

RESOLUTION NO. 464-R

A RESOLUTION TO OBJECT TO SUBSECTION 12 OF THE RESOLUTION BEFORE THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT CONCERNING THE USE OF SECTION 3 FUNDS FOR SELECTED TRANSIT PROJECTS IN EXCHANGE FOR INTERSTATE TRANSFER FUNDS.

WHEREAS, The Troutdale representative, as well as the East Multnomah County Transportation Committee, agreed to an eight year work program funded by the Interstate Transfer Fund; and

WHEREAS, There was no priority established for the allocation of funds for projects by jurisdiction; and

WHEREAS, The westside transfer as per condition 12 of the proposed resolution before the council of the Metropolitan Service District will effectively establish a priority for allocation of funds by jurisdiction; and

WHEREAS, The consequences of such action may delay and/or jeopardize the implementation of the agreed to eight year work program.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THAT:

The City does hereby support the use of Section 3 funds for selected transit projects in exchange for Interstate Transfer Funds providing that subsection 12 is deleted from the attached resolution.

ADOPTED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THIS 23, DAY OF March, 1982.

YEAS: 4

NAYS: 0

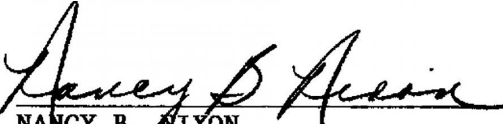
ABSTAINED: 1 - Dan Lowe



R. M. Sturges, MAYOR

Date Signed: 3-24-82

ATTEST:



NANCY B. NIXON
FINANCE DIRECTOR/CITY RECORDER

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING THE)	RESOLUTION NO.
USE OF SECTION 3 FUNDS FOR SELECTED)	
TRANSIT PROJECTS IN EXCHANGE FOR)	Introduced by the Joint
INTERSTATE TRANSFER FUNDS)	Policy Advisory Committee
		on Transportation

WHEREAS, The Portland metropolitan area Interstate Transfer Program consists of \$464.88 million in projects (in June 30, 1981 dollars); and

WHEREAS, The funding program for the Banfield Transitway consists of \$123,569,278 (in June 30, 1981 dollars) in Interstate Transfer funding and \$85.7 million (in escalated dollars) in Section 3 UMTA Capital Assistance; and

WHEREAS, The U.S. Congress has committed to complete the Banfield Transitway with \$8.9 million of Section 3 UMTA Capital Assistance with the balance from Interstate Transfer funding; and

WHEREAS, The U.S. Congress has committed to provide the remaining \$76.8 million in Section 3 UMTA Capital Assistance originally intended for the Banfield Transitway for non-rail transit purposes; now, therefore,

BE IT RESOLVED,

1. That the adopted Interstate Transfer and Section 3 funding authorizations are revised as follows:

Project	INTERSTATE TRANSFER June 30, 1981 \$		SECTION 3 June 30, 1981 \$	
	Current Authorization	Shift	Current Authorization	Shift
Milwaukie Transit Stn.	\$ 1,457,203	- 1,457,203	0	+\$ 1,371,484
McLoughlin Transit Imp.	1,109,608	- 1,109,608	0	+ 1,044,337
Oregon City Transit Stn.	680,000	- 680,000	0	+ 640,000
Tigard Transit Center	1,020,000	- 1,020,000	0	+ 960,000
Buses	1,370,897	- 1,370,897	0	+ 1,290,256
Portland Transit Transf.	2,613,795	- 2,613,795	0	+ 2,460,042
Northwest Transit Stn.	85,000	- 85,000	0	+ 80,000
Westside Corridor Res.	63,661,074 ¹	-46,719,860	0	+ 43,971,633
Section 3 Reserve	0	0	0	+ 24,982,248
Banfield Transitway	<u>123,569,278</u>	<u>+55,056,363</u>	<u>85,700,000</u>	<u>- 76,800,000</u>
	\$195,566,855	0	85,700,000	0

¹Westside unobligated balance (\$63,661,074) less shift (\$46,719,860) = \$16,941,214.

2. That the TIP Subcommittee is directed to pursue additional shifts between the above Section 3 authorizations and committed Interstate Transfer authorizations as mutually agreed by the affected jurisdictions.

3. That the Section 3 funding is provided to complete the project objectives originally established for the authorized Interstate Transfer funding, as described in Attachment "A".

4. That the unobligated portion of Section 3 funding allocated to each project will be escalated with the National Construction Cost Index with the Section 3 Reserve adjusted accordingly.

5. That the balance of the Section 3 Reserve is set aside as needed for the completion of other transit projects.

6. That Tri-Met will be the applicant for all Section 3 grants and all grant applications will be approved by the Tri-Met Board.

7. That all Section 3 grant applications must be endorsed by TPAC, JPACT and the Metro Council for inclusion in the TIP and must distinguish between Section 3 "trade" funding consistent with the authorized funding level and "discretionary" Section 3 funding.

8. That Tri-Met is intended to provide the local match for transit projects subject to final agreement between Tri-Met and the affected jurisdiction on a project-by-project basis.

9. That the TIP Subcommittee will serve as the regional working group to monitor project development on candidate projects and develop recommendations on the scheduling of projects and funding for inclusion in the TIP and the Section 3 grant application.

10. That Section 3 project development to meet specified project objectives will be a cooperative effort of Tri-Met, Metro, ODOT and the affected jurisdiction following a mutually acceptable monitoring and decision-making process.

11. That the Westside Corridor Section 3 Reserve (\$43,971,633) and Westside Corridor Interstate Transfer Reserve (\$16,941,214) will be allocated through the process previously established for allocation of the Westside Corridor Reserve.

12. Because of the Section 3/e(4) funding trade, the eight-year e(4) highway funding program will be developed to provide highway projects in Washington County \$2 million per year in additional funds beyond the normal allocation for the period from FY 1983-85. However, if the annual federal appropriation is below the amount needed for an evenly distributed seven-year program, projects in

Washington County will receive a proportionate amount above its normal allocation. Over time, the total amount of funds so prioritized will equal \$6 million.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1982.

Presiding Officer

AC:lmk
3-18-82