was adopted as the preferred route.

In January, 1988, the preliminary engineering effort was reactivated, and work on a Supplemental Draft Environmental Impact Statement began. Eight government agencies (cities of Beaverton, Hillsboro and Portland, Metropolitan Service District, Oregon Department of Transportation, Multnomah County, Washington County, and Tri-Met) worked cooperatively in defining alternatives. A 24-member Citizens Advisory Committee (CAC) was appointed by the eight agencies to study alternatives and make recommendations for westside light rail and highway improvements. The goals for the transportation changes are to optimize the transportation system, be environmentally sensitive while reflecting community values, and to remain fiscally responsive.

The CAC met regularly for over two years and, with extensive public involvement, developed the initial recommendation for the Locally Preferred Alternative (LPA). Subsequently, the Project Management Group, composed of top staff personnel, and the Steering Group, composed of elected officials, concurred in the CAC's recommendations.

In January 1991 the Supplemental Draft Environmental Impact Statement was published, and work on the Final Environmental Impact Statement began. In March and April 1991, in compliance with the requirements of the Urban Mass Transportation Administration, each government agency adopted the Locally-Preferred Alternative (LPA). The Tri-Met Board of Directors adopted the final order defining the LPA on April 12.

III. Project Description

The LPA is approximately 11.5 miles long from downtown Portland to S.W. 185th Avenue. The alignment features twelve stations, five park-and-ride lots, and parking spaces for over 3,000 vehicles. Twenty-nine new light rail vehicles are needed.

An extension of 6.5 miles from S.W. 185th to downtown Hillsboro is presently in the alternatives analysis stage, and a final alignment has not been selected. Subject to the regional decision selecting the Preferred Alternative and compliance with all applicable environmental laws and procedures, Tri-Met intends to construct an additional operable segment to the Westside Light Rail Extension extending from SW 185th to the Transit Center in the City of Hillsboro. The estimated cost of the Hillsboro portion is not included in the overall project budget, but would be programmed in a future TIP amendment.

A. Downtown

Beginning at S.W. 11th Avenue, the present west terminus of the eastside light rail system, the existing trackway, auto lane, and sidewalk configurations of S.W. Morrison and S.W. Yamhill Streets are extended west to S.W. 18th Avenue. At S.W. 17th Avenue, the S.W. Morrison Street track would turn southwest through a city block to join the S.W. Yamhill Street track at S.W. 18th Avenue. The two tracks would turn south in the median of S.W. 18th Avenue, flanked by an auto travel lane, parking lane and sidewalk in each direction. At S.W. Jefferson, the tracks turn west onto the southside. The LRT alignment in this segment is entirely at grade. All intersections crossed by the LRT along S.W. Morrison and S.W. Yamhill are signalized. Along S.W. 18th Avenue, intersections at S.W. Morrison, S.W. Yamhill, S.W. Salmon, and S.W. Jefferson are signalized. Only emergency vehicles will be permitted to cross the tracks on S.W. 18th Avenue at S.W. Taylor, S.W. Main and S.W. Madison Streets. Stations will be located on S.W. Morrison and S.W. Yamhill Streets between S.W. 13th and 14th Avenues; on the blocks bounded by S.W. Morrison Street, S.W. 17th Avenue, S.W. Yamhill Street and S.W. 18th Avenue; and between S.W. 18th and 20th Avenues on S.W. Jefferson Street. No park-and-ride facilities will be provided at these stations.

West from S.W. 20th Avenue and S.W. Jefferson Street, the tracks occupy the southside of S.W. Jefferson Street entirely at grade. Light rail would follow a large radius along the southside of Canyon Road, descending below and passing under Canyon Road to the tunnel portal beyond.

B. Canyon

The twin-tube tunnel extends for approximately three miles under the West Hills to the vicinity of S.W. 76th Avenue on the north side of the Sunset Highway.

The alignment follows the northside of the Sunset Highway to the Highway 217 interchange, where it crosses Highway 217 on structure and under the westbound Sunset Highway-to-southbound Highway 217 ramp.

A station at the Washington Park Zoo will be located beneath the existing parking lot adjacent to the OMSI and Zoo entrances, and will be accessible by elevator.

