

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 85-567
TRANSPORTATION IMPROVEMENT)	
PROGRAM TO INCORPORATE URBAN)	
MASS TRANSPORTATION ADMINISTRATION)	Introduced by the Joint
GRANT APPLICATIONS FOR 20)	Policy Advisory Committee
ACCESSIBLE VANS)	on Transportation

WHEREAS, Through Resolution No. 84-498, the Council of the Metropolitan Service District (Metro) adopted the Transportation Improvement Program (TIP) and its FY 1985 Annual Element; and

WHEREAS, The TIP must be revised to reflect changing project priorities and funding availability; and

WHEREAS, Tri-Met has requested that a new project be added to the TIP covering the purchase of 20 accessible vans; and

WHEREAS, This new project will be funded using mutually offsetting funds from other Section 3 and Section 5 projects and sources; now, therefore,

BE IT RESOLVED,


1. That the Council of the Metropolitan Service District (Metro) approves the amendment to:

- Add
Purchase of 20 accessible vans
with radios \$375,612
Section 3/Section 5
- Delete
Powell Facility Engineering Project (\$96,000)
- Reduce
City/Eastside TSM Construction (\$44,254)
Fueling Equipment (\$195,200)
Contingencies (\$40,158)

2. That the TIP be amended to reflect these project changes.

3. That the Metro Council finds these actions to be in accordance with the Regional Transportation Plan and gives Affirmative Intergovernmental Project Review approval.

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



Ernie Bonner, Presiding Officer

BP/gl
3115C/411-6
05/10/85

CONSIDERATION OF RESOLUTION NO. 85-567 FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT
PROGRAM TO INCORPORATE URBAN MASS TRANSPORTATION
ADMINISTRATION GRANT APPLICATIONS FOR 20
ACCESSIBLE VANS

Date: March 14, 1985

Presented by: Andrew Cotugno

PROPOSED ACTION

Recommend adoption of the attached resolution amending the Transportation Improvement Program (TIP). This action requested by Tri-Met would utilize existing funds in two separate grants:

1. The amendment of OR-05-0007 will affect the TIP as follows:

Add New Project	
14 Accessible Vans w/Radios	\$291,200
Delete	
Powell Facility Engineering (Status Uncertain)	(\$96,000)
Reduce	
Fueling Equipment Project	(\$195,200)

2. The amendment of OR-03-0029 will affect the TIP as follows:

Revise Existing Projects	
Increase from 36 to 40 (12-18 passenger buses w/radios). The remaining 2 of 20 vans will be purchased as part of the 36 since only 34 have been purchased to date	\$84,412
Reduce City/Eastside TSM Project	(\$44,254)
Reduce Contingency	(\$40,158)

These actions would be mutually offsetting, thus keeping unchanged the total funds available in the grants covering these projects.

TPAC and JPACT have reviewed this project and recommend approval of Resolution No. 85-567.

FACTUAL BACKGROUND AND ANALYSIS

The proposed 20 accessible vans with radios will be used to continue the LIFT program service, replacing the 15 Mercedes buses which have been retired.

These actions are consistent with the recommendations of Tri-Met's Special Needs Transportation Advisory Committee, which were adopted by the Tri-Met Board on July 30, 1984. They are also consistent with the draft Interim Special Needs Transportation element of the Regional Transportation Plan (Attachment A) which is now under review by Tri-Met's Special Needs Committee and will be considered for inclusion in the RTP at the next update.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-567.

BP/gl
3115C/411-7
05/10/85

ATTACHMENT "A"

INTERIM SPECIAL NEEDS TRANSPORTATION PLAN

Introduction

Since 1980, Tri-Met has assumed the responsibility for coordinating regional transportation for the disabled. Services include some fixed route accessibility, and for those unable to use Tri-Met buses, the Tri-County door-to-door LIFT program. Other services include the registration of clients, the distribution of Federal Section 18 funds, the purchase of equipment, and funding for sub-contracted special transportation services. The total FY 1985 Tri-Met operating budget for special needs transportation is approximately \$2.6 million, excluding the capital cost of lift devices.

