

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 82-298
TRANSPORTATION IMPROVEMENT	)	
PROGRAM TO INCLUDE A PROJECT FOR	)	Introduced by the Joint
THE REGION'S NON-URBANIZED AREA	)	Policy Advisory Committee
PUBLIC TRANSPORTATION PROGRAM	)	on Transportation

WHEREAS, Section 18 of the Urban Mass Transportation Act of 1964, as amended, provides capital assistance and operating funds for the establishment and maintenance of transit programs for non-urbanized areas; and

WHEREAS, Funds are apportioned to the State based on non-urbanized area population; and

WHEREAS, The Public Transit Division of the Oregon Department of Transportation (ODOT) is authorized to make grants for public transportation services outside of major urbanized areas; and

WHEREAS, Tri-Met wishes to file a capital grant under Section 18 to fund equipment and operating support for the non-urbanized area; and

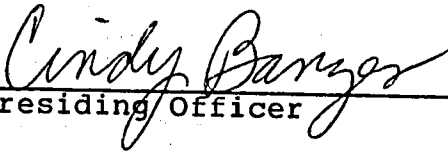
WHEREAS, The equipment will be used for rural service improvements consistent with regional policies and objectives; now, therefore,

BE IT RESOLVED,

1. That federal funds be authorized in the amount noted in Attachment A.
2. That the Transportation Improvement Program (TIP) and its Annual Element be amended to reflect the authorization set forth in the attachment.

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

ADOPTED by the Council of the Metropolitan Service District  
this 28th day of January, 1982.

  
\_\_\_\_\_  
Presiding Officer

BP/srb  
4855B/283  
01/15/81

ATTACHMENT A

PROJECT BUDGET

Equipment

Listed in Prioritized Groups

1.	Two (2) mini-buses with lifts and radios (One bus each for Washington and Clackamas Counties.)	\$ 70,000
2.	Six (6) mini-buses with lifts and radios (Three buses each for Washington and Clackamas Counties.)	210,000
3.	One (1) radio repeater for use in Clackamas County	<u>6,000</u>
	Total Request	\$286,000

Section 18 Funds (80%)	\$228,800	
State Share (10%)	28,600	
Tri-Met Share (10%)	<u>28,600</u>	
Total		\$286,000

OPERATING (FY 82 and FY 83)

Section 18 Funds (50%)	\$141,000	
Tri-Met Share (50%)	<u>141,000</u>	
Total		\$282,000
PROJECT TOTAL		\$568,000

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 *ell*  
SUBJECT: Amending the Transportation Improvement Program to Include  
a Project for the Region's Non-Urbanized Area Public  
Transportation Program

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution which authorizes \$369,800 of Section 18 funds for capital equipment and operating funds to support public transportation services outside the urbanized area.
- B. POLICY IMPACT: The project will be used for rural service improvements consistent with regional policies and objectives. TPAC and JPACT have reviewed and approved this project.
- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments.

II. ANALYSIS:

- A. BACKGROUND: Section 18 of the Urban Mass Transportation Act of 1964, as amended, provides operating and capital assistance funds for the establishment and maintenance of transit programs for areas that are not in urbanized areas (i.e., areas of less than 50,000 population). The federal matching shares for these areas correspond to those in the larger cities: 50 percent for operating and 80 percent for capital assistance projects.

This is a formula grant program under which funds are apportioned to the State based on non-urbanized area population with eligible recipients including public bodies, nonprofit organizations and operators of services. Private providers of service are eligible through purchase of service agreements with a local public body for the provision of public transportation services.

Tri-Met intends to purchase nine (9) vehicles, and one radio repeater (Attachment A), which will be used by subcontractors to provide service in the rural areas of Multnomah, Washington and Clackamas Counties. The equipment will be owned by Tri-Met and, therefore, it will be possible to transfer it to whichever operator is the prime contractor for the coordinated special transportation service.

The equipment will be used for service improvement. It is anticipated that fixed schedule, route deviation systems will replace or supplement what is now a predominantly demand responsive system. The routes being considered have been indicated in the operating portion of the Section 18 grant application.

The radio repeater will be operated by the Clackamas County Community Action Agency TRAM. This will be a part of a new radio system which will eventually allow all radios in the LIFT system to operate on the same radio band to improve communication and coordination. The repeater is necessary to ensure good communication in the rural portion of the county.

Operating funds (\$141,100 federal) will be administered and used by Tri-Met to support the operation of the service improvements for FY 1982 and FY 1983.

- B. ALTERNATIVES CONSIDERED: Inasmuch as these are non-duplicative service improvements, the alternative would be to not provide them.
- C. CONCLUSION: Based on Metro staff analysis, it is recommended that the attached Resolution be approved.

BP/srb  
4855B/283  
01/15/82