

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING)	RESOLUTION NO. 86-639
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. Volunteers of America	\$28,180/\$7,045
b. Lambert House	\$19,784/\$4,944
c. Colton Senior Citizens, Inc.	\$14,490/\$3,623
d. Waverly Children's Home	\$56,912/\$14,228
e. Gladstone Senior Center	\$14,770/\$3,693
f. Albertina Kerr Center for Children	\$33,600/\$8,400
g. Loaves & Fishes, Inc.	\$63,840/\$15,960
h. Reach Center for Children	\$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 22nd day of April, 1986.


Richard Waker, Presiding Officer

SH/srs
5351C/411-4
04/10/86

CONSIDERATION OF RESOLUTION NO. 86-639 FOR THE
PURPOSE OF AUTHORIZING FEDERAL FUNDS FOR EIGHT
16(b)(2) SPECIAL TRANSPORTATION PROJECTS AND
AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM

Date: March 19, 1986

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. 86-639.

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 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.	Volunteers of America	1 7-passenger mini-van 1 10-16 passenger van Miscellaneous items	\$28,180/ 7,045
b.	Lambert House	1 10-16 passenger van Miscellaneous items	\$19,784/ 4,944
c.	Colton Senior Citizens	1 10-16-passenger van Miscellaneous items	\$14,490/ 3,623
d.	Waverly Children's Home	2 15-passenger vans 1 12-passenger van 2 7-passenger vans	\$56,912/ 14,228
e.	Gladstone Senior Center	1 15-passenger van Miscellaneous items	\$14,770/ 3,693
f.	Albertina Kerr Center for Children	2 10-16 passenger vans Miscellaneous items	\$33,600/ 8,400
g.	Loaves & Fishes	2 17-30-passenger buses	\$63,840/ 15,960
h.	Reach Center for Children	1 10-16 passenger van	\$11,400/ 2,850

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 86-639.

SH/srs
5351C/411-4
04/10/86

TRI-MET LETTER OF SUPPORT

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 SE 17th AVENUE
PORTLAND, OREGON 97202

RECEIVED MAR 19 1986

March 18, 1986.

Andy Cotugno
METRO
2000 S.W. 1st
Portland, Oregon 97201

Dear Mr. Cotugno,

Tri-Met has reviewed public notices for the 1986 16(b)(2) program and, for the programs listed below, determined that Tri-Met is unable to perform the functions the vehicle(s) would provide. Based upon the need and their agreement to coordinate with the LIFT program, Tri-Met supports their applications for funding.

Albertina Kerr Centers for Children
Lambert House Adult Day Care
Reach Center for Children
Volunteers of America of Oregon
Waverly Children's Home
Colton Senior Center
Clackamas Loaves and Fishes
Gladstone Seniors

Sincerely,

Park Woodworth, Manager
Contracted & Accessible Transportation

c. Scott Higgins