Tri-Met's transportation efforts for the Transit Handicapped have been guided by its "Section 504 Transition Plan" which was adopted by the Tri-Met Board of Directors in 1980. The Transition Plan was required by the Federal Department of Transportation (DOT) from any transit agency receiving federal funds, but not yet 50 percent fixed-route accessible. Tri-Met's efforts are also directed by Section 267.240 of the Oregon Revised Statutes.

In 1981, DOT's Transportation Handicapped regulations and ORS 267.240 were revised to allow more flexibility in providing special transportation. The federal government now requires that "special efforts" be made to provide accessible transit service and has released new proposed regulations. The state of Oregon requires that transit districts provide a program of transportation for the disabled that is comparable to regular transit service. The decision as to the extent of the service provided, and the manner in which it is provided, is left to the discretion of the transit agency with significant input from the disabled community.

In addition to regulations governing service for the Transportation Handicapped, Tri-Met also operates under state and federal regulations requiring discounted fares for the elderly. State and federal regulations mandate a maximum half-fare for seniors during non-peak hours.

In 1984, the Tri-Met Board created a Special Needs Transportation Advisory Committee. The report and recommendations of this committee form the basis of the Interim Special Needs Transportation Plan.

Statement of Purpose

Transit handicapped people are citizens with the same needs as other transit riders and, therefore, certain costs must be incurred to meet those needs.

Thus, it is the intent of this plan to provide parity of transit service between transit handicapped and non-transit handicapped people within realistic costs and the intent of the federal guidelines.

System Requirements

A multi-modal system should be used to address the needs of the transit handicapped. It is estimated that there are 50,000 transit handicapped people in this region (Attachment II); 40,000 of them can use the regular transit system with varying degrees of difficulty. Of the remaining 10,000 transit handicapped people, 7,200 need door-to-door service for a variety of reasons.

The majority of transit handicapped people are over the age of 65, and this population, as well as other transit handicapped groups, will continue to grow. Recognizing this trend, paratransit services need to be an integral part of the special needs transportation program. However, there should be a consistent effort to provide the transit disabled sufficient opportunity to mainstream by operating some accessible fixed-route service and/or light rail service in each section of the metropolitan area.

Standards for the System

The following standards should be applied to the system to ensure quality service:

- Is regular consumer feedback built in to the system?
- Is the service reliable?
- Does the service meet minimum federal, state and local regulations?
- Does the service have accessible public information?

Criteria to be Considered when Developing Programs and Budgets

- Maximizes number of rides provided
- Optimizes cost-effectiveness of alternative service options
- Provides parity of service (waiting time, fares) with general population
- Mainstreams into general public to extent possible
- Considers impact on non-disabled rider
- Maximizes other Tri-Met funding and is, in fact, fundable
- Does not significantly hinder bus or rail schedules
- Program additions/deletions are properly prioritized and an appropriate timetable for phasing is developed
- Program additions/deletions contribute to a multi-modal system so that no subgroup is excluded

Goals

In April 1984, the Special Needs Transportation Advisory Committee recommended the following goals to the Tri-Met Board:

1. Establish a standing committee on special needs transportation.
2. Develop an independent, annual program and financial audit of all Tri-Met special needs transportation services.
3. Consolidate all Tri-Met special needs transportation staff and budget resources.
4. Examine the feasibility of using a paratransit corporation to broker all special needs transportation services.
5. Retain the optimum number of fixed-route accessible routes (up to 11 -- not less than four) using the more reliable ADB lift-equipped buses.
6. Establish a two-year experiment providing alternative demand/response service along the routes served by the articulated buses. When the experiment begins, eliminate lift use on the articulated buses.
7. Paratransit service:
 - a. Continue Tri-County LIFT program.
 - b. Evaluate the following experiments:
 - corridor service
 - rapid response, taxi-type service to supplement both the Tri-County LIFT program and corridor service
 - increased use of volunteers
 - c. Examine cutting the Tri-County LIFT program prior notice requirement to 24 hours or less.
 - d. Examine establishment of a computerized dispatch system for the Tri-County LIFT program.
8. To increase community accessibility, Tri-Met will work cooperatively with the cab companies to make accessible cabs (accessible without transferring) available at the same fare charged non-disabled users. Tri-Met will look into availability of federal grant money to assist in the purchase of accessible taxis.
9. Establish wayside lifts at all Banfield light rail stations. The standing committee should study the feasibility of high platform access for all future light rail stations.
10. Establish 16-hour daily special needs transportation non-recorded telephone service (to include a TTY system

for people who are hearing impaired) subcontracted for times other than regular Tri-Met business hours.

