

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING)	RESOLUTION NO. 80-207
THE FY 1981 TRANSPORTATION)	
IMPROVEMENT PROGRAM (TIP) TO)	Introduced by the Joint
INCLUDE TRI-MET'S SPECIAL)	Policy Advisory Committee
EFFORTS PROGRAM FOR THE)	on Transportation
HANDICAPPED)	

WHEREAS, The Metro Council, through Resolution No. 80-186 adopted the FY 1981 TIP and its Annual Element; and

WHEREAS, The Urban Mass Transportation Administration (UMTA) in its initial review of the FY 81 TIP has expressed concern over omission of a Special Efforts Program in the TIP; and

WHEREAS, Such a program was included in the 504 Transition Plan and adopted by the Tri-Met Board of Directors; and

WHEREAS, Tri-Met's 504 Transition Plan was adopted by the Metro Council through Resolution No. 80-162 in June, 1980; and


WHEREAS, To accommodate UMTA's concern means that the estimated costs and project set forth in the Transition Plan be incorporated in the TIP; now therefore,

BE IT RESOLVED,

1. The TIP and its Annual Element be amended to reflect the project and funds set forth in Exhibit "A."

2. That the Metro Council finds that project 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 18th day of December, 1980.



Presiding Officer

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER
METROPOLITAN AREA

PROJECT DESCRIPTION
RESPONSIBILITY (AGENCY) TRI-MET
LIMITS N/A **LENGTH** N/A
DESCRIPTION Maintenance of lifts on vehicles serving fixed routes; operator training in the handling of disabled passengers and lift mechanism; staff support to coordinate services with other transportation institutions and modes; information and marketing services; supervise overall program; and special needs transportation by which Tri-Met shall plan, coordinate, provide a funding base and act as broker for a coordinated door-to-door prescheduled transportation program.

PROJECT NAME TRI-MET
SPECIAL EFFORTS PROGRAM _____
ID No N/A
APPLICANT TRI-MET

SCHEDULE
TO ODOT _____
PE OK'D _____ **EIS OK'D** _____
CAT'Y _____ **BID LET** _____
HEARING _____ **COMPL'T** _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
LONG RANGE ELEMENT _____ **TSM ELEMENT** X

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST
PRELIM ENGINEERING \$ _____
CONSTRUCTION _____
RIGHT OF WAY _____
TRAFFIC CONTROL _____
ILLUMIN, SIGNS, LANDSCAPING, ETC _____
STRUCTURES _____
RAILROAD CROSSINGS _____
SPECIAL EFFORTS \$8,639,959
TOTAL \$ 8,639,959

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 80	FY 81	FY 82	FY 83	POST 83	TOTAL
TOTAL	<u>718</u>	<u>978</u>	<u>1,310</u>	<u>1,574</u>	<u>4,060</u>	<u>8,640</u>
FEDERAL	<u>574</u>	<u>782</u>	<u>1,048</u>	<u>1,259</u>	<u>3,249</u>	<u>6,912</u>
STATE						
LOCAL	<u>144</u>	<u>196</u>	<u>262</u>	<u>315</u>	<u>811</u>	<u>1,728</u>

SOURCE OF FUNDS (%)
FEDERAL
FAUS (PORTLAND) _____
FAUS (OREGON REGION) _____
FAUS (WASH REGION) _____
UMTA CAPITAL _____ **UMTA OPRTG** _____
INTERSTATE _____
FED AID PRIMARY INTERSTATE _____
SUBSTITUTION _____
UMTA 16B _____ **80**
NON FEDERAL
STATE _____ **LOCAL** 20

LOCATION MAP EFFORT

	FY 80	FY 81	FY 82	FY 83	FY 84	FY 85
Maintenance of Lifts	--		\$ 137,334	\$ 129,049	\$ 168,780	\$ 347,540
Operator Training	--	\$ 25,432	2,171	3,926	5,310	6,550
Staff	\$ 58,403	127,733	139,230	151,763	165,424	180,314
Special Needs Transportation	660,000	825,000	1,031,000	1,289,000	1,482,000	1,704,000
	<u>\$718,403</u>	<u>\$978,165</u>	<u>\$1,309,735</u>	<u>\$1,573,738</u>	<u>\$1,821,514</u>	<u>\$2,238,404</u>
					TOTAL	\$8,639,959

EXHIBIT "A"

A G E N D A M A N A G E M E N T S U M M A R Y

Res 80-207

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Amending the FY 1981 Transportation Improvement Program (TIP) to include Tri-Met's Special Efforts Program for the Handicapped

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution amending the TIP to include a Special Efforts Program (accessibility for the elderly and handicapped).
- B. POLICY IMPACT: This action will amend the TIP in response to the Urban Mass Transportation Administration's (UMTA) concern about lack of special efforts in the TIP (see attached letter from UMTA and explanation of proposed response). This is consistent with the Metro Five Year Operational Plan and the previously adopted 503 Transition Plan. 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: United States Department of Transportation (USDOT) regulations require that accessibility of mass transportation facilities, equipment and services be provided to handicapped individuals in compliance with Section 504 of the Rehabilitation Act of 1973.

