

COMMITTEE MEETING TITLE JPACTDATE 7-12-84 7:30 a.m.

NAME

AFFILIATION

M- Dick Pokornowski	City of Vancouver
M- Wes Mylchuck	Wash Co
M- Earl Blumenauer	Multnomah County
M- O'Neen V. O'Neen	Clark Co.
M- JOHN FERRIS	TRI-MET
M- FRED HANSEN	DEQ
M- MIKE LINDBERG	CITY OF PORTLAND
M- RICHARD WAKER	METRO
M- Margaret Weil	Cast Co. Cities
M- Ed Hardt	ODOT
G RICHARD DANIELS	WASH. Co.
AG STEVE DOTTERER	CITY OF PORTLAND
G Ted Spence	ODOT
G Bob Post	TRI-MET
G Bebe Rucker	Mult. Co.
S Peg Henwood	METRO
G- Keith Ahola	WSDOT
G Sarah Salazar	Port of Portland
S Dick Bolen	Metro
S Karen Heckston	"
S Richard Brandman	"
S Keith Lawton	"
S- Andy Costagno	"

COMMITTEE MEETING TITLE IPACT

DATE 7-12-84

NAME

AFFILIATION

G-Howard Harris

DEO

G-Jane Lease

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G-Peter F Fry

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STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. _____ FOR THE
PURPOSE OF AMENDING FY 1983 UNIFIED WORK PROGRAM
AND APPROVING IN CONCEPT THE DEVELOPMENT OF THE
OREGON CITY TRANSIT CENTER

Date: July 17, 1984

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Clackamas County, the city of Oregon City and Tri-Met are currently undertaking a joint planning program to site a parking garage, transit center, and county offices in the downtown Oregon City area. To support the overall redevelopment effort, an urban renewal district has been established.

Total development of this major downtown improvement program has been planned as a concurrent undertaking in order to fully integrate the three major elements. Local match for the transit center will be provided as part of the urban renewal district funding program.

To resolve this and other problems associated with the downtown improvement, the participants have developed a plan of action consisting of the following:

1. Clackamas County is to be the lead agency in overall project development of the downtown improvement. Oregon City and Tri-Met will participate in a support capacity.
2. Preliminary planning and site facility analysis of the transit center will be coordinated by Tri-Met using Section 9 funds programmed under the FY 1983 Unified Work Program (UWP) funds (Resolution No. 84-461).
3. Feasibility analysis, environmental documentation, design, right-of-way and construction of the transit center are to utilize Section 3 "Trade" funds, with the urban renewal district providing the local match.
4. If funding is required for the transit center over and above the currently granted Section 3 "Trade" amount of \$840,140, it will be drawn from the McLoughlin Corridor Transit Improvements Reserve (currently \$1.5 million).

5. Tri-Met is to continue as grant applicant and recipient of UMTA funds for transit center development.

The immediate need addressed by this Resolution is to increase the budget for the Transit Center and TSM Development task in the UWP. This increase is necessary to cover costs for preliminary planning and site selection of the Oregon City Transit Center and changes the UWP task budget (federal) from \$15,392 to \$37,392. This revision, accomplished without changing the UWP total budget, is offset by reductions of other task budgets within the UWP.

Secondary considerations addressed by the Resolution are the endorsement of: 1) the principle of development of the Oregon City Transit Station as a joint development project in conjunction with other elements of the Oregon City urban renewal district, 2) increased funding for project implementation, and 3) use of the McLoughlin Corridor Transit Improvements Reserve (Section 3 "Trade") for the transit center if required.

TPAC has reviewed this project and recommends approval of Resolution No.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No.

COMMITTEE CONSIDERATION AND RECOMMENDATION

BP/srb
1653C/382
07/27/84

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING)	RESOLUTION NO.
FY 1983 UNIFIED WORK PROGRAM AND)	
APPROVING IN CONCEPT THE DEVELOP-)	Introduced by the Joint
MENT OF THE OREGON CITY TRANSIT)	Policy Advisory Committee
CENTER)	on Transportation

WHEREAS, The FY 1983 Unified Work Program (UWP) was amended in April 1984 by Resolution No. 84-461; and

WHEREAS, The UWP as an ongoing planning instrument must, from time to time, be revised to reflect changing task priorities and funding availability; and

WHEREAS, Funding for the preliminary planning of the Oregon City Transit Center needs to be increased to allow development as a joint development project in conjunction with the Oregon City urban renewal district; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District (Metro) endorses the principle of developing the Oregon City transit station in conjunction with the urban renewal plan and recognizes that increased UMTA Section 3 funds from the McLoughlin Transit Improvement Reserve will be necessary.

2. That the Metro Council approves the amendment to increase the FY 1983 UWP task budget (federal) for the Transit Center and TSM Development from \$15,392 to \$37,392.

3. That these actions are consistent with the continuing

cooperative and comprehensive planning process and are hereby given
Affirmative Intergovernmental Project Review Approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1984.

Presiding Officer

BP/srb
1653C/382
07/27/84

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 84-486 FOR THE
PURPOSE OF AMENDING FY 1983 UNIFIED WORK PROGRAM
AND APPROVING IN CONCEPT THE DEVELOPMENT OF THE
OREGON CITY TRANSIT CENTER

Date: July 17, 1984

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Clackamas County, the city of Oregon City and Tri-Met are currently undertaking a joint planning program to site a parking garage, transit center, and county offices in the downtown Oregon City area. To support the overall redevelopment effort, an urban renewal district has been established.

Total development of this major downtown improvement program has been planned as a concurrent undertaking in order to fully integrate the three major elements. Local match for the transit center will be provided as part of the urban renewal district funding program.

To resolve this and other problems associated with the downtown improvement, the participants have developed a plan of action consisting of the following:

1. Clackamas County is to be the lead agency in overall project development of the downtown improvement. Oregon City and Tri-Met will participate in a support capacity.
2. Preliminary planning and site facility analysis of the transit center will be coordinated by Tri-Met using Section 9 funds programmed under the FY 1983 Unified Work Program (UWP) funds (Resolution No. 84-461).
3. Feasibility analysis, environmental documentation, design, right-of-way and construction of the transit center are to utilize Section 3 "Trade" funds, with the urban renewal district providing the local match.
4. If funding is required for the transit center over and above the currently granted Section 3 "Trade" amount of \$840,140, it will be drawn from the McLoughlin Corridor Transit Improvements Reserve (currently \$1.5 million).

cooperative and comprehensive planning process and are hereby given
Affirmative Intergovernmental Project Review Approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1984.

Presiding Officer

BP/srb
1653C/382
08/09/84

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING)	RESOLUTION NO. 84-486
FY 1983 UNIFIED WORK PROGRAM AND)	
APPROVING IN CONCEPT THE DEVELOP-)	Introduced by the Joint
MENT OF THE OREGON CITY TRANSIT)	Policy Advisory Committee
CENTER)	on Transportation

WHEREAS, The FY 1983 Unified Work Program (UWP) was amended in April 1984 by Resolution No. 84-461; and

WHEREAS, The UWP as an ongoing planning instrument must, from time to time, be revised to reflect changing task priorities and funding availability; and

WHEREAS, Funding for the preliminary planning of the Oregon City Transit Center needs to be increased to allow development as a joint development project in conjunction with the Oregon City urban renewal district; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District (Metro) endorses the principle of developing the Oregon City transit station in conjunction with the urban renewal plan and recognizes that increased UMTA Section 3 funds from the McLoughlin Transit Improvement Reserve will be necessary.

2. That the Metro Council approves the amendment to increase the FY 1983 UWP task budget (federal) for the Transit Center and TSM Development from \$15,392 to \$37,392.

3. That these actions are consistent with the continuing

5. Tri-Met is to continue as grant applicant and recipient of UMTA funds for transit center development.

The immediate need addressed by this Resolution is to increase the budget for the Transit Center and TSM Development task in the UWP. This increase is necessary to cover costs for preliminary planning and site selection of the Oregon City Transit Center and changes the UWP task budget (federal) from \$15,392 to \$37,392. This revision, accomplished without changing the UWP total budget, is offset by reductions of other task budgets within the UWP.

Secondary considerations addressed by the Resolution are the endorsement of: 1) the principle of development of the Oregon City Transit Station as a joint development project in conjunction with other elements of the Oregon City urban renewal district, 2) increased funding for project implementation, and 3) use of the McLoughlin Corridor Transit Improvements Reserve (Section 3 "Trade") for the transit center if required.

TPAC and JPACT have reviewed this project and unanimously recommend approval of Resolution No. 84-486.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 84-486.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On August 6, 1984, the Regional Development Committee voted to forward this Resolution to the Metro Council without a recommendation. Concerns were expressed about the specific details of the downtown Oregon City urban renewal plan and the Committee requested the attendance of a local representative to respond to questions at the Council meeting.

