

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

|                             |             |   |                           |
|-----------------------------|-------------|---|---------------------------|
| FOR THE PURPOSE OF          | AUTHORIZING | ) | RESOLUTION NO. 88-895     |
| THE USE OF METRO REGION     | INTERSTATE  | ) |                           |
| TRANSFER FUNDS BY THE SALEM |             | ) | Introduced by the Joint   |
| URBANIZED AREA              |             | ) | Policy Advisory Committee |
|                             |             | ) | on Transportation         |

WHEREAS, The Federal Highway Administration has imposed restrictions on the use of \$1,075,900 of Interstate Transfer funds by the Salem Urbanized Area; and

WHEREAS, This restriction is to remain in effect until certain excess right-of-way properties are disposed of; and

WHEREAS, The exact time of disposal of the properties is indeterminate; and

WHEREAS, Contract letting for Salem's final Interstate Transfer project is imminent with obligation of funds targeted for April 1988; and

WHEREAS, The Oregon Department of Transportation has proposed a strategy contained in Exhibit A to obligate the necessary funds; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District concurs in the proposed Oregon Department of Transportation strategy appearing in Exhibit A which provides for a statewide Interstate Transfer funding restriction.

2. That the Council of the Metropolitan Service District authorizes the use of \$1,075,900 of Interstate Transfer appropriation 580 funds for use by the Salem Urbanized Area.

3. That this authorization is contingent on the Oregon Transportation Commission guaranteeing an equivalent amount in state funds being allocated to the Metropolitan Service District in the event the return of Interstate Transfer funds from Salem delays implementation of any Portland area projects.

ADOPTED by the Council of the Metropolitan Service District  
this 24th day of March, 1988.

  
\_\_\_\_\_  
Mike Ragsdale, Presiding Officer

AC/BP/sm  
9155C/540  
03/10/88

EXHIBIT A

Proposed FAU Funding:  
Oregon's Technology Transfer Center for Transportation

|   |         |          |
|---|---------|----------|
| Portland  | 43.12%  | \$ 8,677 |
| Washington County }<br>Clackamas County }<br>Multnomah County } | 56.88%  | 11,445*  |
|   | <hr/>   | <hr/>    |
|   | 100.0 % | \$20,122 |

\* Draw from "Regional" reserve \$495,035 - \$11,445 = \$483,590.

STAFF REPORT

Agenda Item No. 6.3

Meeting Date Mar. 24, 1988

CONSIDERATION OF RESOLUTION NO. 88-895 FOR THE  
PURPOSE OF AUTHORIZING THE USE OF METRO REGION  
INTERSTATE TRANSFER FUNDS BY THE SALEM URBANIZED  
AREA

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Date: March 8, 1988

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would allow the Salem Urbanized Area to use \$1,075,900 of Metro Region Interstate Transfer funds during the period that an FHWA hold on Salem funds is in effect.

JPACT has reviewed this proposed action and recommends approval of Resolution No. 88-895.

FACTUAL BACKGROUND AND ANALYSIS

The FHWA has restricted obligation of a portion of Salem Urbanized Area's remaining entitlement under the Interstate Transfer Program. This restriction came about because of excess right-of-way being purchased. The remaining entitlement was to be used on Salem's final Interstate Transfer project.

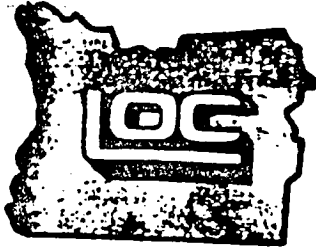
ODOT has proposed the strategy outlined in Exhibit A wherein the restriction would be applied statewide. Thus, while Salem would not be able to use its own funds, it could use Metro region's funds. Upon disposal (sale) of the excess right-of-way, the restriction on Salem's funds would be lifted and made available to Metro.

An agreement is to be entered into between state and Metro. Pending this, FHWA requires that the MPO concur in imposition of a statewide restriction.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 88-895.

AC/BP/sm  
9155C/540  
03/10/88



ATTACHMENT A

# League of Oregon Cities

SALEM. Local Government Center, 1201 Court Street N.E., P.O. Box 928, Salem 97308, Telephone: (503) 588-6550 • Toll Free in Oregon 1-800-452-0336

TO: City Managers/Recorders  
FROM: B.J. Smith, Senior Staff Associate *BT*  
SUBJECT: Oregon's Technology Transfer Center for Transportation; Use of FAU Funds  
DATE: January 15, 1988

In September 1984, Oregon established a Technology Transfer Center (T2 Center) that would directly assist local governments in improving their transportation programs; the initial financing for the Oregon T2 Center was provided by the Federal Highway Administration and the Oregon Department of Transportation. The combination of federal and state financing that established the Center will end on June 30, 1988, causing the Center to close, unless a workable financial plan is designed to continue its operation. The six-member T2 Steering Committee, comprised of representatives from three cities, two counties, and the Indian tribes, requested that the League of Oregon Cities and the Association of Counties approve withdrawals of federal aid urban and federal aid secondary funds to help continue the Center. The League's Board will consider that request at their January 29 meeting; this correspondence requests your comments on the withdrawal.

