

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 84-446
FY 1984 TRANSPORTATION IMPROVEMENT)	
PROGRAM TO TRANSFER URBAN MASS)	Introduced by the Joint
TRANSPORTATION ADMINISTRATION)	Policy Advisory Committee
SECTION 9 FUNDS FROM CAPITAL)	on Transportation
ASSISTANCE TO OPERATING ASSISTANCE,)	
AND TO ADD A NEW RESTORATION (4R))	
PROJECT)	

WHEREAS, Tri-Met is allocated FY 1984 Section 9 Operating Assistance funds in the amount of \$4,660,886; and

WHEREAS, The Surface Transportation Act of 1982 allows for the transfer of Capital Assistance to Operating Assistance to allow Tri-Met to apply for an amount up to a maximum of \$5,950,228 with a penalty of one dollar transferred back to the Urban Mass Transportation Administration (UMTA) for every two dollars increase in Operating Assistance; and

WHEREAS, Tri-Met would like to take advantage of this provision due to declining local revenues; and

WHEREAS, The Oregon Department of Transportation has requested that a new restoration project on I-5 be added to the Transportation Improvement Program (TIP) using Federal Aid Interstate (4R) funds; now, therefore,

BE IT RESOLVED,


1. That the TIP is amended as follows:

- a. The transfer of \$1,289,342 from Section 9 Capital Assistance to Section 9 Operating Assistance for Tri-Met;
- b. The transfer of \$644,223 of Capital Assistance back to UMTA; and

c. The addition of a Federal Aid Interstate project for joint and pavement repair on I-5 from South Tigard Interchange to the Willamette River Bridge in Wilsonville, in the amount of \$368,000.

2. That the Metro Council finds the projects in accordance with the Regional Transportation Plan and gives affirmative intergovernmental project review approval.

ADOPTED by the Council of the Metropolitan Service District this 23rd day of February, 1984.



Presiding Officer

BP/srb
0589C/373
02/09/84

STAFF REPORT

Agenda Item No. 6.2
Meeting Date Feb. 23, 1984

CONSIDERATION OF RESOLUTION NO. 84-446
PURPOSE OF AMENDING THE FY 1984 TRANSPORTATION
IMPROVEMENT PROGRAM TO TRANSFER URBAN MASS
TRANSPORTATION ADMINISTRATION SECTION 9 FUNDS
FROM CAPITAL ASSISTANCE TO OPERATING ASSISTANCE,
AND TO ADD A NEW RESTORATION (4R) PROJECT

Date: January 17, 1984

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Approve this recommendation to 1) increase FY 1984 Section 9 Operating Assistance for Tri-Met from \$4,660,886 to \$5,950,228 (an increase of \$1,289,342) and decrease Tri-Met's Section 9 Capital Assistance by \$1,933,565 with a resultant forfeiture of \$644,223, and 2) add a restoration (4R) project on I-5 from South Tigard Interchange to the Willamette River Bridge in Wilsonville.

TPAC has reviewed these amendments and recommends approval of the Resolution.

At the February 9, 1984, JPACT meeting, those members in attendance raised no objection to the proposed Resolution; however, lacking a quorum, no formal recommendation was made.

Background

1. The phasing out of Section 5 Operating Assistance was offset by new legislation which created Section 9 Operating Assistance and Capital funding. This new Operating Assistance Program was reflected in the FY 1984 Transportation Improvement Program (TIP) adopted by Metro Council in September.

The \$6.4 million program estimate was projected annually through FY 1986 and was based on full 100 percent of the FY 1982 Section 5 level apportioned to the region including Clark County. It was predicated on Clark County (C-TRAN) not currently applying for Section 9 funds, but exercising that option as needs arise. This resolution amends the TIP to reflect C-TRAN drawing their share of Operating Assistance and authorizes Tri-Met to draw the maximum allowable amount of Operating Assistance resulting in a forfeiture of capital funds.

The Surface Transportation Act of 1982 provides an FY 1984 allocation as depicted below which includes a continuation of Operating Assistance at a level 20 percent reduced from 1982:

	<u>Operating</u>	<u>Capital</u>	<u>Total</u>
Tri-Met	\$4,660,886	\$ 9,868,489	\$14,529,375
C-TRAN	<u>492,897</u>	<u>810,435</u>	<u>1,303,332</u>
	\$5,153,783	\$10,678,924	\$15,832,707

The Act allowed for a transfer of Capital Assistance funds to Operating Assistance up to the previous 1982 amount of \$6,442,228 for the region. This option can be exercised with a forfeiture penalty of one dollar transferred back to the Urban Mass Transportation Administration (UMTA) (in capital dollars) for every two dollars applied to increasing Operating Assistance.

Tri-Met will apply for FY 1984 Operating Assistance in the amount of \$5,950,228 (\$6,442,228 - \$492,000 (C-TRAN)). This results in a revision to the approved FY 1984 allocation as follows:

	<u>Operating</u>	<u>Capital</u>	<u>Total</u>
Tri-Met	\$5,950,228	\$7,934,924	\$13,885,152
C-TRAN	<u>492,000</u>	<u>811,332</u>	<u>1,303,332</u>
	\$6,442,228	\$8,746,256	\$15,188,484

Forfeiture to UMTA	<u>644,223</u>
	\$15,832,707

2. The Oregon Department of Transportation has requested that a new Federal Aid Interstate restoration project be added to the TIP. This project will cover joint and pavement repair on I-5 from the South Tigard Interchange to the Willamette River Bridge in Wilsonville.

Construction	\$368,000
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EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends the adoption of the Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On February 6, 1984, the Regional Development Committee unanimously recommended Council adoption of Resolution No. 84-446.

BP/srb
0589C/373
02/09/84