C. U.S.Highway 26/217

The tracks leave the Sunset Highway and pass under Sunset Highway to parallel the ramp from eastbound Sunset Highway to southbound Highway 217. The alignment then continues south along the westside of Highway 217 to approximately southwest Center Street. The tracks pass under S.W. Parkway, S.W. Wilshire Street, and S.W. Walker Road. The existing S.W. Cabot Street structure will be retained until a replacement facility is provided with the east/west arterial. A box structure to accommodate the LRT will be built under Cabot Street.

The Sunset Transit Center will be located at the northwest quadrant of the Sunset Highway/Highway 217 interchange. It will be a major station with off-street bus transfer facilities and a park-and-ride facility.

D. Beaverton (Highway 217 to S.W. Murray Boulevard)

The alignment turns west from Highway 217 near S.W. Cabot Street, crosses S.W. 114th at grade, and runs west along the north edge of the Canyon Place Shopping Center and along the north side of the Beaverton Transit Center. The tracks then cross S.W. Lombard Avenue, approximately 600 feet north of S.W. Canyon Road, and continue west across S.W. Hall Boulevard and S.W. Watson Avenue. The crossings of S.W. 114th Avenue, S.W. 117th Avenue, S.W. Lombard Avenue, S.W. Hall Boulevard and S.W. Watson Avenue are all at grade. Stations are located at Beaverton Transit Center, S.W. Hocken Street and at S.W. Watson Avenue, with no park-and-ride facilities.

E. Murray Boulevard to S.W. 185th

The LRT transitway crosses under S.W. Murray Boulevard at the existing overpass and follows existing Burlington-Northern Railroad right-of-way. The line terminates just west of 185th Avenue. All intersections west of S.W. Murray Boulevard are crossed at grade with gated protection.

Stations are located at S.W. Murray Boulevard, S.W. Merlo Road, S.W. 170th Avenue, and S.W. 185th Avenue. All stations in this segment have park-and-ride facilities and bus transfer connections. A westside maintenance and storage facility is located just east of S.W. 170th Avenue.

F. Related Highway Improvements

In addition to the light rail line, over \$100 million in highway-related improvements are planned in the Sunset Highway Corridor between the Zoo and Highway 217. These changes will be managed by the Oregon Department of Transportation. Construction of highway improvements will be coordinated with construction of the light rail.

G. Mitigation

The construction of the light rail line is expected to begin in 1993 and to be operational in late 1997. Plans to mitigate the environmental consequences of light rail are underway for the following: land use and economic development; displacements and relocation; neighborhoods; visual and aesthetic resources, air quality, noise and vibration; ecosystems; water quality and hydrology; energy; geology; historic, archaeological and parklands; and construction.

H. Cost Estimates

Preliminary engineering estimates reflect a total project cost of \$489.5 million (1990 dollars). This estimate is subject to change due to updated cost estimates based on current selected design, completion of value engineering and costs associated with mitigation of impacts. Tri-Met is presently negotiating with UMTA the terms of a Full Funding Grant Agreement (FFGA) for the light rail project. Details are reflected on the accompanying budget.

