

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING) RESOLUTION NO. 80-190
THE TRANSFER OF CITY OF PORTLAND)
RESERVE FUNDS (e) (4) TO THE) Introduced by JPACT
PORTLAND/VANCOUVER CORRIDOR)
ANALYSIS)

WHEREAS, The Govenors of Oregon and Washington have created a Bi-State Task Force; and

WHEREAS, This Task Force has the responsibility of studying and recommending solutions in the I-5 North Corridor; and

WHEREAS, A work program in the amount of \$250,000 to carry out the Bi-State Transportation Study has been included in the FY 1981 Unified Work Program (UWP); and

WHEREAS, U. S. Department of Transportation (USDOT) will grant only \$50,000 towards the study thereby necessitating an alternate source of funds; and

WHEREAS, The City of Portland has agreed to transfer \$170,000 of (e) (4) funds from the City Reserve to the Bi-State efforts to analyze alternative Corridor improvements; and

WHEREAS, The local jurisdiction will provide the local matching funds of \$30,000; and

WHEREAS, These cooperative efforts will make up the shortfall; now, therefore,

BE IT RESOLVED,

1. That \$170,000 of Interstate Transfer funds be transferred from the City Reserve to the Portland/Vancouver Corridor Analysis.

2. That the Transportation Improvement Program (TIP) and its Annual Element be amended to reflect the authorization set forth herein.

3. That the Metro Council finds the project in accordance with the region's continuing cooperative, comprehensive planning process and hereby gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District
this 23rd day of October, 1980.



Presiding Officer

BP/gl
425B/81

THIS 23rd DAY OF October 1980

Cynthia M. Wickman
 A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Authorizing Transfer of City of Portland Reserve Funds ((e)(4)) to the Portland/Vancouver Corridor Analysis (Bi-State Task Force Project)

I. RECOMMENDATIONS:

- A. **ACTION REQUESTED:** Council adoption of the attached Resolution No. 80-190 authorizing the transfer of \$170,000 from the City of Portland (e)(4) Reserve to the Portland/Vancouver Corridor Analysis.
- B. **POLICY IMPACT:** This action will supplement the shortage of funds existing in the Unified Work Program (UWP) for the Bi-State Transportation Analysis. Because of funding shortages at the federal level, only \$50,000 in the UWP was approved by the U.S. Department of Transportation (USDOT) for the study. The requested funds will make up the shortfall.
- C. **BUDGET IMPACT:** The funds requested will be specifically assigned to the Portland/Vancouver Corridor Analysis for use by Metro, the Clark County Regional Planning Council (RPC) and consultants. Without the allocation of these funds, Metro will face a budget shortfall. Metro has been requested to provide \$3,000 as its share of local funds needed to match the \$170,000. Staff recommends that this funding be made available at the time of the mid-year budget adjustment. TPAC and JPACT have reviewed and approved the transfer of funds.

II. ANALYSIS:

- A. **BACKGROUND:** The Governors of the states of Oregon and Washington have established a Bi-State Task Force to address metropolitan transportation issues affecting the two states. To responsibly carry this out, the Task Force will need a large amount of quality information. The Portland/Vancouver Corridor Analysis will be used to generate much of the needed information.

The primary purpose of the Corridor analysis is to provide objective and analytically sound information which, when combined with information generated by the study financed by the state of Washington, can be used as a basis for policy recommendations of the Task Force. This combined information base will be used by the Task Force to answer a number of issues concerning the Portland/Vancouver Corridor and result in recommendations for specific transportation improvements in the Corridor.

Regional transportation planning is carried out in the Portland/Vancouver Urbanized Area by two Metropolitan Planning Organizations (MPOs) - The Metropolitan Service District (Metro) and the Clark County RPC. The Bi-State Task Force's efforts will complement these regional efforts by focusing on specific issues in the I-5/I-205 Northern Corridor. While a number of corridor improvements have been recommended in the plans produced by the MPOs, there continues to be a question about the adequacy of these improvements over the longer-range future. The Bi-State Task Force will specifically address this question. If additional corridor improvements are found to be needed, the Task Force will prepare recommendations to be considered by the MPOs for inclusion in regional plans and improvement programs. The basic technical information on urban growth and travel patterns used by the Bi-State Task Force is produced by Metro. Clark County RPC is involved in the production and review of this basic information base. The staff from Metro and Clark County RPC will be directly involved in the Corridor analysis by carrying out various technical tasks. In addition, the MPOs are represented on both the Bi-State Technical Subcommittee and the Bi-State Task Force.

A general description of the Portland/Vancouver Corridor Analysis has been included in the FY 1981 Unified Work Program (UWP) and calls for some \$250,000 to accomplish the study. A more detailed program will be developed for approval by the Bi-State Task Force for submittal to USDOT. USDOT, because of a shortage of federal funds, will only grant \$50,000 under the UWP, thereby necessitating a supplementary source of funds. This supplementary source is proposed to be made up from Interstate Transfer funds and local match. The City of Portland has agreed to transfer \$170,000 from its (e) (4) City Reserve to supplement the necessary funds; \$30,000 of local match will be provided by the local jurisdiction.

- B. ALTERNATIVES CONSIDERED: 1) Tailor the study to the available \$50,000 grant (requires USDOT approval); 2) seek a totally new source of funds; or 3) delay or cancel the study.
- C. CONCLUSION: Metro staff recommends authorization of the transfer of \$170,000 (federal) from the City Reserve to the Portland/Vancouver Corridor Analysis.

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