

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 87-752
TRANSPORTATION IMPROVEMENT PROGRAM)
(TIP) TO INCLUDE A SECTION 6) Introduced by the Joint
TRI-MET DEMONSTRATION PROJECT) Policy Advisory Committee
) on Transportation

WHEREAS, Through Resolution No. 86-686, the Council of the Metropolitan Service District adopted the Transportation Improvement Program and its FY 1987 Annual Element; and

WHEREAS, Tri-Met is seeking opportunities to improve its productivity and flexibility of operations; and

WHEREAS, The proposed project will attempt to demonstrate:

1. That the operation of late-night transit service can be provided at a significantly lower cost with the use of private station wagons and vans; and
2. That a private business can operate a transit line at a profitable level given adequate time to build ridership; now, therefore,

BE IT RESOLVED,

1. That the Transportation Improvement Program and its Annual Element be amended to include Tri-Met's Demonstration Project using 100 percent UMTA Section 6 funds totaling \$139,200.

2. That the Council of the Metropolitan Service District finds the project in accordance with the region's continuing cooperative, comprehensive planning process and, thereby, gives Affirmative Intergovernmental Review approval.

ADOPTED by the Council of the Metropolitan Service District
this 23rd day of April, 1987.


Richard Waker, Presiding Officer

CONSIDERATION OF RESOLUTION NO. 87-752, FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) TO INCLUDE A SECTION 6
TRI-MET DEMONSTRATION PROJECT.

Date: March 31, 1987

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Adopt the Resolution approving:

An addition to the TIP for the purpose of adding a Tri-Met Demonstration Project to test the feasibility of instituting new transit service operated by private sector transportation providers.

TPAC and JPACT have reviewed this TIP amendment and recommend approval of the Resolution.

Background

UMTA regulations require that transit agencies and Metropolitan Planning Organizations involve private sector operators in the earliest phases of transit project planning and development. UMTA furthermore requires transit agencies to allow private sector providers the opportunity to bid on new transit service and to evaluate each route in the transit district to determine if it could be more efficiently operated by private enterprise.

This demonstration project is responsive to the UMTA requirements and will provide funding for one year to allow bidding out of two service areas to private transit operators. The operators and Tri-Met will attempt to define the potential cost savings attributable to this transit service. The project is broken into two parts:

1. Phase I will provide funding for operating late-night transportation service with small vehicles, such as station wagons and vans, that are operated by the private sector. Depending on actual costs, all or part of the previous "owl" service will be replaced. Analysis will then be performed to evaluate the cost-efficiencies of providing this service. Data to be collected will include miles of service, fare recovery, transfers, ridership by hour on each route, and number of fares inbound/outbound by the hour. The total budget for this phase is \$87,600. The data

and costs will then be analyzed by Tri-Met staff to determine if this service is more efficient and cost-effective.

2. Phase II will provide funding for a private transportation enterprise providing fixed-route service between the Hillside neighborhood and downtown Portland. The private operator would seek to demonstrate its ability to build ridership during a one-year time period to a profitable level. Similar data will be collected and analyzed for Phase II as was collected for Phase I. The total budget for this phase is \$51,600.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 87-752.

RB/gl
7191C/496
04/10/87

Motion to Amend: Councilor Gardner moved, seconded by Councilor Kelley, to remove Item No. 7.4, Resolution No. 87-758 (confirming citizen members of the Transportation Policy Alternatives Committee) from the Consent Agenda.

Councilor Gardner said he requested Resolution No. 87-758 be removed from the Consent Agenda because the staff report did not adequately explain the process for recommending individuals to the Committee.

Vote on Motion to Amend: A vote resulted in all ten Councilors present voting aye. Councilors Collier and Van Bergen were absent.

The motion carried.

Vote on the Main Motion as Amended: A vote resulted in all eleven Councilors present voting aye. Councilor Collier was absent.

The motion carried and the following items were approved:

- 7.1 Minutes of March 12, 1987;
- 7.2 **Resolution No. 87-752**, for the Purpose of Amending the Transportation Improvement Program (TIP) to Include a Section 6 Tri-Met Demonstration Project;
- 7.3 Resolution No. 87-753, for the Purpose of Amending the Section 3 "Letter-of-Intent" Program and Authorizing the Addition of Two New Projects.

After discussion, it was agreed Resolution No. 87-758, the items which had been removed from the Consent Agenda, would be considered by the Council at another meeting.

8. CONSIDERATION OF ORDINANCE NO. 87-222, Adopting a Final Order and Amending the Metro Urban Growth Boundary for Contested Case No. 85-7: Kaiser Development Company (Second Reading)

The Clerk read the Ordinance a second time by title only. Jill Hinckley, Land Use Coordinator, reported that adoption of the Ordinance would be the final action required to amend the Urban Growth Boundary. There was no further discussion.

Motion: A motion to adopt the Ordinance was made by Councilor Kelley and Kirkpatrick on April 9, 1987.