BP/srb
1653C/382
08/09/84

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. _____ FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION
IMPROVEMENT PROGRAM TO INCLUDE TWO NEW TRI-MET
PROJECTS--SPECIAL MARKETING MATERIALS FOR
NON-ENGLISH SPEAKING RIDERS AND SPECIAL NEEDS
TRANSPORTATION DISPATCH CENTER ASSESSMENT

Date: July 18, 1983

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Approve the Resolution to add two new projects utilizing Urban Mass Transportation Administration (UMTA) Section 4(i) funds. The projects proposed for inclusion are:

Special Marketing Materials for Non-English Speaking Riders - The major activity of this project would be the development of phonetic and pictographic brochures through the services of a consultant skilled in phonetics. The brochures would cover fare structure and payment, reading of bus stop signs and schedules, boarding, deboarding and riding rules, and use of Transportation Guide and map.

Federal	\$14,250
Tri-Met	<u>4,750</u>
Total	\$19,000

Special Needs Transportation (SNT) Dispatch Center Assessment - This project would 1) assess the need for a dispatch center which would use a computer to assist in the scheduling of taxis, para-transit vehicles and other transportation services, 2) determine hardware and software available and appropriate to serve the need, 3) determine the most effective operating structure, and 4) develop a budget for creation and operation of the recommended center.

Federal	\$12,750
Tri-Met	<u>4,250</u>
Total	\$17,000

Background

Tri-Met is requesting that new projects be added to the

Transportation Improvement Program (TIP) utilizing UMTA Section 4(i) funds. Section 4(i) is a discretionary funding category for demonstration projects for "Innovative Techniques and Methods in the Operation and Management of Transit."

TPAC has reviewed this project and recommends approval of Resolution No.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No.

COMMITTEE CONSIDERATION AND RECOMMENDATION

BP/srb
1654C/382
07/27/84

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO.
TRANSPORTATION IMPROVEMENT PROGRAM)	
TO INCLUDE TWO NEW TRI-MET)	Introduced by the Joint
PROJECTS--SPECIAL MARKETING)	Policy Advisory Committee
MATERIALS FOR NON-ENGLISH SPEAK-)	on Transportation
ING RIDERS AND SPECIAL NEEDS)	
TRANSPORTATION DISPATCH CENTER)	
ASSESSMENT)	

WHEREAS, Through Resolution No. 83-430, the Council of the Metropolitan Service District (Metro) adopted the Transportation Improvement Program (TIP) and its FY 1984 Annual Element; and

WHEREAS, Tri-Met has initiated an amendment to the TIP to include an Urban Mass Transportation Administration (UMTA) grant application for two new projects; and

WHEREAS, The projects will aid in Tri-Met's continuing commitment to address the transit disadvantaged; and

WHEREAS, The noted projects will use UMTA Section 4(i) funds; now, therefore,

BE IT RESOLVED,

1. That the TIP and its Annual Element be amended to include the following projects:

Special Marketing Materials for non-English
Speaking Riders

Federal	\$14,250
Tri-Met	4,750
Total	<u>\$19,000</u>

Special Needs Transportation (SNT) Dispatch
Center Assessment

Federal	\$12,750
Tri-Met	4,250
Total	<u>\$17,000</u>

2. That the Metro Council finds the projects 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 _____ day of _____, 1984.

Presiding Officer

BP/srb
1654C/382
07/27/84

STAFF REPORT: FINAL REPORT OF THE
SPECIAL NEEDS TRANSPORTATION ADVISORY COMMITTEE

I. INTRODUCTION

The Final Report of the Special Needs Transportation Advisory Committee provides for a balanced approach to transportation for the elderly and handicapped. The key to the Committee's recommendations is their desire to see the continuation of both fixed route accessible service and door-to-door, demand responsive type transportation.

A second major tenet of the report is the recommendation for a standing advisory committee to guide the staff on policy and day to day operational decisions on special needs services.

The staff concurs with both of these approaches and recommends acceptance of the Report in its entirety, with instructions to proceed with implementation.

II. RECOMMENDATIONS

1. Establish a standing committee and assure a smooth transition from the Special Needs Transportation Advisory Committee.

The Committee strongly recommended the establishment of an on-going advisory committee made up of a majority of disabled consumers to review policy, budgetary and operational decisions related to special transportation.

The on-going committee would have a big role in decisions such as the evaluation of the experimental programs recommended in the report and the addition of new accessible light rail stations.

The staff agrees with this recommendation so that consumers who use special needs transportation (SNT) will have a major role in determining the nature of those services.

2. Develop an independent, annual, program and financial audit of all Tri-Met special needs transportation services; scope and methodology to be decided by the standing committee.

A number of program and fiscal audits of the LIFT Program have taken place over the eight years of its existence. These audits have not necessarily been done yearly and, thus, comparisons between subcontractors is difficult.

The staff agrees that the program has reached the size and maturity that makes it desirable to formalize a regular evaluation process. An on-going committee can appropriately determine the depth of this process, recognizing that monies spent for auditing will be unavailable for the provision of direct services.

3. Consolidate all Tri-Met special needs transportation staff and budget resources.

Staff and budgets related to special needs transportation are presently located in several areas of the Tri-Met structure. Costs of accessibility have been measured against other activities of each department but not necessarily against other types of accessibility. Consequently, no priorities for increased or decreased spending are developed between longer information hours, driver training on lifts, increased maintenance on lifts or additional LIFT Program service.

The Committee has recommended that an on-going committee compare all the different methods of improving service in the context of the total amount of SNT funding and that special transportation be managed by a single entity.

The staff concurs with this recommendation, although we do not anticipate any savings in administration. Consolidation of the SNT budget could be achieved in FY 86.

4. Direct the standing committee to examine the feasibility of using a paratransit corporation to broker all special needs transportation.

Transit districts that wish to provide some level of paratransit service can do so in one of three main ways. The transit district can (1) provide all the management and service itself, (2) provide the planning and management itself but subcontract out the direct provision of service, or (3) subcontract out all the related activities.

Tri-Met presently operates under the second description but, as far back as the 1979 SNT-PAC Committee, recommendations have been made that consideration be given to subcontracting all special transportation activities, including policy setting and planning. While there are positive and negative aspects to any structure used, the staff agrees that it is a ripe subject for review.

5. Retain the optimum number of fixed-route accessible routes (up to eleven; not less than four) using the more reliable ADB lift-equipped buses. These and future additional routes are to be determined by the Accessible Service Consumer Group (ASCG) or the recommended standing committee.

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.

The Committee has recommended replacing fixed-route accessible service with demand responsive service on those routes currently served by the articulated buses. There would be no change in accessible service on routes served by the ADB's.

The impetus behind this recommendation was the attested unreliability of the lift devices on articulated buses, and the expense of retrofitting the vehicles with new lifts.

In public testimony, the Committee heard horror story after horror story of transit handicapped users stuck for several hours until an articulated bus with a working lift finally appeared. The artic lifts require continuous and costly repair and they are complicated and finicky to operate. The articulated buses themselves are also often in the shop for non-lift related repairs.

In contrast, the ADB lifts are highly reliable, but, because of the load factors, cannot be used in place of articulated buses.

Faced with two choices, either replacing the articulated lifts with more reliable equipment at a cost of \$1.3 million (87 X \$15,000), or replacing articulated service with alternative service, the staff agrees with the Committee's decision to choose the latter.

In carrying out the recommendation, Tri-Met would divert the approximately \$100,000 it is spending annually on maintenance of the articulated lifts to an experimental curb to curb service along the accessible routes now served by the artics. This would be a van or taxi-type service, boardable at any location along the route and available within an hour by a phone call.

A two year experiment will allow Tri-Met and the advisory committee an opportunity to examine the ridership, the quality and the cost efficiency of the new service. It is important that such an experiment be undertaken prior to any future decision on new bus purchases.

The elimination of articulated bus lifts in accessible service would be contingent upon the implementation of alternative service.

7. Paratransit Service:

a. Continue Tri-County LIFT Program

The staff concurs with the recommendation to continue the LIFT Program in view of the general satisfaction of the riders, the low cost per ride (compared with other alternatives), and the high level of financial involvement by other local agencies.

Of the 10,000 persons in this community who cannot use public transit without assistance, 7,200 are dependent upon door-to-door service, either because they are too far from a bus stop, or the nature of their handicap is such that lifts are not usable. Thus, doing away with paratransit in favor of increased fixed-route service, would leave the majority of transit handicapped persons unserved.

b. Direct the standing committee to work cooperatively with Tri-Met to develop and 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

Again, the staff agrees with the Committee in recommending that various types of paratransit service and various mixtures of service be experimented with in order to come up with an optimal service design.

