

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 91-1442
TRANSPORTATION IMPROVEMENT PROGRAM)	
AND ITS ANNUAL ELEMENT BY REVISIONS)	Introduced by David
TO TRI-MET'S SECTION 3 DISCRETIONARY))	Knowles, Chair, Joint
AND TRADE PROGRAMS)	Policy Advisory Committee
)	on Transportation

WHEREAS, Tri-Met will be submitting a grant application to the Urban Mass Transportation Administration in June 1991; and

WHEREAS, The Transportation Improvement Program Section 3 Discretionary and Trade programs are to be revised to reflect Tri-Met's current program requirements; and

WHEREAS, The focus of the pending grant application will cover bus procurement, passenger shelter purchase, and funding for the Transit Mall Extension North; and

WHEREAS, Private sector involvement is evidenced in the form of private enterprise participation documentation appearing in Exhibit A; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District endorses Tri-Met's revised program as follows:

Section 3 Discretionary	Annual Element (FY 91)
Bus Purchases	\$7,500,00
40 40-foot with lifts	
10 30-foot with lifts	

Section 3 Trade	Annual Element (FY 91)
Transit Mall Extension	\$ 5,088,880
Bus Purchases	11,656,000
58 40-foot with lifts	
8 alternative fuel with lifts	
Special Need Buses	1,264,000
25 accessible minibuses	
Passenger Shelters (120)	400,000
Total FY 91 Annual Element	\$25,908,880

2. That all remaining funds in the Section 3 Trade program (\$18,408,880) are to be programmed in the FY 1991 annual element for the four projects noted above.

3. That the Transportation Improvement Program be amended to incorporate these allocations and project changes.

4. That these actions are consistent with the Regional Transportation Plan and affirmative Intergovernmental Project Review is hereby given.

ADOPTED by the Council of the Metropolitan Service District this 23rd day of May, 1991.

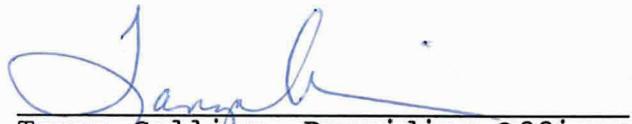

 Tanya Collier, Presiding Officer

EXHIBIT A

PRIVATE ENTERPRISE PARTICIPATION DOCUMENTATION

As required by UMTA C 7005.1, at the time of submission of TIP/AE information for projects, documentation must be provided regarding private enterprise participation. Following is the required documentation for projects in the Section 3 Trade and Section 3 discretionary grant applications (North Mall Extension, Purchase of Buses, SNT Mini-buses and Passenger Shelters):

a) Description of private sector involvement:

These projects have been identified for funding in Tri-Met's FY'92 Capital Budget. The Tri-Met budget undergoes extensive review by a seven member Citizens Advisory Committee and a public hearing on the proposed budget is convened by the Tri-Met Board of Directors.

The grant application process for all capital projects includes direct mailing to private transportation providers of notices of opportunity for public hearing on the proposed projects. Further opportunity for comment on the projects by private sector representatives is afforded when the Transportation Policy Alternatives Committee and the Joint Policy Advisory Committee on Transportation review the projects prior to the approval of the TIP.

Finally, the competitive procurement process for purchase of equipment or vehicles, and provision of services or materials for the TIP annual element projects includes distribution of notices of bid advertisements or requests for proposals to prospective private sector bidders/proposers.

Private sector involvement in the North Mall Extension project has been extensive. A Citizens' Task Force was established to help guide development of the project. Five of the six members represent property owners and/or operate businesses in the project area. That group has endorsed the proposed project. During the development of the preliminary engineering and environmental assessment work, all property owners along the proposed alignment were contacted and advised of the project proposals and the federal and local approval processes. Project meetings and hearings were advertised locally as an opportunity to comment on the project. The Historic Old Town Committee, a business group, provided comment during the EA review period. Business representatives have also contacted UMTA directly regarding their support for the project. During the PE phase of the project, proposals for private sector financing of capital and/or maintenance costs were advanced. None of those proposals have been agreed to due to the impacts of the recently approved property tax limitation on Local Improvement Districts. As final engineering is completed, private sector funding discussions may be resumed.

Public comment regarding the purchase of SNT vehicles can be provided at Committee on Accessible Transportation (CAT) meetings when budgets are reviewed, or at Tri-Met Board meetings when action is taken on specific grant requests.

The SNT vehicles will be operated by private for-profit operators under contract with Tri-Met.

b) Private sector proposals:

Tri-Met has received no unsolicited proposals from the private sector during the last year. Two proposals received the previous year under the UMTA Entrepreneurial Services Program are not being carried forward due to 13(c) conflicts.