WESTSIDE CORRIDOR LIGHT RAIL PROJECT

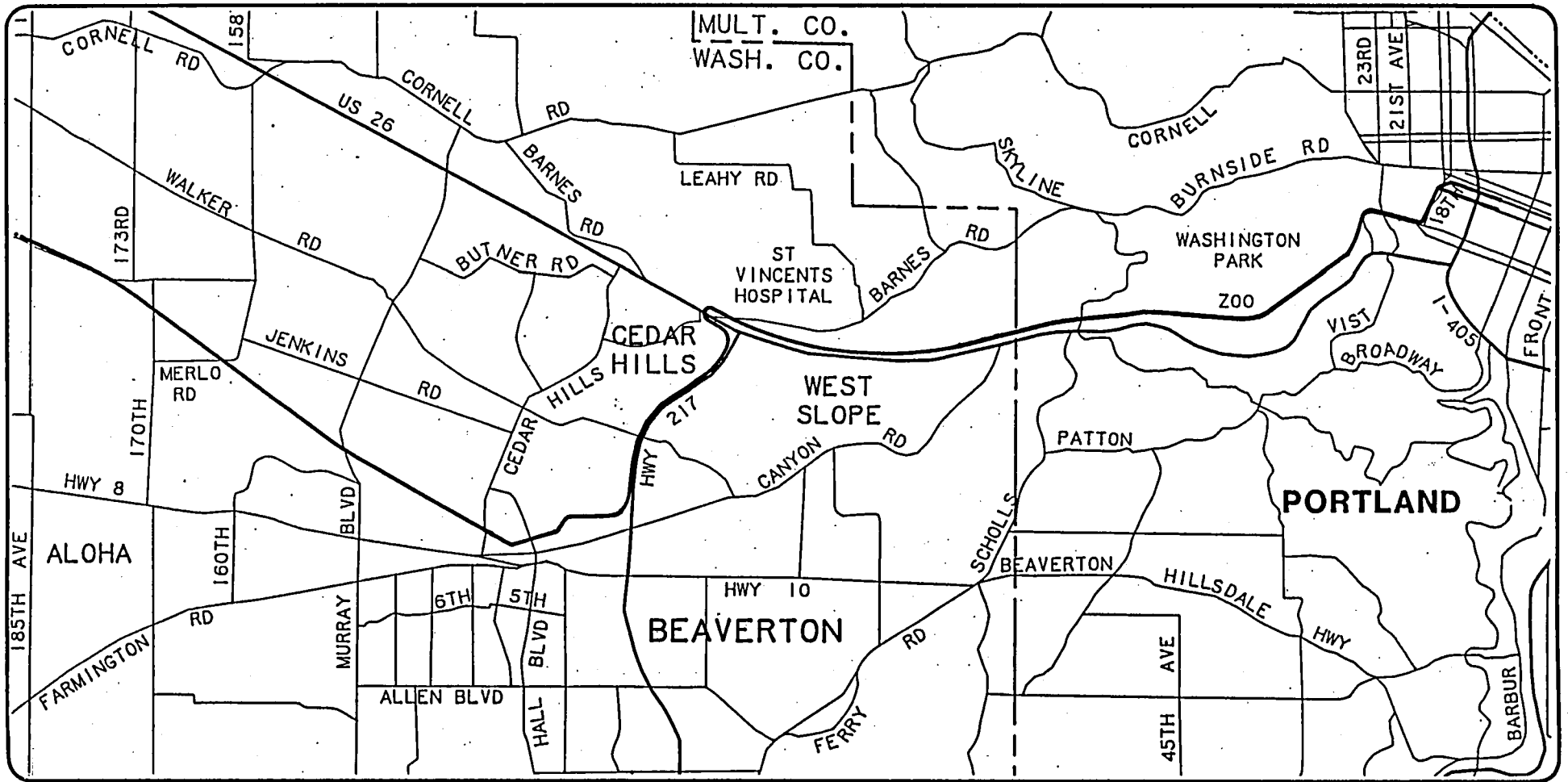
S.W. 11th Avenue to S.W. 185th

(all amounts in millions, 1990 dollars)

REQUIREMENTS SUMMARY

RESOURCES SUMMARY

A. Cost Elements	Amount	A. Partnership Funding	Amount
Right of Way	31.9		
Alignment preparation	87.3	UMTA (75%)	367.1
Tunnel	86.7		
Track Materials	10.5	Region (12.5%)	61.2
Electrification, Signals, Communications	38.1		
Stations and Park and Ride lots	41.1	State (12.5%)	61.2
Maintenance Facility and Equipment	16.2		
Light rail vehicles	58.2		
Engineering and Construction Management	89.6		
Design and Construction Contingency	29.9		
TOTAL PROJECT REQUIREMENTS	489.5	TOTAL PROJECT RESOURCES	489.5