The major complaints about the LIFT Program are the 48 hour advance notice requirement, the trip purpose restrictions, and weekday only operating hours. While there is no argument that these restrictions are inconvenient for those wishing to travel on spur of the moment, they also make the grouping of rides and the low cost per ride of the LIFT Program possible. Any decrease in the advance notice cuts down on the ability to preschedule rides, and will cut down on the total number of rides provided. The question to be faced by the on-going committee is whether the decrease in advance notice time is worth the decrease in the number of rides.

A similar trade off arises with the implementation of corridor service in place of door-to-door service. While corridor service provides no-notice transportation, it only serves those persons residing within the designated corridor. Again, these trade offs need to be the subject of experimentation and evaluation by the users of the service.

With respect to volunteers, it is clear that the biggest cost item in providing transportation service is the cost of drivers. Tri-Met staff agrees with the Committee's recommendations that volunteers should be used to the fullest extent possible. However, we caution that volunteer services are extremely difficult to coordinate with any degree of reliability.

8. To increase community accessibility, Tri-Met should work cooperatively with the cab companies to make accessible cabs (accessible without transferring) available at the same fare charged non-disabled users. Tri-Met should look into availability of Federal grant money to assist in the purchase of accessible taxis.

Tri-Met staff agrees that everything possible must be done to make the existing cab companies accessible to wheelchair users at all times. The Tri-Met budget for FY 85 includes the purchase of 20 accessible vehicles for use by cab companies; the local match to be provided by the cab companies. Additionally, a grant to study a joint dispatch arrangement to the SNT program and the cab companies has received preliminary approval from UMTA.

9. Establish wayside lifts at four Banfield Light Rail stations with the option to add accessibility to all stations later. Supplement with back-up feeder service. The location of the four stations would be determined by the Accessible Service Consumer Group or the standing committee. The standing committee should study the feasibility of high platform access at three additional Banfield Light Rail stations and all future light rail.

This recommendation was reached in view of the high cost of construction and annual maintenance of the wayside lifts, the potential and unknown operational problems with the lifts, and the concerns of the Committee over Tri-Met's decision to use wayside lifts instead of high platform loading.

Approximately \$1.7 million is currently budgeted for wayside lifts at all 25 Light Rail stations. On an annual basis, including maintenance, this adds up to between \$280,000 and \$370,000, depending on the reliability of the lift.

Because the proposed federal regulations require a transit system to add capital cost, (even federal dollars), into the calculation of what is spent on transportation for the disabled, this full amount would be subtracted from the 3% level Tri-Met is now spending on all special needs services. In essence, the addition of wayside lifts will require cuts in door-to-door service unless total spending on special needs transportation is increased.

From an operational standpoint, it is estimated that conservatively, there will be a three minute delay with each boarding or debording of a person in a wheelchair. With 5 - 7 minute headways in the peak, there is great concern that wheelchair boardings will delay service the entire length of the light rail. Tri-Met has already had to suspend use of accessible bus stops on the Mall during evening peak hours because of a similar problem.

As the number of wheelchair boardings on the light rail increases, the cost per ride comes down; but, the cumulative effect of numerous 3-minute delays would have a tremendous impact on the entire line. Thus, with light rail, you face the ironic possibility that the more successful the accessible service, the more unreliable the rest of the system becomes.

Another operational factor in the Committee's decision was the untested nature of the wayside lifts. The light rail staff is confident that the wayside lifts are simple devices, and they are working out the bugs early. However, the wayside lifts are still a prototype in the industry.

The staff concurs with the Committee's recommended phasing of light rail accessibility. Equipping four or five major stations with wayside lifts would give the community first hand experience with loading delays, lift reliability, and, to some extent, ridership. Because all conduit, pad and electrical work is already in place for lifts at all 25 stations, and because we can negotiate a good option price from the lift manufacturer, a decision by the advisory committee to add wayside lifts at a future date would not be significantly more expensive.

Note also that the Committee has recommended feeder service along the length of the light rail line, similar to the alternative service proposed for the articulated bus routes. This feeder service would transport disabled persons to accessible stations from any stations not originally equipped with wayside lifts.

The recommendation of the Committee to experiment with high platforms followed disagreement from some Committee members over Tri-Met and the local jurisdictions' decision to go with wayside lifts. The staff agrees that a study of ramp boarding devices by the on-going committee as an alternative to wayside lifts would be helpful in determining the relative reliability and maintenance costs of the two approaches.

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.

Currently, Tri-Met's Special Needs Information Number is available week days, 8:30am - 4:30pm. This has caused concern within the blind community which is dependent upon the phone for bus information.

The recommendation of the Committee is for Tri-Met to provide special needs information 16 hours daily with subcontracted operators. The number of calls per day in evenings and weekends does not warrant the cost of a full time operator, but an answering service is likely to be cost effective.

While the staff agrees with the Committee's recommendation, the current labor contract prohibits the contracting out of an otherwise union job. We would recommend, however, that this be the subject of some negotiation with union officials, or the subject of discussion in the upcoming labor contracts.

11. Seek additional and/or alternative funding specifically for special needs transportation program (over and above the 3% Federal requirement).

Part of the charge of the Board to the Committee was to explore additional funding for special transportation services. While the Committee did not spend a great deal of time on this portion of the charge, it did open three areas for consideration.

- a. Consider an increased fare for Honored Citizens not to exceed \$.10 which is within the Federal guidelines.

The \$.10 increase in the Honored Citizen fare was perhaps the most controversial of the three options. While the Committee was aware of strong opposition to an increase in some circles, it was thought that earmarking the additional funding for increased service to seniors and the disabled might mitigate some of the opposition.

Tri-Met is currently empowered under both state and federal law to charge seniors up to half fare during off peak hours. A \$.10 increase in the senior fare would increase Tri-Met annual revenues by \$200,000. Any decision to increase senior fares would be open to intense public comment.

b. Consider a standardized Tri-County LIFT fare of \$.50.

LIFT fares are presently the same as Tri-Met fares, ranging from \$.25 to \$1.25. This causes confusion for passengers/drivers because the LIFT does not operate on regular routing. Standardizing the fare at \$.50 would be more convenient for passengers and operators alike. The consistent application of a standard fare will result in approximately \$30,000 in additional revenues and will allow us to counteract inflation and keep service at the existing level. The staff supports a public hearing on this issue.

c. For the purpose of continuity and consistency, Tri-Met should explore the establishment of an on-going, dedicated source of funding for the special needs transportation program.

Option "c" was discussed because of the Committee's recognition of the correlation between the level of elderly and handicapped services and the total Tri-Met budget. There was no consensus among Committee members on which of Tri-Met's revenue powers were the most promising as a stable funding source.

Tri-Met's own studies show, however, that while no increased or new tax source for public transportation has public support, a tax solely for elderly and handicapped transportation would fare better at the polls. Moreover, the amount of tax that would be required to support the current level of special needs services is small when spread Tri-County wide in an income tax or a property tax.

12. In cooperation with people who use wheelchairs and other mobility aids, improve securement systems on all vehicles.

To ride a lift equipped vehicle, the passenger's wheelchair wheel must lock into a wheel clamp for safety reasons. There is no universal, safe, easy to operate, "one size fits all" securement for the varied types of wheelchair wheels. Many people cannot use fixed-route lift equipped buses for the simple reason that the wheel of their chairs will not lock into the clamp provided.

There is also disagreement over whether wheelchair clamps are necessary at all, particularly on light rail vehicles.

The staff estimates that it would cost approximately \$35,000 to add a seatbelt-type securement to all 162 lift-equipped buses. We agree with the Committee that all decisions in this area should be made with the help of the on-going advisory committee.

III. BACKGROUND

A. Federal 504 Regulations:

In July of 1981, by order of the Washington D.C. Circuit Court of Appeals, the U.S. Department of Transportation revised its regulations on transportation of the handicapped. DOT redrafted its policies to coincide with earlier regulations requiring that transit systems make "special efforts" to provide services for the handicapped. It stated also that the decision as to how those special efforts were made was a matter for local decision making.

This is a departure from the 1979 regulations in effect at the time of the purchase of Tri-Met's articulated buses, the ADB's and approval of the light rail. At that time, all new bus purchases and rail starts were required to be accessible.

The new draft regulations require that, among other things, transportation be provided to the handicapped at comparable fares, within the same service area, within the same hours and with a reasonable waiting period. The transit system need not, however, spend more than 3% of its total operating budget on handicapped services even if the above criteria is not met.

While these new regulations are in draft form only, there is little anticipation that more than minor modifications will be made.

