

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF INCREASING) RESOLUTION NO. 01-3061
TRI-MET'S FY 01 AND 02)
PREVENTATIVE RAIL MAINTENANCE) Introduced by
PROGRAM BY \$5.4345 MILLION TO) Councilor Rod Monroe
ACCOMMODATE TRI-MET/ODOT) JPACT Chair
FUND EXCHANGES.)

WHEREAS, ODOT has agreements with the League of Oregon Cities and the Association of Oregon Counties to exchange federal transportation funding, allocated by federal regulations to non-urban portions of the state, for state transportation trust funds; and

WHEREAS, The intent of the fund exchange agreement is to relieve smaller jurisdictions throughout the state of the complex administrative processes that attend obligation of federal transportation funds; and

WHEREAS, The state's Transportation Trust Fund will be barely sufficient to meet essential purposes already committed; and

WHEREAS, Tri-Met has available general funds that can be exchanged for federal Surface Transportation Program (STP) funds; and

WHEREAS, Tri-Met can increase federal funding for Preventative Rail Maintenance projects that are currently programmed to obligate funds in FY 01 and FY 02 by \$5,434,786 (federal) and decrease the portion of general funds it had planned to expend on the projects by an equal amount in both years, and

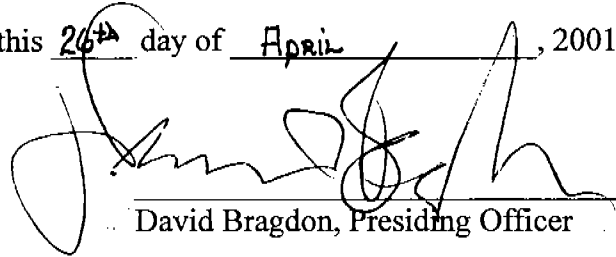
WHEREAS, Tri-Met general funds can be used to implement the transportation projects throughout the state's rural areas that would otherwise have to administer the cumbersome federal funds; now, therefore,

BE IT RESOLVED,

1. The MTIP is amended to approve increased obligation authority in both FY 01 and FY 02 of \$5,434,786 of STP funds for Tri-Met's Preventative Rail Maintenance program.

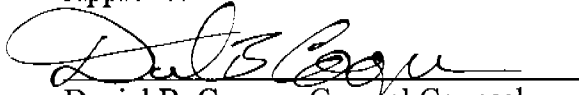
2. The Executive Officer is authorized to request amendment of the STIP to reflect this action and to coordinate administrative details with staff of ODOT, Tri-Met and others.

ADOPTED by the Metro Council this 26th day of April, 2001.



David Bragdon, Presiding Officer

Approved as to form:



Daniel B. Cooper, General Counsel

TW:rmb

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COMMUNITY PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 01-3061, FOR THE PURPOSE OF AMENDING THE MTIP TO INCREASE TRI-MET'S FY 01 AND 02 PREVENTATIVE RAIL MAINTENANCE PROGRAM BY \$5.4345 MILLION TO ACCOMMODATE TRI-MET/ODOT FUND EXCHANGES

Date: April 24, 2001

Presented by: Councilor Monroe

Committee Recommendation: At its April 17 meeting, the Committee considered Resolution No. 01-3061 and voted 6-0 to send the resolution to the Council for adoption. Voting in favor: Councilors Atherton, Bragdon, Burkholder, McLain, Monroe, and Chair Park. Councilor Hosticka was absent.

Background: The Metropolitan Transportation Improvement Program (MTIP) is a comprehensive listing of transportation projects that are scheduled for funding during a particular time period. The MTIP is occasionally amended to recognize the receipt or allocation of funds that were not known at the time that the original plan was adopted. The Council must approve MTIP amendments.

Committee Discussion: Andy Cotugno, Planning Department Director, presented the staff report. He noted that, in the past, ODOT, Metro and Tri-Met have occasionally have "swapped" funding from different federal, state and local funding sources to facilitate work on a project or group of projects. The proposed resolution would recognize a proposed exchange of local Tri-Met general fund dollars for state STP dollars. An MTIP amendment is required because the proposed exchange would increase the allocation of STP to Tri-Met's rail maintenance program that is recognized in the MTIP.

The effect of the exchange would be to allow state funding to be directed to smaller rural projects outside of the Metro region. Such an exchange also would allow these small projects to meet less onerous state regulatory processes instead of having to meet more rigorous federal requirements. Cotugno noted that this was an important difference because many small cities and counties do not have the necessary personnel or funding resources needed to meet the federal requirements.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 01-3061 FOR THE PURPOSE OF INCREASING TRI-MET'S FY 01 AND 02 PREVENTATIVE RAIL MAINTENANCE PROGRAM BY \$5.4345 MILLION TO ACCOMMODATE TRI-MET/ODOT FUND EXCHANGES.

DATE: March 22, 2001

Presented by: Mike Hoglund

PROPOSED ACTION

This resolution would amend the MTIP to approve increasing STP funds authorized in Tri-Met's Preventative Rail Maintenance program by \$5,434,786 million in both FY 01 and 02. ODOT would provide the STP funds, originally targeted for smaller rural projects outside the region, in exchange for non-federal Tri-Met general funds for use by ODOT on the rural projects.

EXISTING LEGISLATION

ODOT has agreements with the LOC/AOC to implement federal-for-state fund swaps as possible. This programming action is needed to help implement an alternative method for meeting the intent of the agreements.

BACKGROUND AND ANALYSIS

Each year, the state, via ODOT, receives appropriation of various categories of federal transportation funding. Some of this funding is dedicated by federal regulations for use in smaller rural communities. However, the complexity of federal administrative procedures attached to use of the funds is frequently beyond a level that smaller jurisdictions can manage. Therefore, ODOT has historically offered smaller rural communities the opportunity to exchange their federal funds for state transportation trust funds (i.e., "gas tax dollars").

This fiscal year, ODOT is perilously close to having insufficient state dollars with which to match available federal funds. Therefore, rather than execute the usual federal-for-state dollars funding swap, ODOT has requested, and Tri-Met has agreed, to trade \$5.435 million of the federal funds, in both FY 01 and 02, for Tri-Met general funds. Tri-Met must amend its grants to increase the federal share of its existing Preventative Rail Maintenance program line item to absorb the added federal funding. The MTIP must first reflect this intended amendment. Anticipating a need for these kinds of funding switches, the Rail Maintenance projects were specifically programmed in the last MTIP with small amounts of federal funding. ODOT Key Numbers 11317 and 11318 would be increased by \$5,434,783/6,056,818 (federal/total), from \$1,424,912/\$1,588,000 (federal/total) to \$6,859,695/7,644,818 (federal/total). Tri-Met general fund support for the projects would decrease proportionately.

ADMINISTRATIVE CONSIDERATIONS

Financial Constraint and Air Quality Conformity.

Preservation of the transit system is accounted for in the financially constrained network of the 2000 RTP. The current action does not change the amount of resource dedicated to Rail Maintenance, merely the type of funding that would be used.

Maintenance activity is exempt with respect to regional air quality conformity.

BUDGET IMPACT

None.

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