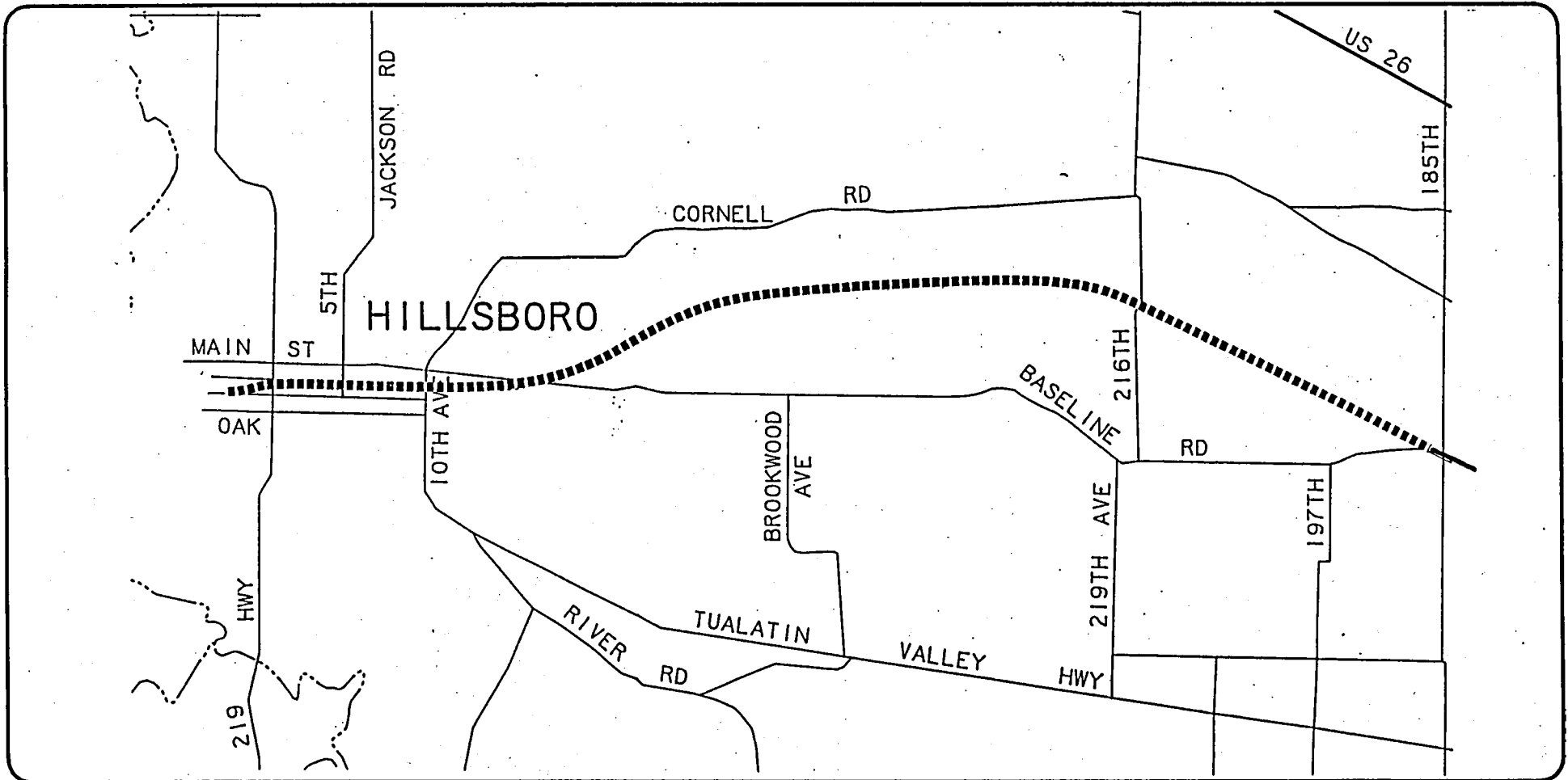
LEGEND

LRT ALIGNMENT ———



WESTSIDE CORRIDOR PROJECT

PREFERRED LRT ALIGNMENT OPTION



LEGEND

PROPOSED LRT ALIGNMENT



WESTSIDE CORRIDOR PROJECT

PROPOSED LRT ALIGNMENT TO HILLSBORO

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 91-1463 FOR THE PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM ANNUAL ELEMENT TO INCLUDE FEDERAL FUNDING FOR THE WESTSIDE LIGHT RAIL PROJECT TO 185TH AVENUE

Date: May 23, 1991

Presented by: Andrew Cotugno

PROPOSED ACTION

Adoption of Resolution No. 91-1463 amends the Transportation Improvement Program (TIP) and programs some \$489.5 million in 1990 dollars (\$376.1 million federal) for the Westside light rail extension to 185th Avenue with provision for a future amendment to include the Locally Preferred Alternative resulting from the Hillsboro Alternatives Analysis. Additionally, it recognizes that the TIP will be amended in the future as required to reflect detailed project costs and schedules as they become defined.