B. Transit Handicapped Population:

Approximately 1%, or 10,000 persons in the tri-county area cannot use public transportation without special assistance. These persons for the most part include the mobility impaired, the frail elderly and the mentally disabled. Approximately 72% of these persons are dependent upon door-to-door transportation.

It is also important to note that the majority (60%) of all transit handicapped persons are elderly.

C. Existing Tri-Met Special Needs Transportation Services-

1. The LIFT (door-to-door van service)

The LIFT service is available for Tri-County residents who are physically or mentally disabled and unable to use Tri-Met's regular bus system. This service is coordinated by Tri-Met and contracted out to three major transportation providers. Supplemental service is provided by taxis.

The annual Tri-Met operating budget for the LIFT is \$2 million with \$450,000 of that budget coming as reimbursement from other Social Service agencies. The LIFT program provides approximately 25,000 rides per month to disabled citizens. The average cost per ride of the LIFT service is approximately \$5.50.

The service operates weekdays only from 7:00am to 6:00pm. A 48-hour notice is required for LIFT rides and trips are prioritized work/school, medical, shopping and recreation.

2. Fixed-Route Accessible Service

Tri-Met currently has 162 lift-equipped buses (1/4 of the fleet) on eighteen lines. An average of 33% of the stops on any one line are accessible because of city/county regulations on boarding and deboarding in traffic lanes.

Average daily use of the fixed route service is 15 trips per day at a cost of \$110.00 per ride.

3. Honored Citizen Program

70,000 people have applied for and received a Tri-Met Senior Citizen or Disabled Citizen Card. The card entitles these Honored Citizens to a \$.25 all-zone fare weekends and major holidays and during all but four peak hours on weekdays.

A special Tri-Met STAR Card is available to retarded citizens entitling them to the \$.25 all-zone fare at all times.

To further help the Honored Citizen who is transit dependent, Tri-Met provides a \$6.00 Honored Citizen Monthly Pass good for unlimited rides in all zones except peak hours on weekdays.

ATTACHMENTS

SPECIAL NEEDS TRANSPORTATION
ADVISORY COMMITTEE

MARY ALICE FORD	STATE REPRESENTATIVE, WASHINGTON COUNTY; CHAIR
ROBERTA ANDERSON	PORTLAND/MULTNOMAH COUNTY COMMISSION ON AGING
EARL BLUMENAUER	MULTNOMAH COUNTY COMMISSIONER
STAN COX	NATIONAL FEDERATION OF THE BLIND
JAN EISENBEISZ	METROPOLITAN HUMAN RELATIONS COMMISSION
BRUCE ETLINGER	METROPOLITAN SERVICE DISTRICT
JOHN FREWING	TRI-MET BOARD OF DIRECTORS
CARLA GONZALES	MENTAL RETARDATION AND DEVELOPMENTALLY DISABLED PROGRAM
DEL HADLEY	AMALGAMATED TRANSIT UNION
BONNIE HAYS	WASHINGTON COUNTY COMMISSIONER
ACE HARMER	CLACKAMAS COUNTY AAA
BRUCE HARMON	FMC CORPORATION
JOHN HILDNER	DIRECTOR OF DEPARTMENT OF HUMAN RESOURCES
DAVID INGERSON	UNITED CEREBRAL PALSY ASSOCIATION AND ACCESSIBLE SERVICE CONSUMER GROUP
GRETCHEN KAFOURY	CITY OF PORTLAND HUMAN RESOURCES COORD.
MARY RADTKE KLEIN	GRAY PANTHERS
DENNY MOORE	ODOT, PUBLIC TRANSIT DIVISION
CLAYTON NYBERG	WASHINGTON COUNTY AAA
RUSSELL PEYTON	FOUNDING DIRECTOR OF METROPOLITAN HUMAN RELATIONS COMMITTEE
RAY POLANI	CHAIRMAN, CITIZENS FOR BETTER TRANSIT
NANCY RUSSELL YOUNG	DIRECTOR, PROJECT LINKAGE

Service to Transit Disabled Financed by Transit Agency

<u>Transit District</u>	<u>Population</u>	<u>Bus Fleet/</u> <u>Accessible Buses</u>	<u># of one-way rides</u> <u>per year on</u> <u>accessible buses</u>	<u>Accessible</u> <u>Paratransit</u>	<u># of one-way rides</u> <u>per year on</u> <u>accessible paratransit</u>
Portland	1,300,000	660/162	5,500	yes	360,000
Atlanta	2,000,000	755/0	0	yes	14,400
Minneapolis	1,800,000	1,087/0	0	yes	480,000
Cleveland	1,800,000	700/0	0	yes	350,000
Baltimore	1,700,000	900/40	1,000	yes	100,000
Miami	1,600,000	600/0	0	yes	171,600
Denver	1,600,000	775/450	18,250	yes	45,900
Seattle	1,600,000	1,062/572	70,000	outside King County only	26,000
Oakland	1,600,000	850/410	32,760	no	none
Milwaukee	1,400,000	595/0	0	yes	252,000
Buffalo	1,350,000	473/134	1,740	no	none
New Orleans	1,200,000	525/not at this time	0	yes	41,000
San Antonio	1,100,000	478/0	0	yes	119,000
Sacramento	1,000,000	240/23	584	no	none

TABLE II (Total Capital)
Annual Costs LRT Lifts

	<u>25 Stations (60 lifts)</u>		** 4 Stations (10 lifts)	
	<u>Actual Cost</u>	<u>Recoverable Cost</u>	<u>Actual Cost</u>	<u>Recoverable Cost</u>
* Annualized Capital Cost of Equipment				
Wayside Lifts	96,500	58,000	16,075	9,700
Station Facilities	46,000	34,500	7,700	5,750
 Annual Maintenance Cost				
Inspection & Cycling	135,000	135,000		
Shop Repair	<u>95,000</u>	<u>95,000</u>	<u>68,000</u>	<u>68,000</u>
 Total Costs	\$372,500	\$322,500	\$ 91,775	\$83,450

* Assume 13 year life of equipment amortized at 10% interest rate — total capital costs.

** Assume 10 lifts (2 per station and 2 spares)
 Assume 2 mechanics for field/shop repairs
 Assume \$2,500 one year service van and equipment

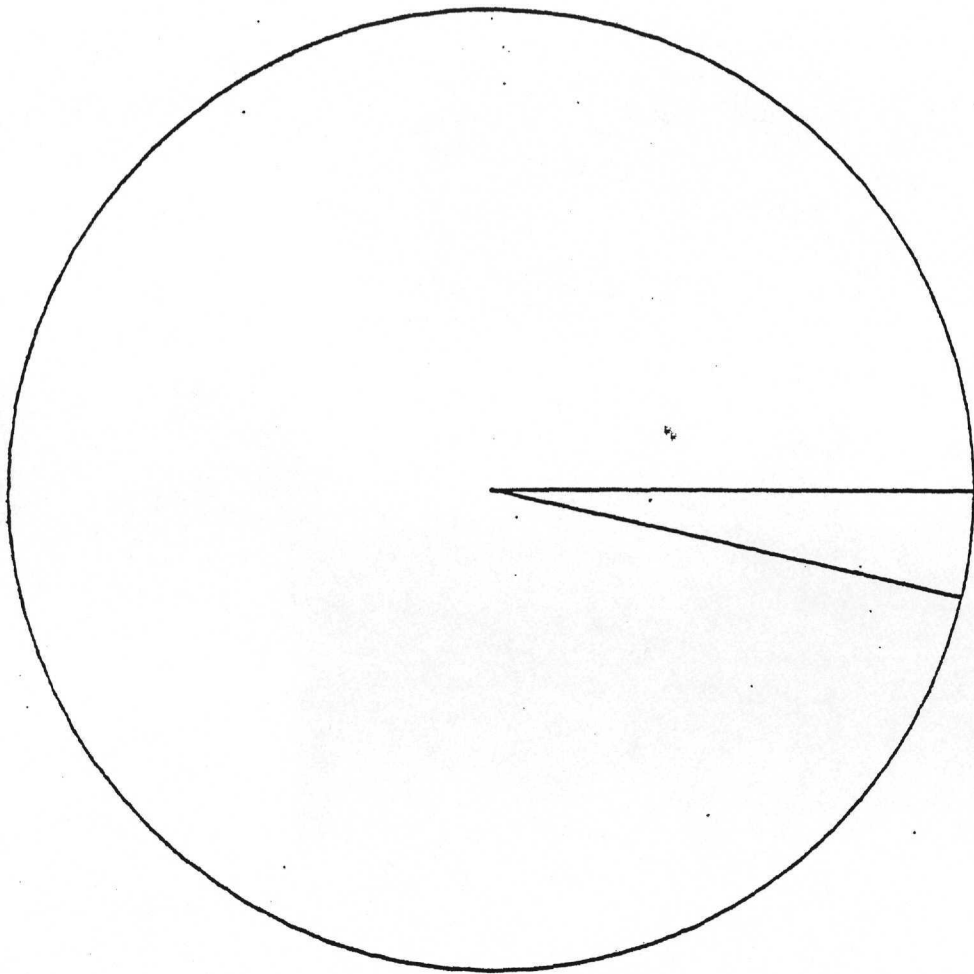
Service to Transit Disabled Finance by Transit Agency

