

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING) RESOLUTION NO. 80-176
FUNDS FOR TRANSIT PROJECTS)
) Introduced by the Joint
) Policy Advisory Committee
) On Transportation

WHEREAS, The Metro Council previously adopted Resolution No. 79-80 which endorsed the FY 80 Transportation Improvement Program (TIP); and

WHEREAS, From time to time changes to the TIP program are needed in order to accommodate changes in levels and timing of federal funding; and

WHEREAS, Supplementary Congressional appropriations for FY 80 have been recently passed in the form of additional Urban Mass Transportation Administration (UMTA) funds and increased obligational authority for Interstate Withdrawal funds; and

WHEREAS, In order to take advantage of these changes in funding levels and timing, Tri-Met has requested that the FY 80 annual element of the TIP program be adjusted; and

WHEREAS, Federal obligation of the supplementary appropriations must take place by September 30, 1980, or be lost; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the Fy80 program of projects recommended by Tri-Met as set forth in Exhibit "A."
2. That the TIP program and its FY 80 Annual Element be amended to reflect this program of projects.
3. That the Metro Council finds the program of projects

to be in accordance with the region's continuing, cooperative and comprehensive planning process and hereby gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District
this 28th day of August, 1980.



Presiding Officer

BP/gl
26B/81

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 Funds for Transit Projects

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Council adoption of the attached Resolution No. 80-176: (1) advancing some funds from FY 81 and FY 82 to FY 80; and (2) authorizing funding for three new projects.
- B. POLICY IMPACT: This action will allow Tri-Met to take advantage of supplementary FY 80 federal transit appropriations recently passed by Congress. Funds for the projects must be authorized in the FY 80 Transportation Improvement Program (TIP) to be obligated. Obligations must be made by September 30, 1980, in order to utilize the supplementary funding. The Joint Policy Advisory Committee on Transportation (JPACT) has reviewed and approved these projects.
- C. BUDGET IMPACT: The approved Metro budget funds staff involvement in establishing project priorities.

II. ANALYSIS:

- A. BACKGROUND: Recent Congressional action has provided supplementary FY 80 appropriations for transit.

The supplemental appropriation must be obligated by the Urban Mass Transportation Administration (UMTA) before the end of the federal fiscal year on September 30 and, therefore, must show in the TIP as part of the 1980 Annual Element if Tri-Met's grant application is to be approved. Tri-Met is requesting that funds be authorized in the FY 80 TIP as needed for the program of projects appearing in Exhibit "A."

Three types of projects are to be covered by the funding authorization:

1. Transit vehicles and facilities - Included are three new projects for the purchase of 30 articulated buses, the purchase of marketing communications and information facilities, and the purchase and installation of the Powell Garage emergency power system. Other transit support equipment now authorized in the TIP for FY 81 and FY 82 would move to FY 80. This will enable Tri-Met to take advantage of a

supplementary 1980 appropriation for transit just passed by Congress this summer.

2. Banfield Light Rail Transit (LRT) - Some \$14.5 million in Interstate Transfer funds, previously authorized for FY 81 and FY 82, would be moved to FY 80. Once again, the reason is to enable UMTA to obligate these funds just made available by Congress for the Banfield project before the end of the federal fiscal year. This action would not change the overall project scope or project schedule.
 3. Self-Service Fare Equipment - A new item would be added to the annual element--Self-Service Fare collection equipment. This item has not previously been in the TIP because funds were to have come entirely from UMTA Section 6 Demonstration Grant funds (which do not need to be in the TIP). UMTA is now proposing to fund the Self-Service Fare project with a combination of Section 6 Demonstration funds (\$0.4 million) and special Section 3 Capital funds (\$1.8 million), thus requiring authorization of the funds in the TIP.
- B. ALTERNATIVES CONSIDERED: In order for Tri-Met to take advantage of the supplementary appropriations, projects using these funds must be authorized in the TIP. If the projects are not included in the TIP for FY 80, the funds cannot be obligated and any benefit in additional funds and/or timing will be lost.
- C. CONCLUSION: The Metro Regional Planning Committee was briefed on this concept at their last meeting and agreed that, in this instance, the JPACT recommendation should go directly to Council. Metro staff, therefore, recommends authorization of the funds in the TIP in accordance with Exhibit "A."

BP/gl
22B/81