Tri-Met has developed a 504 Transition Plan for meeting requirements of Section 504. This plan was endorsed by the Metro Council in June, 1980.

UMTA, in its initial review of the FY 1981 TIP, has expressed concern over the omission of this Special Efforts Program in the TIP. Based on the initial review, UMTA has recommended that a Special Efforts Program be included in the TIP. To accomplish this means that Tri-Met's estimated costs, set forth in its 504 Transition Plan (Major Services Improvement Plan), be included in the TIP.

The effort (Exhibit "A") covered by the Plan consists of:

- . Maintenance of lifts on vehicles serving fixed routes.

- . Operator training in the handling of disabled passengers, use of the lift mechanism and securement of passengers while riding the bus.
 - . Staff support to coordinate services with other transportation institutions and modes, provide information and marketing services and supervise the overall program.

 - . Special needs transportation by which Tri-Met shall plan, coordinate, provide a funding base and act as broker for a coordinated door-to-door prescheduled transportation program for qualified disabled people in the Tri-County area. The basic goal of door-to-door service shall be to provide service as equivalent to the fixed route service as is possible. As the Tri-Met system becomes accessible, the nature of the door-to-door system will be modified. The special services will serve more of a feeder function connecting to the accessible fixed-route system. Some door-to-door service, however, will still be required for the estimated 11,300 persons who could not use fixed-route buses even if they were equipped with wheelchair lifts.
- B. ALTERNATIVES CONSIDERED: In addition to the Major Services Improvement Plan, a fallback option was proposed. This option, the Existing Service Commitments Plan, would continue Ridesharing and Special Needs Transportation programs at about the same level as today except that Tri-Met would maintain a coordinating role for special needs door-to-door service and provide no direct funding support.
- C. CONCLUSION: Metro staff recommends adoption of the attached Resolution to amend the TIP to be consistent with the adopted 504 Transition Plan.

BP:ss
1166B/188



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: November 18, 1980

To: Metro Council

From: Andrew Cotugno *AC*

Regarding: UMTA Comments on the FY 1981 Transportation Improvement Program (TIP)

Metro has received correspondence from Terry Ebersole of UMTA detailing three areas of concern in the content of the FY 81 TIP recently adopted. Metro proposes to respond to UMTA's concerns (refer to attached) by:

- 1) Amending the TIP to include Special Efforts' Funding to meet special requirements for handicapped access omitted from the TIP.
- 2) Commenting on projects of Interstate significance.
- 3) Documenting the differences on the Banfield Transitway funding between the TIP and the obligation schedule submitted by Tri-Met as follows:

- . The TIP is set at current Interstate Transfer estimates and will escalate quarterly according to the Composite Construction Index; it contains funds with projects limited to the latest federal authorizations.

- . The obligation schedule submitted by Tri-Met assumes an inflation factor to project completion.

These differences do not preclude at least the first two or three years' program in the TIP being consistent with the obligation schedule, so long as the total in the TIP does not exceed federal funds authorized.

An Agenda Management Summary and Resolution covering UMTA's concern on Special Efforts have been included in the agenda packet. An errata sheet for the TIP will be developed and submitted to UMTA responding to items 2 and 3.

BP:lmk

Attachments



U.S. Department
of Transportation

Urban Mass
Transportation
Administration

Region X
Alaska, Idaho,
Oregon, Washington

915 Second Avenue
Suite 3142
Seattle, WA 98174

October 30, 1980

Mr. Rick Gustafson
Chief Executive Officer
Metropolitan Service District
527 S.W. Hall Street
Portland, OR 97201

Mr. Michael Langsdorf, Chairman
Regional Planning Council of
Clark County
P.O. Box 5000
Vancouver, WA 98663

Re: FY 1981 TIP
Portland, OR/Vancouver, WA

Dear Mr. Gustafson and Mr. Langsdorf:

The Urban Mass Transportation Administration has completed an initial review of the Transportation Improvement Program for the Portland, OR/Vancouver, WA urbanized area. Based on this initial review the following needs to be accomplished prior to UMTA action on the TIP:

1. The area (both Portland and Vancouver) needs to program special efforts in the TIP/AE. See 49 CFR 27.97 (The Department of Transportation's 504 Regulations).
2. The TIP/AE should discuss projects of interstate significance per the RPC/Metro Memorandum of Agreement and as requested in UMTA's comments on the FY80 TIP/AE.
3. The programming of interstate transfer funds for the UMTA portion of the Banfield Light Rail Project should coincide with the obligation schedule submitted by Tri-Met to UMTA.

Please make appropriate amendments to the FY81 TIP/AE so we can complete our review and approve the programming of projects. Please contact Patricia Levine of this office at (206)442-4210 if you have any questions concerning this letter.

Sincerely,

Terry L. Ebersole
Acting Regional Administrator

cc: Peter Cass, Tri-Met
Dave Ashcraft, Vancouver Transit

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NOV - 3 1980
METRO SERVICE DISTRICT