<u>Transit District</u>	<u>Population</u>	<u>Bus Fleet/ Accessible Buses</u>	<u># of one-way rides per year on accessible buses</u>	<u>Accessible Paratransit</u>	<u># of one-way rides per year on accessible paratransit</u>
Portland	1,300,000	660/162	5,500	yes	360,000
Atlanta	2,000,000	755/0	0	yes	14,400
Minneapolis	1,800,000	1,087/0	0	yes	480,000
Cleveland	1,800,000	700/0	0	yes	350,000
Baltimore	1,700,000	900/40	1,000	yes	100,000
Miami	1,600,000	600/0	0	yes	171,600
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San Antonio	1,100,000	478/0	0	yes	119,000
Sacramento	1,000,000	240/23	584	no	none

TRI-MET BUDGET

FISCAL YEAR 1983-1984

OTHER
\$72.300 M
(96.5%)



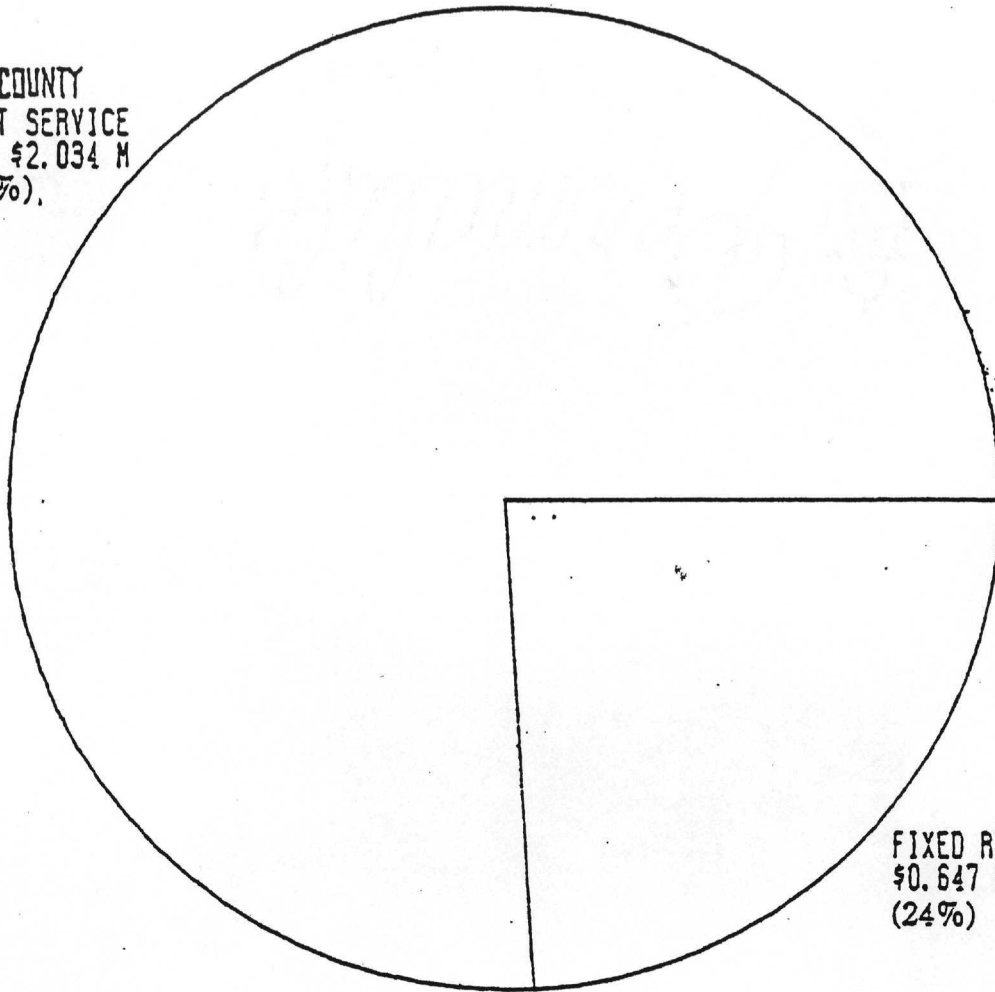
SNT
\$2.674 M
(3.5%)

TOTAL TRI-MET OPERATING BUDGET: \$75 MILLION

SPECIAL NEEDS TRANSPORTATION BUDGET

FISCAL YEAR 1983-1984

TRI-COUNTY
LIFT SERVICE
\$2.034 M
(76%),

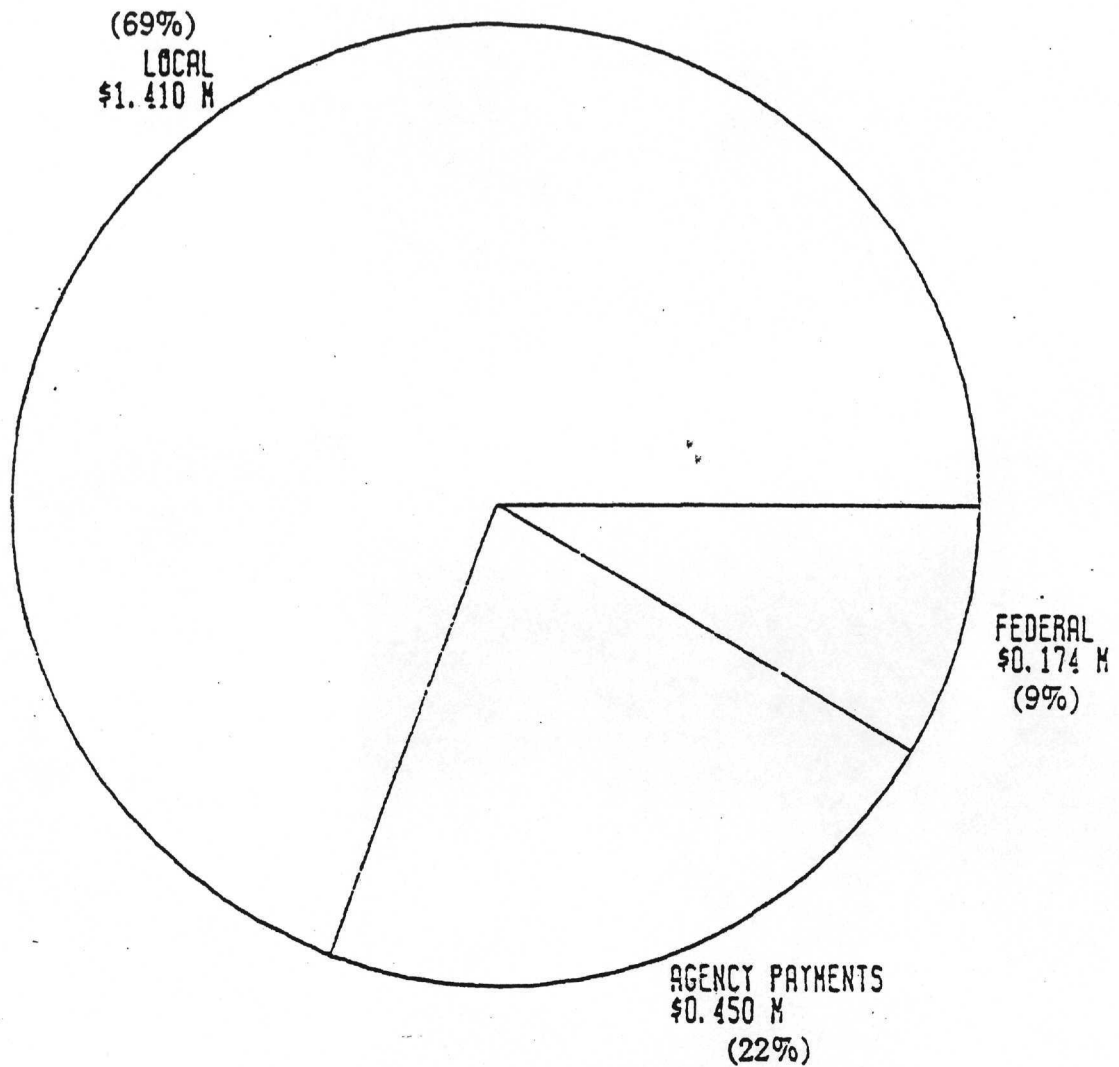


FIXED RATE SERV
\$0.647 M
(24%)