TPAC has reviewed this TIP amendment and recommends approval of Resolution No. 91-1463 acknowledging that further refinements to the attachment will be incorporated prior to consideration by JPACT and the Metro Council.

FACTUAL BACKGROUND AND ANALYSIS

On July 1, 1991, Tri-Met will be submitting a grant application to the Urban Mass Transportation Administration (UMTA) for constructing the Westside light rail. Approval of the grant by UMTA will enable funding final design, right-of-way acquisition, light rail vehicle procurement, construction and system improvements.

Major milestones which directly support the grant application and negotiations with UMTA for the terms of a Full-Funding Agreement (FFGA) have been accomplished:

- . In May 1990, the RTP was amended to recognize the Westside Corridor project to Hillsboro as the region's next priority for consideration of LRT construction.
- . In July 1990, a regional compact was initiated with state, regional shares and amounts of funding for the Westside LRT Corridor. Defined contributions were developed in the form of statewide and regionwide revenue sources to reflect statewide and regionwide benefits resulting from the project and contributions from jurisdictions representing residents, businesses and users directly benefiting from the project.

- . In September 1990, the vehicle for entering into an intergovernmental agreement regarding coordination of decision-making for the Westside Corridor project and Hillsboro project was initiated (subsequently amended in January 1991).
- . In November 1990, tri-county voters approved \$125 million (\$110 million for Westside LRT) in general obligation bonds for combining with funds from the state and local governments. These funds will provide the local match (25 percent) for federal funds (75 percent) in constructing the Westside Corridor LRT.
- . In spring 1991, consideration by the Oregon Legislature of HB 2128 providing the state's half of the local match for the Westside LRT is in progress; adoption is anticipated by July 1991. The Oregon Legislature adopted LC 2193 providing for a streamlined decision-making process to accommodate the September 30, 1991 deadline for entering into a Full-Funding Agreement with UMTA. The Supplemental Draft Environmental Impact Statement was published and work on the Final Environmental Impact Statement began.
- . In March and April 1991, in compliance with the requirements of UMTA, each governmental agency adopted the Locally Preferred Alternative (LPA). The Tri-Met Board of Directors adopted the final order defining the LPA in mid-April.

Exhibit A to the Resolution contains descriptive information in the form of project description, maps, budget information, and private enterprise documentation.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 91-1463.

TRANSPORTATION AND PLANNING COMMITTEE REPORT

RESOLUTION NO. 91-1463, APPROVING THE TIP ANNUAL ELEMENT TO INCLUDE FEDERAL FUNDING FOR WESTSIDE LRT PROJECT TO HILLSBORO

Date: June 12, 1991

Presented by: Councilor Devlin

COMMITTEE RECOMMENDATION: At the June 11, 1991, Transportation and Planning Committee meeting, Councilors Gardner, McLain, Van Bergen and myself voted unanimously to recommend Council adopt Resolution No. 91-1463. Councilor Bauer was excused.

COMMITTEE DISCUSSION/ISSUES: Resolution No. 91-1463 amends the Transportation Improvement Program (TIP) to include all aspects of the Westside light rail (LRT) project to 185th Avenue, and its projected 75 percent federal funding, with a provision for a future amendment to include the Hillsboro extension locally preferred alternative. The resolution also recognizes future TIP amendments will occur to incorporate specific project costs and schedules as they develop.

Transportation Department staff explained this resolution responds to the Urban Mass Transportation Administration (UMTA) desire to have funds at this point specifically programmed through the 185th Avenue segment. The resolution clearly indicates, however, the future inclusion of the locally preferred alternative for the Hillsboro extension.

Committee members asked whether the public review and selection process would have to recur if UMTA rejected the region's recommendation for the long tunnel option. Neil McFarlane with Tri-Met noted the region would probably have to go through some type of supplemental hearing process, but UMTA to date has not indicated to Tri-Met officials any concerns about the long tunnel alternative.