Tri-Met offered 4 RFP's for the provision of transportation service during the last year. These new contracts are now in place and are worth approximately 3½ million dollars per year.

c) Impediments to competition:

The major impediment to contracted transportation is the labor contract which requires all vehicles on lines of the District to be run by Tri-Met operators. The situation has changed somewhat because several contractors for elderly and disabled services have become organized. This has opened a door for further discussions toward resolving impediments to competition.

d) Status of private sector complaints:

Tri-Met has received no private sector complaints regarding privatization in the past year.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 91-1442 FOR THE PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM AND ITS ANNUAL ELEMENT BY REVISIONS TO TRI-MET'S SECTION 3 DISCRETIONARY AND TRADE PROGRAMS

Date: April 18, 1991

Presented by: Andrew C. Cotugno

PROPOSED ACTION

Adoption of this resolution would amend the Transportation Improvement Program to include a series of revisions to Tri-Met's Section 3 Discretionary and Trade programs. Major emphasis of the revised program for the annual element year 1991 includes:

1. Accelerating \$7.5 million of Section 3 Discretionary funds from FY 1993 to the FY 91 annual element year for procurement of buses.
2. Shifting \$9.9 million of Section 3 Trade funds from FY 1992 to the FY 91 annual element year for bus procurement, Transit Mall Extension North, special needs buses and passenger shelters. This action programs all remaining Trade funds (\$18,408,880) for use in the current annual element year.
3. Augmenting this action is release of Section 3 Trade funds (\$8.9 million) from deleted or modified projects:

Route Terminus Sites	\$ 250,000	Dropped
Sunset Transit Center	\$5,270,000	Funded under Westside Corridor Project
Parts and Equipment and Information/Communication Equipment	\$2,290,000	Funded from Tri -Met General Fund Capital
SNT Vehicles	\$1,126,000	Program Reduction

TPAC and JPACT have reviewed this TIP amendment and recommend approval of Resolution No. 91-1442.

FACTUAL BACKGROUND AND ANALYSIS

Tri-Met proposes to amend the Section 3 Discretionary and Trade programs to now include procurement of 116 buses between October 1991 and December 1992. The Clean Air Act allows for continued purchase of diesel buses if delivered by December 1992. In accomplishment of this, and in combination with other changes, the two programs to be revised are as follows:

Current Program	1991 Annual Element	1992	1993
Section 3 Discretionary	\$ 0	\$ 0	\$10,000,000
Section 3 Trade	\$ 8,500,000	\$ 9,908,880	\$ 0
 Proposed Program	 1991 Annual Element	 1992	 1993
Section 3 Discretionary			
Bus Purchases	\$ 7,500,000	\$ 0	\$ 2,500,000
Section 3 Trade			
Bus Purchases	\$11,656,000	\$ 0	\$ 0
Transit Mall Ext.	5,088,880	0	0
Special Need Buses	1,264,000	0	0
Shelters	400,000	0	0
Total Trade	\$18,408,880	\$ 0	\$ 0
 FY 1991 Annual Element	 \$25,908,880		

Project Descriptions - Proposed Program

Section 3 Discretionary

Bus Purchase - The amount of \$7.5 million will allow the procurement of approximately 40 40-foot lift-equipped buses (replacement) and 10 30-foot lift-equipped buses (new).

Section 3 Trade

Bus Purchase - The \$11.7 million will allow procurement of approximately 58 40-foot lift-equipped buses (replacement) and 8 alternative fuel 40-foot lift-equipped buses (replacement).

Transit Mall Extension North - This project uses a combination of "Trade" and Interstate Transfer funds; it calls for reconstructing 16 blocks on NW Fifth and Sixth Avenues between and including West Burnside and NW Irving Streets.

Special Needs Bus Purchase - The \$1.3 million will allow procurement of approximately 25 minibuses, 20-25 foot, with lifts and radios. These are replacement buses.

Passenger Shelters - The \$0.4 million will procure approximately 120 shelters with an expected service life of 16 years. These are for replacement.

Vehicles will meet all applicable federal and state emission, noise, and Americans with Disabilities Act (ADA) regulations. Private enterprise participation documentation appears in Exhibit A to the resolution.

At the April 26, 1991 TPAC meeting, concern was expressed about further consideration of acquisition of buses that emit lower noise and air pollution levels. This could be accomplished through the use of electric trolley buses, dual-mode buses (diesel and electric) or with buses that meet a higher standard for both noise level and air pollution emissions. The Committee recommended that these options be considered further prior to acquisition of replacements to the 86 articulated buses in 3-4 years. The Committee also acknowledged that Metro, JPACT and the other jurisdictions interested in transit improvement should pursue funding options to facilitate these extra costs.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 91-1442.

TRANSPORTATION AND PLANNING COMMITTEE REPORT

RESOLUTION NO. 91-1442, AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM AND ITS ANNUAL ELEMENT BY REVISIONS TO TRI-MET'S SECTION 3 DISCRETIONARY AND TRADE PROGRAMS

Date: May 16, 1991

Presented by: Councilor McLain

COMMITTEE RECOMMENDATION: At the May 14, 1991 Transportation and Planning Committee meeting, Councilors Devlin, Gardner and myself voted unanimously to recommend Council adopt Resolution No. 91-1442. Councilors Bauer and Van Bergen were excused.

COMMITTEE DISCUSSION/ISSUES: Resolution No. 91-1442 amends the region's Transportation Improvement Program (TIP) to include a number of revisions to Tri-Met federal funding, providing for the purchase of 116 buses between October 1991 and December 1992. The bus procurements are in response to 1991 Clean Air Act provisions which allow for continued purchase of diesel buses if delivered by December 1992.

Transportation Department Director Andy Cotugno explained buying the buses before 1992 was necessary as technology in two years would not meet Clean Air Act requirements. The Technical Policy Advisory Committee on Transportation (TPAC) recommended further investigation of buses which emit lower noise and air pollution levels prior to Tri-Met's acquisition, in three to four years, of 86 buses to replace the articulated fleet.

The Committee did not have any questions or concerns about the resolution and recommended funding changes.