TOTAL BUDGET: \$2.674 MILLION

SPECIAL NEEDS TRANSPORTATION

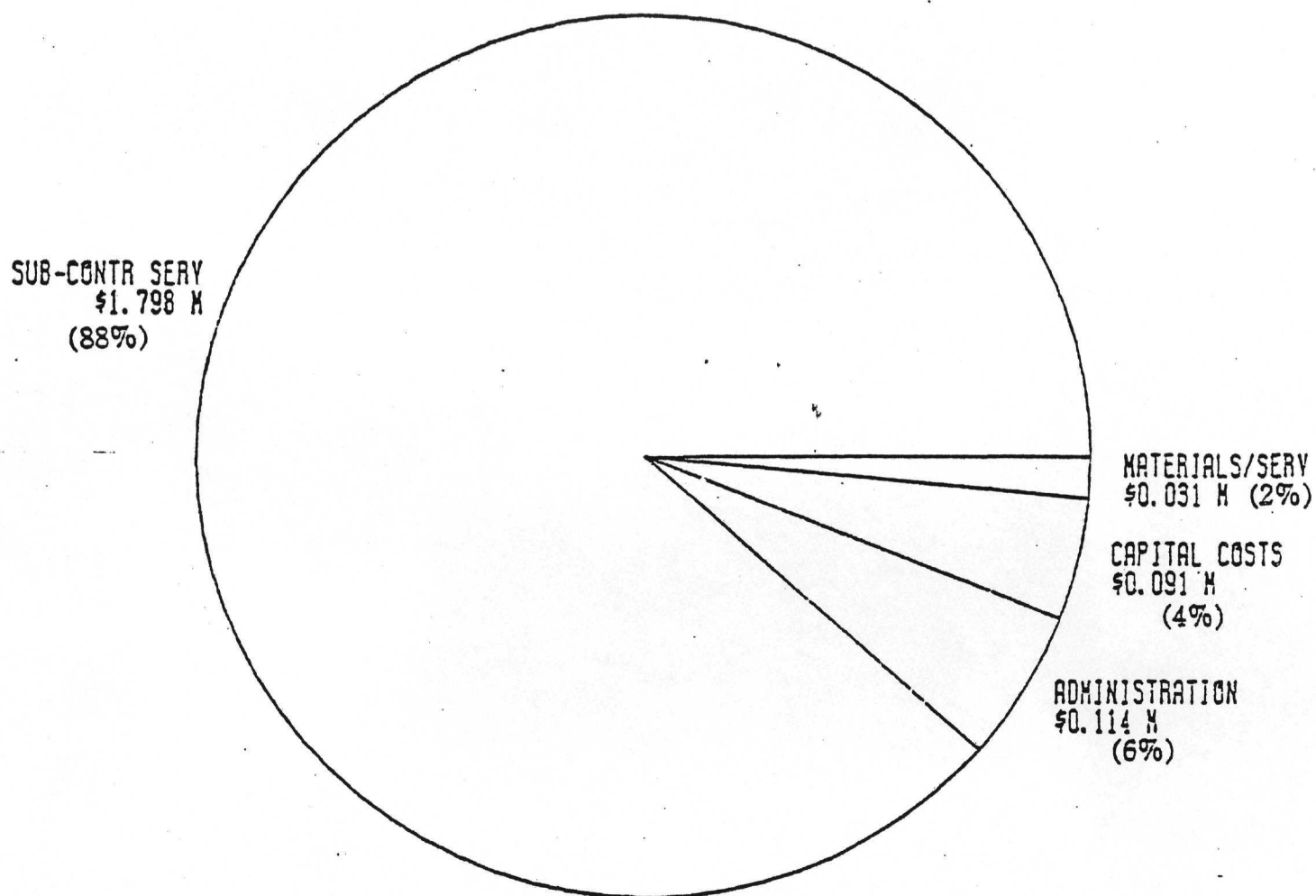
ANNUAL REVENUES
TRI-COUNTY LIFT SERVICE



REVENUE: \$2.034 MILLION

SPECIAL NEEDS TRANSPORTATION

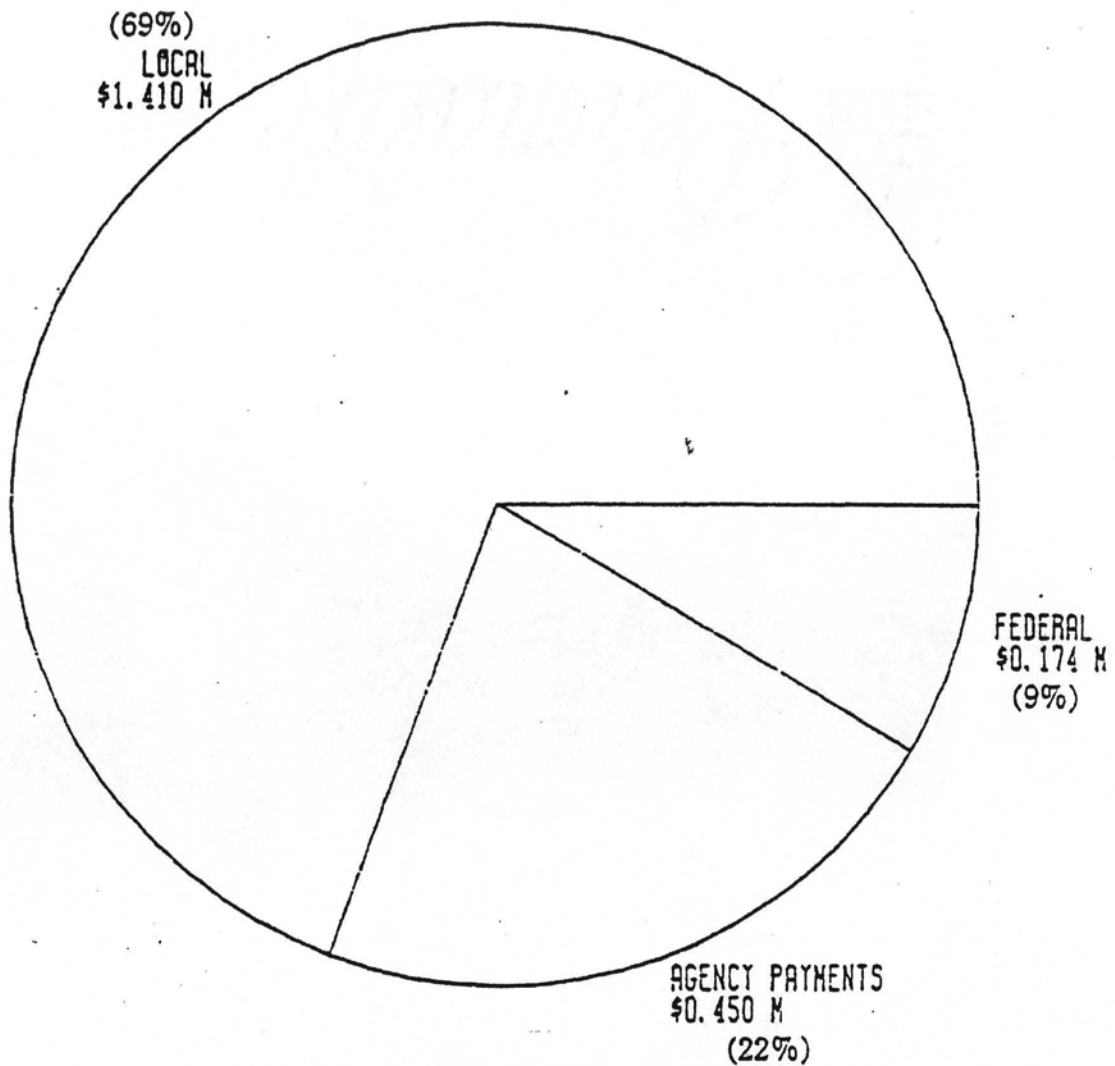
ANNUAL EXPENDITURES
TRI-COUNTY LIFT SERVICE



