

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING  
THE TRI-MET FIVE-YEAR TRANSIT  
DEVELOPMENT PLAN

) RESOLUTION NO. 87-833  
)  
) Introduced by the  
) Joint Policy Advisory  
) Committee on Transportation

WHEREAS, Tri-Met has completed its Five-Year Transit  
Development Plan; and

WHEREAS, Such a plan, together with the Regional Transporta-  
tion Plan, provides the basis for the Metropolitan Service District's  
approval of federal transportation funds; and

WHEREAS, Completion of such a plan has been a high priority  
of the Metropolitan Service District and the Joint Policy Advisory  
Committee on Transportation; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District  
supports the Five-Year Transit Development Plan for its commitment  
to financial stability and improvements in efficiency expected for  
the transit system.

2. That the Council of the Metropolitan Service District  
recognizes that full implementation of the Five-Year Transit Develop-  
ment Plan is contingent on successful federal and state funding  
decisions and is committed to assist in securing these funds.

3. That the Council of the Metropolitan Service District  
further recognizes that LRT and bus service expansion beyond that  
defined in the Five-Year Transit Development Plan is essential for  
the economic growth of the region and looks forward to Tri-Met's  
partnership with the region to pursue the required funding.

4. That the Council of the Metropolitan Service District expects annual updates of the Transit Development Plan to document progress and incorporate future programs.

5. That the Council of the Metropolitan Service District directs that this message (as reflected in Attachment A) be presented to the Tri-Met Board.

ADOPTED by the Council of the Metropolitan Service District this 22nd day of December 22, 1987.

  
Richard Waker, Presiding Officer

AC/sm  
8603C/525  
12/14/87

## ATTACHMENT A

1. This resolution supports the TDP for its commitment to financial stability and its improvement in service efficiency. This TDP also signals a halt to the past five years of periodic service cuts. Implementation of the TDP will provide higher quality and more reliable service to the passenger, 280 new buses and improvements in efficiency that will provide a better foundation for bus and LRT expansion called for in the RTP.
2. Service commitments in the TDP are based upon a forecast of costs and revenues over the next five years, some of which are dependent upon successful state and federal funding decisions. In particular, the capital program is largely financed through UMTA Section 9 funds (at approximately \$12m./year). However, over the duration of the five years, the capital program is \$14.5 million underfunded. Allocations from other federal resources, such as Interstate Transfer, Federal-Aid Urban, Section 3 Letter-of-Intent and/or Section 3 Discretionary, will be necessary to fully implement this capital program. In addition, the program is dependent upon continuation of state support for capital local match in the amount of \$2.5 - \$3.0 million/year. Metro and the region recognize that adoption of the TDP is a starting point, not an ending point, and are committed to assisting in securing the needed funds.
3. The TDP provides a good foundation for service expansion, but due to inadequate resources does not include service expansion. The region recognizes, however, that land use and highway plans are dependent upon transit expansion and is, therefore, committed to pursuing the required funds to support further LRT construction and LRT and bus service expansion. The region looks forward to Tri-Met's partnership in this endeavor.
4. Future updates to the TDP will also be important, both to document progress toward implementation and to incorporate new programs. Of particular interest will be inclusion of the results of the region's efforts to pursue funding for service expansion, inclusion of the results of the Westside LRT preliminary engineering and inclusion of changes in service delivery methods in low density growth areas. The region expects to review these updates from Tri-Met in a timely manner to ensure transit needs of the region are being met and to assist them in coordinating with state and local highway planning.

CONSIDERATION OF RESOLUTION NO. 87-833 FOR THE  
PURPOSE OF ENDORSING THE TRI-MET FIVE-YEAR  
TRANSIT DEVELOPMENT PLAN

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Date: December 14, 1987

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Adopt the Resolution which:

1. Supports the Tri-Met Five-Year Transit Development Plan (TDP) for its commitment to financial stability and improvements in efficiency expected for the transit system.
2. Recognizes that full implementation of the TDP is contingent on successful federal and state funding decisions and that the region is committed to assist in securing those funds.
3. Recognizes that LRT and bus service expansion beyond that defined in the TDP is essential for the economic growth of the region and looks forward to Tri-Met's partnership with the region to pursue the required funds.
4. Encourages annual TDP updates to document progress and incorporate new programs.

TPAC and JPACT have reviewed the five-year TDP and recommend adoption of this resolution.

Background

Tri-Met has recently completed its TDP and will hold public hearings on December 16 and 23 and consider adoption at its January 27 board meeting. The TDP is a requirement of the federal government for receipt of UMTA grants and provides a basis for Metro approval of Tri-Met's grant applications. In addition, the TDP must be consistent with Metro's Regional Transportation Plan.

Concern during the past several years over dropping ridership, reduced funding from the payroll tax, and service cuts have made completion of the TDP a high priority for JPACT because of the

uncertainty over the future of transit. This TDP provides a firm foundation to reduce the region's concern about service cuts and will allow attention to be focused on service expansion called for in the RTP. The TDP also provides a strategy for avoiding further service cuts, bringing financial stability to the transit system, beginning improvements in the quality and reliability of service to the transit rider and implementing key bus transfer stations and park-and-ride lots necessary for expansion. This resolution endorsing the TDP recognizes this as an important step to solve the problems of financial instability, but with the clear intent to continuing to pursue funds needed for service expansion.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 87-833.

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8603C/252  
12/14/87

ing Officer would decide if a second public hearing would be conducted.

The Council recessed from 7:25 p.m. to 7:45 p.m.

9. RESOLUTIONS

9.1 Consideration of Resolution No. 87-787, for the Purpose of Amending Resolution No. 87-744, Adopting a Supplemental Budget and Appropriations and Increasing Convention Center Project Debt Service Payments (Public Hearing)

Jennifer Sims, Management Services Director, summarized staff's written report. She explained the Council had initially reviewed the resolution in August 1987 and had approved the budget for transmittal to the Tax Supervising & Conservation Commission (TSCC). The TSCC certified the budget and had recommended certain changes as outlined in its letter included in the staff report.

Presiding Officer opened the public hearing. No testimony was received and the hearing was closed.

Motion: Councilor Hansen moved, seconded by Councilor DeJardin, to adopt the resolution.

Vote: A vote on the motion resulted in all eleven Councilors present voting aye. Councilor Collier was absent.

The motion carried.

9.2 Consideration of Resolution No. 87-833, for the Purpose of Endorsing the Tri-Met Five-Year Transit Development Plan

Andy Cotugno, Transportation Director, summarized staff's written report and explained the resolution ensured that a regional transit system would receive a stable funding base. He said the resolution would be presented to the Tri-Met Board pending the Council's adoption.

Motion: Councilor Van Bergen moved to adopt the resolution and Councilor Kelley seconded the motion.

Vote: A vote on the motion resulted in all ten Councilors present voting aye. Councilor Bonner and DeJardin were absent.

The motion carried and the resolution was unanimously adopted.