11. Seek additional and/or alternative funding specifically for special needs transportation programs (over and above the 3 percent proposed federal requirement):
 - a. Consider an increased fare for Honored Citizens not to exceed \$.10 which is within the federal guidelines.
 - b. Consider a standardized Tri-County LIFT fare of \$.50.
 - c. For the purposes of continuity and consistency, Tri-Met will explore the establishment of an ongoing, dedicated source of funding for the special needs transportation program.
12. In cooperation with people who use wheelchairs and other mobility aids, improve securement systems on all vehicles.

In July 1984, the Tri-Met Board adopted the foregoing as policies and also resolved that, until a dedicated source of special needs transportation funding is secured, Tri-Met's annual funding of all SNT services shall not exceed 3.5 percent of Tri-Met's total annual operating budget.

Current Service

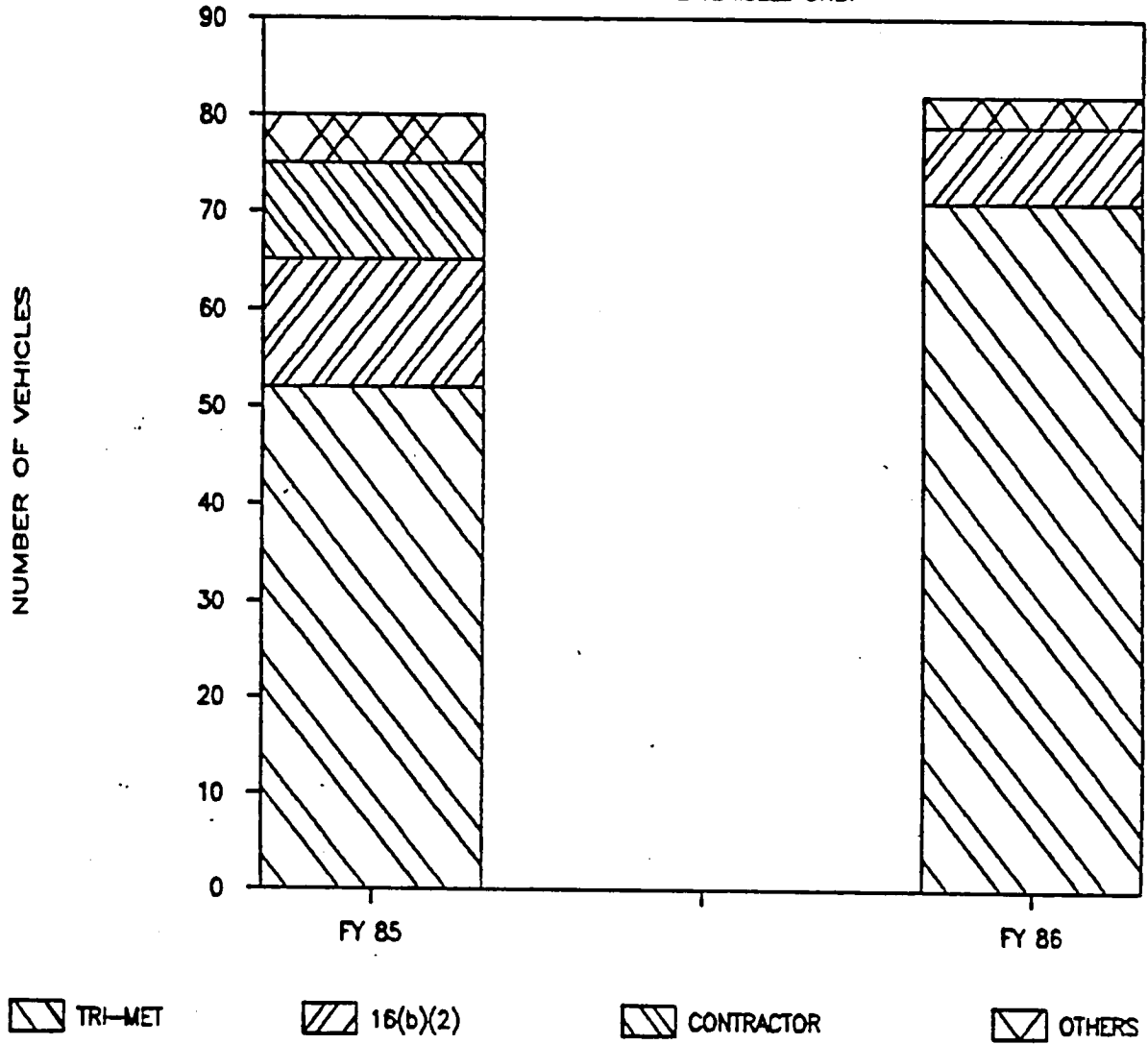
Fixed rate accessibility is presently provided by 121 lift-equipped buses operating on approximately 25 percent of the Tri-Met routes. LIFT Program (subcontracted door-to-door) service is provided by approximately 80 vehicles -- 54 of these vehicles are owned by Tri-Met with the remaining provided by contractors or agencies receiving rides. It is Tri-Met's goal to ultimately provide all vehicles to reduce the cost of service purchased through the subcontractors.