EXPENDITURES: \$2.034 MILLION
COST PER RIDE: \$5.65

SPECIAL NEEDS TRANSPORTATION

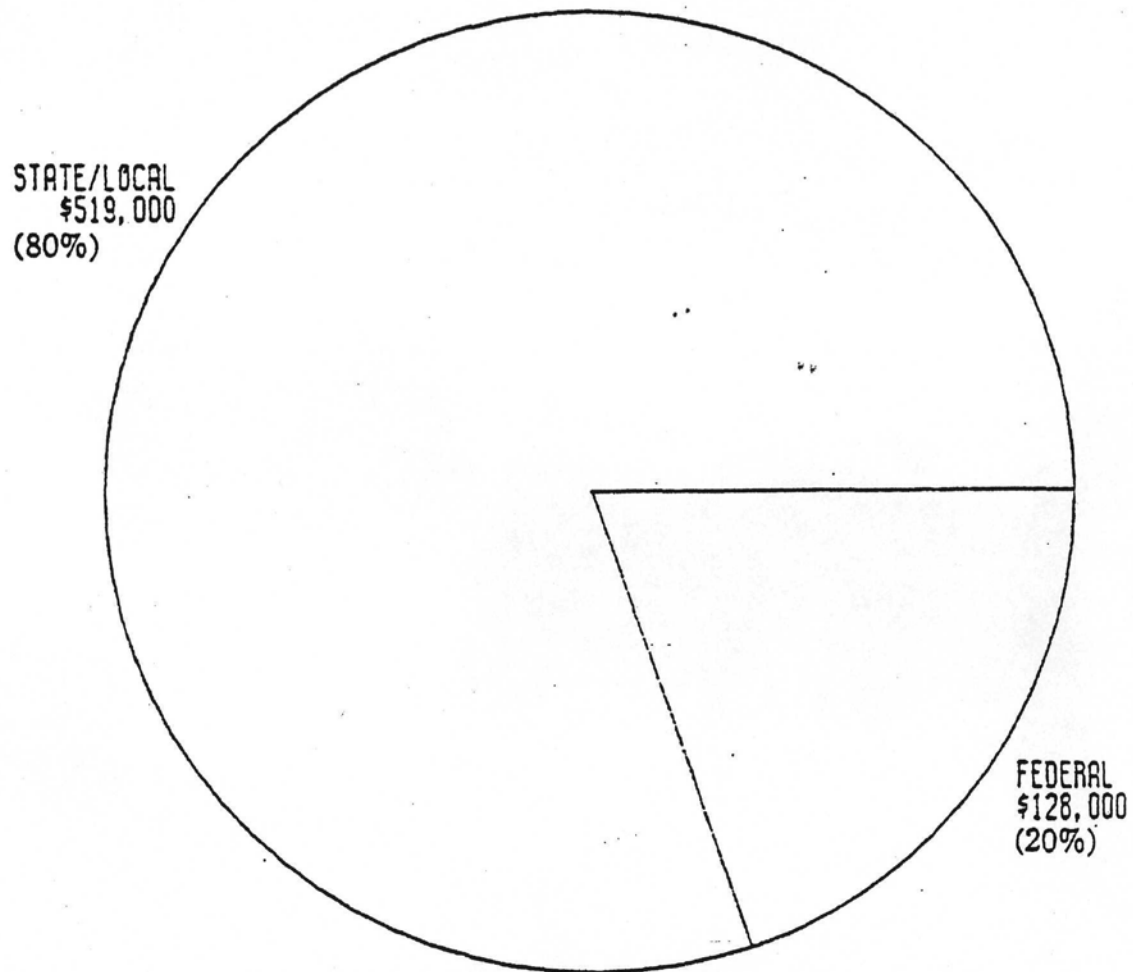
ANNUAL REVENUES
TRI-COUNTY LIFT SERVICE



REVENUE: \$2.034 MILLION

SPECIAL NEEDS TRANSPORTATION

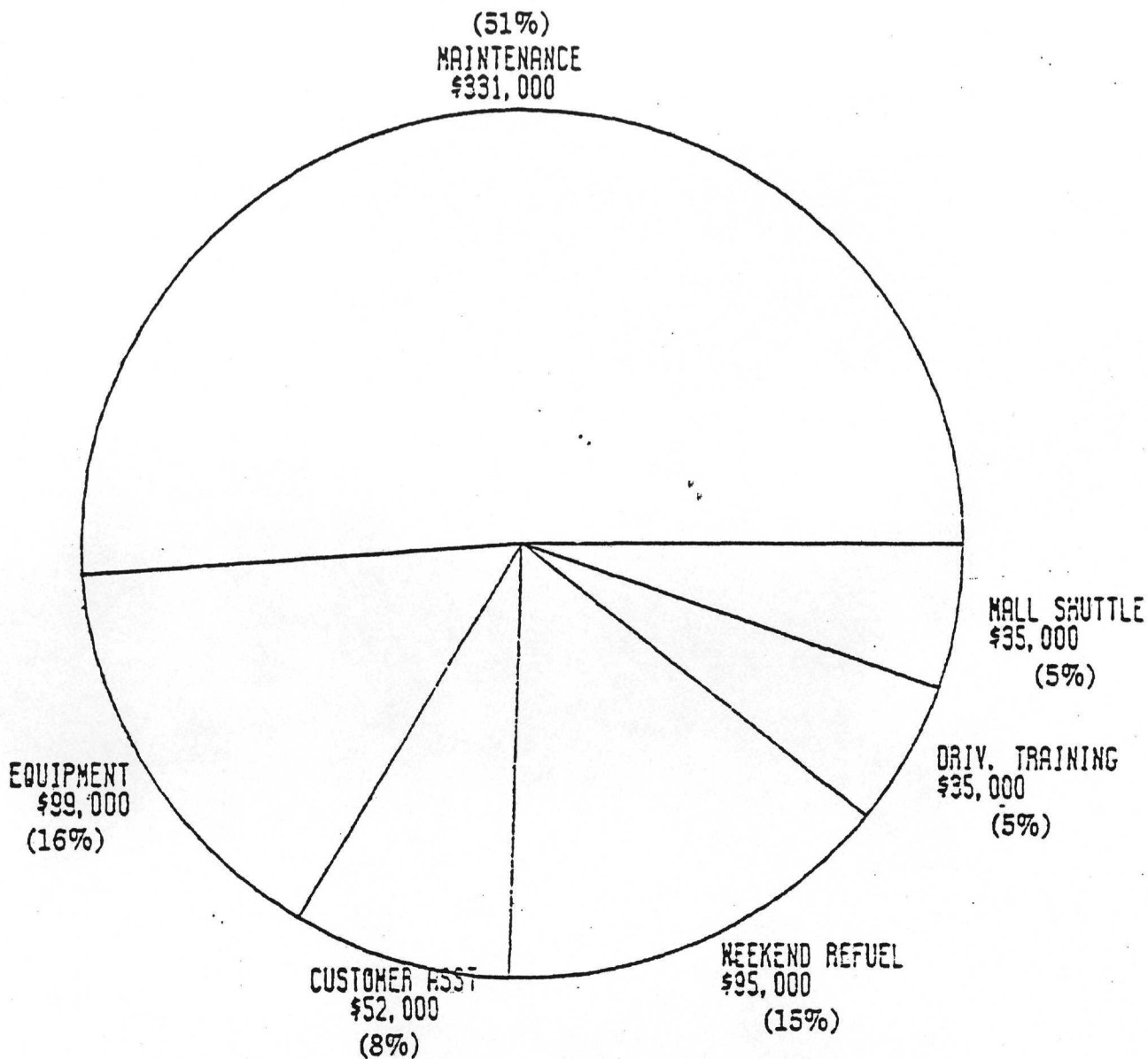
ANNUAL REVENUES
FIXED ROUTE ACCESSIBLE SERVICE