Before moving to the financing strategy, the Center's activities should be described. The Center's focus has generally been to assist city and county transportation workers, technicians and first line supervisors. The Center provides many low-cost seminars and workshops annually, at varied locations; publishes a quarterly newsletter, "Oregon Roads," filled with technology inquiries, responses and articles; provides a "circuit rider" service, taking video equipment and tapes to communities; offers a lending library of audio/visual programs; and locates technical reports and explains the application of various technologies. The T2 personnel include a Director, who is the Materials and Research Engineer for ODOT, a Program Coordinator, and an Office Manager. T2 training is often contracted with universities or other technology specialists. The Center's usage by local government personnel, as is the case with T2 operations in other states, is largely a function of the time it has been in existence and has made itself "known" to public workers in the transportation field. Although it is only three years old, the Center's statistics show that many cities have become aware of it. For the period September 1985 to April 1987, the Center provided over 4,400 workshop training hours, loaned 135 A/V programs, made 182 circuit rider contacts, and satisfied 19 information requests. The research library and the newsletter distribution are growing. It is also significant that although the T2 Centers were authorized by the Rural Technical Assistance Act, the usage of T2 in Oregon, particularly for workshops, is high among cities such as Albany, Bend, Corvallis, Eugene, Grants Pass, Medford, Salem and La Grande. However, we have discussed the need for continued improvement in identifying T2 services for individual cities.

**OFFICERS:** Neil Hansen, Mayor, Metolius, President • Edith Henningsgaard, Mayor, Astoria, Vice-President • Emily Schus, Councilor, Eugene, Treasurer • Richard Townsend, Executive Director

**DIRECTORS:** Candace Barlow, Councilor, Grants Pass • Michael Cairns, Councilor, Independence • Bill Deist, City Administrator, John Day • Shirley Huffman, Mayor, Hillsboro, Immediate Past President • Sandra Kinney, Mayor, Turner • Mike Lindberg, Commissioner, Portland • Joe McLaughlin, Mayor, Pendleton • Steve Rhodes, City Manager, Tuleatin • Bill Young, Mayor, Lake Oswego

City Managers/Recorders

January 15, 1988

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The financing strategy proposed by the T2 Steering Committee, for the eighteen-month period July 1, 1988, through December 31, 1989, would support an operating budget of \$300,000:

|  |                  |
|--|------------------|
| Federal Highway Administration   | \$150,000        |
| Association of Counties  | \$112,500        |
| League of Oregon Cities and major urban<br>cities (through Metropolitan Service<br>District, and Eugene, Salem, and<br>Medford MPOs) | <u>\$ 37,500</u> |
| <b>TOTAL</b>   | <b>\$300,000</b> |

The proposal would, in essence, fund the T2 Center directly off the top of the federal aid transportation fund to cities. On behalf of cities under 5000 population, who do not receive direct federal aid allotments, the Association of Oregon Counties agreed to increase their share of match. At this time, the financing strategy needs the approval of the League and approval of cities' metropolitan planning organizations.

To help you evaluate the proposed withdrawal of FAU funds from your city's allotment, a table of estimated costs is attached. The table is predicated on the assumption that all cities participate. The figures are estimates; the actual costs may vary slightly.

To ensure that your comments are considered on whether a withdrawal of FAU funds is appropriate, please return the enclosed post card by January 26th.

I encourage you to discuss the T2 program with your public works staff. Please feel free to contact me for further information, or any one of the T2 Steering Committee city representatives: John Joyce, Albany, at 967-4300, Russ Faust, Monmouth, at 838-0722; or Stan Stevenson, Redmond, at 548-2148.

BJS:ale  
Enclosures

ATTACHMENT

STATE FAU ALLOCATION

| <u>Area</u>                                    | <u>Proposed Withdrawal</u>   |                              |                            |
|--|------------------------------|------------------------------|----------------------------|
|  | <u>1 year -<br/>FY 88-89</u> | <u>6 months<br/>FY 89-90</u> | <u>18 months<br/>TOTAL</u> |
| Portland Urbanized Area                        | 13,415                       | 6,707                        | 20,122                     |
| Portland<br>Balance of Portland Urbanized Area |                              |                              |                            |
| Eugene Urban Area                              | 2,733                        | 1,367                        | 4,100                      |
| Medford Urban Area                             | 786                          | 393                          | 1,179                      |
| Salem Urban Area                               | 2,033                        | 1,017                        | 3,050                      |
| 32 Small Urban Areas plus Rainier*             | <u>6,033</u>                 | <u>3,016</u>                 | <u>9,049</u>               |
|  | 25,000                       | 12,500                       | 37,500                     |

Notes:

1. These calculations are based on an annual withdrawal of FAU funds "off the top" of the allocation. The funding proposal for T2 is for 18 months' operation. For simplification, the estimates below are in annual terms. Most likely, one withdrawal for 18 months would occur from the 1988 FAU allocation to cover the entire period.
2. The proposed annual cost of contributing to T2 is about \$.0035 for each dollar of FAU funds allocated to an area.
3. These small urban areas include Albany, Ashland, Astoria, Baker, Bend, Canby, Coos Bay, Corvallis, Cottage Grove, Dallas, Grants Pass, Hermiston, Klamath Falls, La Grande, Lebanon, Lincoln City, McMinnville, Milton-Freewater, Monmouth, Newberg, Newport, Ontario, Pendleton, Prineville, Rainier, Redmond, Roseburg, Seaside, Silverton, St. Helens, Sweet Home, The Dalles, and Woodburn.
4. The annual share of an individual city's contribution can be evaluated several ways. If the FAU withdrawal is decided, it is proposed that the small urban areas pay proportionately in accordance with the amount of FAU funds allocated for them. Under that option, all small urban area cities would pay less than \$150 a year, except for Ashland, Astoria, Bend, Grants Pass, La Grande, McMinnville, Newberg, Pendleton, Roseburg, The Dalles, and Woodburn, who would pay in the range of \$150-300/year; Albany and Coos Bay, who would pay between \$300-500; and Corvallis and Klamath Falls, who would pay \$500-600.

If you have questions or comments about the T2 financing proposal, please call B.J. Smith.