An ongoing Committee on Accessible Transportation (CAT) is meeting at least monthly to review service provided and consider policy changes to produce higher efficiency and/or quality.

RB/srs
3139C/411-2
03/21/85

OWNERSHIP OF LIFT PROGRAM VEHICLES

OPERATIONAL VEHICLES ONLY



TRI-MET LIFT FLEET FOR FY 84-85

No. Units	Make	Model	Year	Average Mileage	Ownership Status	Retirement Date	
1	Dodge	Van	75	NA	SMS	FY86	
2	Dodge	Van	75	NA	Loaves & Fishes	FY86	
1	Carpenter	Mini-bus	75	NA	SMS	FY87	
1	Carpenter	Mini-bus	75	NA	Hillsboro Center	FY87	
15	Mercedes	309D	76	100,000	Tri-Met	FY85	Retired
1	Dodge	Van	77	NA	16(B)(2)	FY85	Retired
1	Dodge	Van	77	NA	SMS	FY86	
1	Plymouth	Van	77	NA	16(B)(2)	FY86	
1	Plymouth	Van	77	NA	Loaves & Fishes	FY86	
2	Dodge	Van	78	NA	SMS		
1	Ford	Van	79	147,000	Tri-Met	FY86	
1	Wide One	Van	79	NA	Tri-Met	FY86	
1	Chev	Van	80	NA	Loaves & Fishes		
4	Plymouth	Van	80	80,000	16(B)(2)	FY86	
2	Ford	Van	80	80,000	16(B)(2)	FY86	
2	Wide One	Van	80	65,000	16(B)(2)	FY87	
1	Superior	Transliner	80	20,000	Tri-Met	FY88	
1	Wide One	Van	81	80,000	16(B)(2)	FY88	
1	Wide One	Van	82	80,000	SMS	FY88	
6	Thomas	Mighty Might	82	60,000	Tri-Met	FY88	
1	Ford	Van	82	NA	SMS	FY88	
16	Flxette	103MN	83	20,000	Tri-Met	FY88+89	
5	Flxette	103MN	83	20,000	Sect. 18	FY88+89	
4	Wide One	Van	83	8,000	16(B)(2)	FY89	
1	Wide One	Van	84	NA	SMS	FY86	
15	Flxette	103MN	84	15,000	Tri-Met	FY90	
8	Carpenter	Cadet	84	10,000	Tri-Met	FY90	

PRESENT TOTAL