REVENUE: \$647,000

SPECIAL NEEDS TRANSPORTATION

ANNUAL EXPENDITURES
FIXED ROUTE ACCESSIBLE SERVICE



EXPENDITURES: \$647,000
COST PER RIDE: \$110



Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: August 8, 1984

To: JPACT

From:  Andrew C. Cotugno, Transportation Director

Regarding: State Gas Tax Options

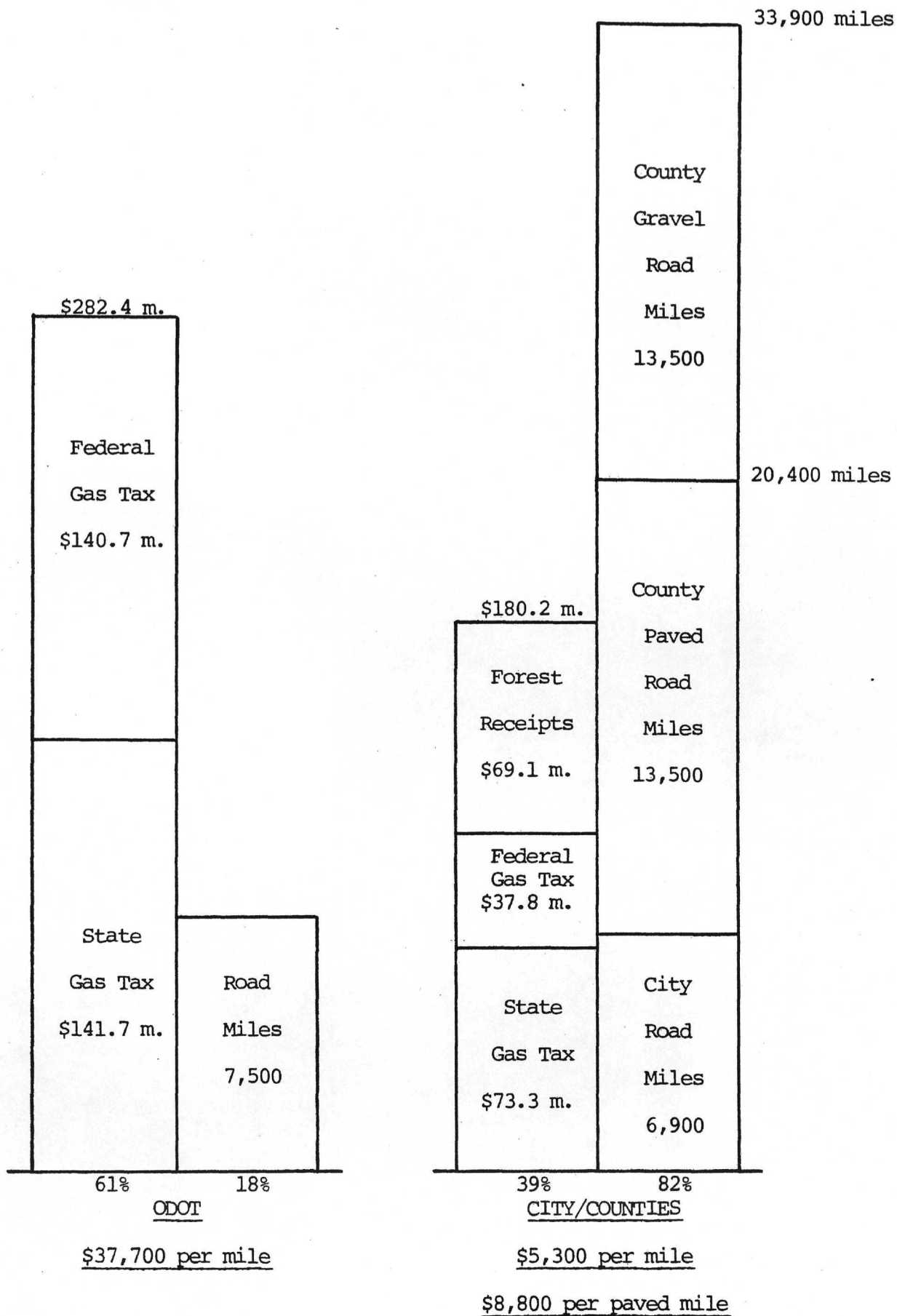
Based upon an evaluation of city and county highway cost and revenue information, it is recommended that JPACT endorse pursuing the following items with the House Task Force on State and Local Road Funding:

- 1) JPACT should conclude the local highway funding needs are significant for both maintenance of the existing system and new construction to support growth and economic development.
- 2) JPACT should concur that a one-cent gas tax proposal dedicated 100 percent to cities and counties is a welcomed step but should conclude that it does not adequately address the local need for maintenance and modernization funds.
- 3) JPACT should support the concept of a \$200 million ODOT modernization program and urge greater emphasis on significant economic development projects on and off the state highway system.
- 4) JPACT should urge the Legislature to consider an option that provides a two-cent gas tax increase for local maintenance and modernization or other comparable options that better address local needs.
- 5) JPACT should organize a group of elected officials from the region to address the Legislative Task Force and present the case for city and county road funding.

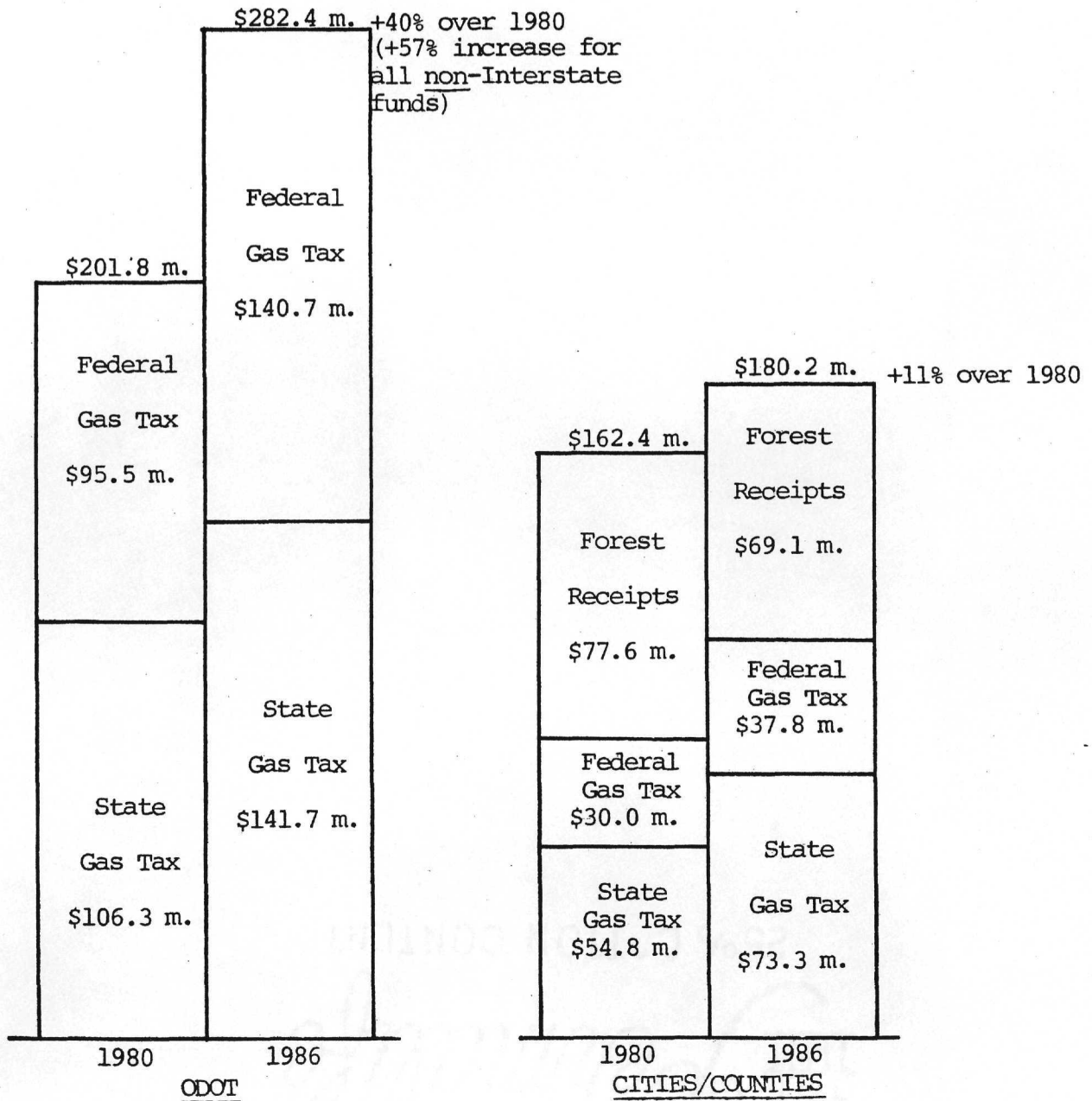
ACC:lmk

Attachments

COMPARISON OF FY 85-86 HIGHWAY REVENUE TO ROAD MILES



HISTORICAL GROWTH IN DEDICATED HIGHWAY REVENUES



AVAILABILITY OF HIGHWAY FUNDS
FOR CAPITAL IMPROVEMENTS
TO CITY AND COUNTY ROADS

PORTLAND REGION

	<u>1977-80</u>	<u>1981-85</u>	<u>1986-90</u>	<u>1991-95</u>	<u>96-2000</u>
INTERSTATE TRANSFER	\$10.5 M.	\$14.0 M.	\$11.4 M.	\$0 M.	\$0 M.
FEDERAL-AID URBAN	<u>2</u>	<u>.5</u>	<u>4</u>	<u>4</u>	<u>4</u>
	\$12.5 M.	\$14.5 M.	\$15.4 M.	\$4 M.	\$4 M.
	PER YR.	PER YR.	PER YR.	PER YR.	PER YR.

HISTORICAL GROWTH IN DEDICATED HIGHWAY REVENUES
AND PROPOSED INCREASE

