

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)
FY 1981 TRANSPORTATION IMPROVE-)
MENT PROGRAM TO AUTHORIZE USE)
BY TRI-MET OF FEDERAL AID URBAN)
FUNDS FOR THE CLACKAMAS TOWN)
CENTER PROJECT IN EXCHANGE FOR)
INTERSTATE TRANSFER FUNDS AND)
AUTHORIZING THE TRANSFER OF FAU)
FUNDS FROM FHWA TO UMTA)

RESOLUTION NO. 81-256

Introduced by the Joint
Policy Advisory Committee
on Transportation

WHEREAS, The Metro Council adopted Resolution No. 80-132,
which among others, allocated Interstate Transfer ((e)(4)) funds to
the Clackamas Town Center (CTC); and

WHEREAS, Tri-Met has recently received Urban Mass
Transportation Administration (UMTA) Section 5 grant approval for
partial funding of the CTC and an adjacent park and ride; and

WHEREAS, The project is ready for implementation in FY
1981; and

WHEREAS, The combined funding (Section 5 and (e)(4)) is
insufficient to carry out the committed design; and

WHEREAS, Additional (e)(4) funding in FY 1981 is not
forthcoming because of federal limitations and lack of obligational
authority; and

WHEREAS, A plan has been developed to implement the project
in FY 1981 utilizing readily available Federal Aid Urban (FAU) funds
in combination with the Section 5 funds; and

WHEREAS, This plan calls for a transfer of FAU funds
allocated to the Boones Ferry project in exchange for (e)(4) funds
allocated to the Clackamas Town Center and Milwaukie Transit Center
projects; now, therefore,

BE IT RESOLVED,

1. That the Metro Council approves the transfer of (e)(4) funds in the amount of \$146,081 and \$48,399 from the Clackamas Town Center and Milwaukie Transit Center, respectively, to the Boones Ferry Road project.
2. That the Metro Council approves the transfer of FAU funds in the amount of \$194,480 from the Boones Ferry Road project to the CTC project in exchange for the (e)(4) funds noted above.
3. That these authorizations are predicated on formal agreements being enacted by the affected jurisdictions.
4. That the TIP and its Annual Element be amended to reflect these authorizations.
5. That the Federal Highway Administration (FHWA) and UMTA be notified that the FAU funds will be passed through to UMTA for project execution.
6. That the Metro Council finds the projects to be 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 July , 1981.



Presiding Officer

BP/srb
3566B/236
07/10/81

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July 23, 1981

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: Amending the FY 1981 Transportation Improvement Program to Authorize Use by Tri-Met of Federal Aid Urban (FAU) Funds for the Clackamas Town Center Project in Exchange for Interstate Transfer Funds and Authorizing the Transfer of FAU Funds from FHWA to UMTA.

*Res
8/2/81*

I. RECOMMENDATIONS:

- A. **ACTION REQUESTED:** Recommend adoption of the attached Resolution amending the Transportation Improvement Program (TIP) to reflect a transfer of Federal Aid Urban (FAU) funds from the Boones Ferry project to the Clackamas Town Center (CTC) project and, in compensation, a transfer of Interstate Transfer funds from the CTC project to the Boones Ferry project.
- B. **POLICY IMPACT:** This action will authorize the use of Federal Aid Highway (FHWA) funds on a non-highway transit project. It will act as the vehicle by which FHWA funds will be passed through to the Urban Mass Transportation Administration (UMTA) for project execution. There is no policy impact on either of the projects involved since both are already in the TIP. This action is consistent with Metro's Five Year Operational Plan. TPAC and JPACT have reviewed and approved this Resolution.
- C. **BUDGET IMPACT:** The approved Metro budget includes funds to monitor federal funding commitments.

II. ANALYSIS:

- A. **BACKGROUND:** Tri-Met has recently received an UMTA Section 5 grant approval in the amount of \$350,000 (\$280,000 federal) to be applied to the Clackamas Town Center Transit Center and park and ride. These funds will be used and supplemented with those available to Tri-Met for this project under the Interstate Transfer Program ((e)(4)).

The approximate bid price for completion of the project (project can be implemented this fiscal year) calls for:

1. Transit Center - Construction including layover facilities for 12 buses, 8 loading bays, covered structure, passenger island, illumination, kiosk, crosswalks and other passenger amenities.

Total: \$159,000 (\$127,200 Federal)

2. Park and Ride with Access Road - Construction

for 393 vehicles, covered passenger waiting area and access road to park and ride.

Total: \$412,000 (\$347,280 Federal)

Two problems exist with respect to the funding for the project:

- the combined funding (Section 5 and (e)(4)) is insufficient to carry out the design as committed; and
- (e)(4) funds are not available this fiscal year because of federal funding limitations and lack of obligational authority.

Metro, Tri-Met and Lake Oswego have formulated a plan-of-action to implement the project utilizing funding readily available--namely FAU funds. The action plan, upon formal agreement by the participants, will provide for carrying out the following steps:

1. Tri-Met will transfer the (e)(4) balance in its CTC project of \$146,081 to Boones Ferry and will transfer \$48,399 from the Milwaukie Transit Center also to the Boones Ferry project. The Milwaukie Transit Center is a logical funding source inasmuch as the Section 5 grant included funding for right-of-way acquisition for Milwaukie and, therefore, provides residual (e)(4) funding that would have been used for that purpose.

Total (e)(4) funds transferred to Boones Ferry Road: \$194,480

2. Lake Oswego--will transfer \$194,480 (FAU funds) from its Boones Ferry Road project to the CTC project. These FAU funds are available because this project will not be using them in FY 1981.

Total FAU funds transferred to CTC: \$194,480

Each of the above actions will require formal acceptance by Tri-Met and Lake Oswego.

- B. ALTERNATIVES CONSIDERED: The bid price of \$571,000 is considered to be firm at this time by Tri-Met. In order to capitalize on this price and the Section 5 grant funds, it requires implementation in FY 1981. The project cannot be broken into smaller funding segments to accommodate the grant amount and carry out the committed design.
- C. CONCLUSION: Based on Metro fiscal analysis, it is recommended that the attached Resolution be approved.