

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. 85-566
FEDERAL FUNDS FOR EIGHT 16(b)(2)	)	
SPECIAL TRANSPORTATION PROJECTS	)	Introduced by the Joint
AND AMENDING THE TRANSPORTATION	)	Policy Advisory Committee
IMPROVEMENT PROGRAM (TIP)	)	on Transportation

WHEREAS, Section 16(b)(2) of the Urban Mass Transportation Act authorizes the Urban Mass Transportation Administration to make capital grants to private, nonprofit organizations to provide transportation services for elderly and handicapped persons; and

WHEREAS, 16(b)(2) funding will be made available only to nonprofit organizations serving specific client groups which cannot better be served by regular Tri-Met service to the elderly and handicapped community; and

WHEREAS, Tri-Met has determined that all the applicants listed below can serve their client-group more efficiently than could Tri-Met; and

WHEREAS, To comply with federal requirements the TIP must be amended to include projects recommended for UMTA 16(b)(2) funds; and

WHEREAS, The projects described below were reviewed and found consistent with federal requirements and regional policies and objectives; now, therefore,

BE IT RESOLVED,

1. That Federal 16(b)(2) funds be authorized for the purchase of special transportation vehicles for the following:

<u>Name/Area</u>	<u>Federal/ Applicant</u>
a. Fairlawn Town & Care Center	\$27,200/ \$7,450
b. Portland Action Committees Together, Inc.	\$14,490/ \$3,622
c. Loaves and Fishes Center, Inc.	\$80,190/ \$20,047
d. Tualatin Valley Mental Health Center	\$27,720/ \$6,930
e. Clackamas Challenge Center	\$21,840/ \$5,460
f. Robison Jewish Home	\$14,490/ \$3,622
g. Friendly House	\$14,490/ \$3,622
h. Homestreet, Inc.	\$11,400/ \$2,850

2. That the TIP and its Annual Element be amended to reflect this authorization.

3. That the Metro Council finds the project to be in accordance with the region's continuing, cooperative, comprehensive planning process and, thereby, gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District  
this 23rd day of May, 1985.

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

AC/RB/gl  
3330C/411-4  
05/10/85

CONSIDERATION OF RESOLUTION NO. 85-566 FOR THE  
PURPOSE OF AUTHORIZING FEDERAL FUNDS FOR EIGHT  
16(b)(2) SPECIAL TRANSPORTATION PROJECTS AND  
AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM

---

Date: April 12, 1985

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Recommend Council adoption of the attached Resolution which authorizes Federal 16(b)(2) funds to eight private, nonprofit social service agencies. These funds will be used for the purchase of passenger vehicles and related equipment to provide special transportation services in the Portland metropolitan area to specific client groups not served by Tri-Met. This Transportation Improvement Program (TIP) addition will allow the agency to apply for 16(b)(2) funding from ODOT. ODOT will award funds following consideration of applications from throughout the state.

TPAC and JPACT have reviewed these projects and recommend approval of Resolution No. 85-566.

Background

Section 16(b)(2) authorizes the Urban Mass Transportation Administration (UMTA) to make capital grants to private, nonprofit organizations to provide transportation services for elderly and handicapped persons. Capital investments include purchase of conventional and paratransit vehicles and other equipment associated with providing local and regional (non-intercity) transportation services to the elderly and handicapped. Apportioned 16(b)(2) funds are not available for operating expenses. Transportation Improvement Programs and their Annual Elements must be amended to include new 16(b)(2) projects.

Section 16(b)(2) funding is only available to private, nonprofit organizations and, in the Metro region, only for use to serve specific client groups that cannot be served effectively by Tri-Met. Tri-Met has reviewed the eight applications for 16(b)(2) funds and supports them all on the basis that Tri-Met is unable to perform more efficiently the function these vehicles would provide. Tri-Met has conditioned their support on the applicant's agreement to coordinate with the tri-county LIFT program in cases where that would provide more efficient service. (See attached sample letter of support from Tri-Met.)

The eight local providers submitting applications are:

<u>Name/Area</u>	<u>Equipment</u>	<u>Federal/ Applicant</u>
a. Fairlawn Town & Care Center	1 10-16 passenger bus 1 Wheelchair Lift	\$27,200/ \$7,450
b. Portland Action Committees Together, Inc.	1 10-16 passenger van 1 Wheelchair Lift	\$14,490/ \$3,622
c. Loaves and Fishes Center, Inc.	3 10-16 passenger buses 3 Wheelchair Lifts	\$80,190/ \$20,047
d. Tualatin Valley Mental Health Center	1 10-16 passenger bus 1 Wheelchair Lift	\$27,720/ \$6,930
e. Clackamas Challenge Center	2 10-16 passenger vans	\$21,840/ \$5,460
f. Robison Jewish Home	1 10-16 passenger van 1 Wheelchair Lift	\$14,490/ \$3,622
g. Friendly House	1 10-16 passenger van 1 Wheelchair Lift	\$14,490/ \$3,622
h. Homestreet, Inc.	1 10-16 passenger van	\$11,400/ \$2,850

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution  
No. 85-566.

AC/RB/gl  
3330C/411-4  
05/10/85

SAMPLE LETTER SENT TO  
EACH 16(B)(2) APPLICANT

RECEIVED APR 10 1985

TRI-COUNTY  
METROPOLITAN  
TRANSPORTATION  
DISTRICT  
OF OREGON



**TRI-MET**

4012 SE 17th AVENUE  
PORTLAND, OREGON 97202

April 9, 1985

Bill Grossie  
PACT  
3588 SE Division  
Portland, OR 97202

Dear Mr. Grossie:

Tri-Met has reviewed your 1985 16(b)(2) public notice and has determined that Tri-Met is unable to perform the functions the vehicle(s) would provide. We consequently support your application based on your agreement to coordinate with the LIFT program in cases where that would provide more efficient service.

Sincerely,

Park Woodworth, Manager  
Special Needs Transportation

cc: Andy Cotugno  
Joan Plank