

October 9, 2009
STFAC Meeting Minutes

STFAC Members Attending: Jan Campbell, Leon Chavarria-Aguilar, Teresa Christopherson, Jeff Hill, Virginia Jennings, Dick Jones, David Keyes, Clair Kuppenbender, Stan Lewis, Kathy Miller, Raissa Moore, Zoe Presson, Beth Rehm, Claudia Robertson, Stephanie Spann, Julie Stephens, Cynthia Thompson, Elaine Wells Claire Potter.

Guests: Rebecca Childs, Diane Reid, Fay Allison, March Hughes, Molly Donaldson, Delanie Delimont, Leslie Garth, Shirley Lyons, Mamak Tabrizian, Stefanie Reid, Joan Heinemann, Scott Gates, Nancy Muller, Debbie Waalkes, Julie Wilcke

Minutes

Claire Potter briefly introduced STFAC members to the Special Transportation Formula Program (STF), the Special Transportation Operating (STO) Program and the Older Adults and People with Disabilities Jobs and Transportation Access Program (JTA) and explained the procedure for deciding the grant awards for each program.

Jan Campbell, chair, led the STFAC through each application. STFAC members asked questions of providers and providers gave answers.

The following questions and concerns were registered STFAC members:

STF Applications – Questions and Concerns

- Can the Clackamas County Consortium (CCC) applications be merged into one application? Clackamas County responded it might be difficult, but could be done.
- The cost per ride and cost per mile information was not included in the CCC applications. These were read to the STFAC.
- How the calculation of cost savings in the CCC application was arrived at. It was explained that LIFT's cost per ride was used as a generic paratransit comparison.
- Why Ride Connection's ridership is declining from last year. It was explained that one Ride Connection provider was double counting last year, one provider is no longer providing rides.
- Concern was expressed about rides being lower, on Ride Connection and transit agency services and individuals becoming isolated as a result. One explanation provided is that last year, ridership was high due to high and increasing gas prices and now that fuel costs are lower and with regional job losses, ridership is down.
- The high loading fee for cabs (\$20) at the Molalla Sr. Center was noted. It was explained that the high cost is due to lack of cab competition and choice in rural areas.

- Concern expressed about the high cost per ride in the Milwaukie Transit Center budget. It was explained that this is just the cost per ride funded, that there are many rides provided that are not funded.
- Concern was expressed about David's Harp providing service at Gateway, which has good bus and rail service. It was explained that the bus runs only once an hour to Gateway and this clientele cannot tolerate long waits
- Question was asked why some projects pay a local match and some don't. It was explained that match is not required in the STF or STO program.
- Question was asked how Impact Northwest coordinates with Ride Connection. It was explained that Impact Northwest dispatches from the office, and takes referrals from Ride Connection partners. In addition, Impact Northwest is interested in getting on Route Match with Ride Connection.
- Question asked about the frequency of the Metropolitan Family Service shopping shuttle. It was explained that it operates Tuesday through Friday and 50% of rides are provided by volunteers.
- Question was asked about the difference in cost per ride between Neighborhood House and NW Portland Ministries, which both operate in the same area, but Neighborhood's cost per ride is much lower. It was explained that NW Portland Ministries pays rent, utilities, facilities maintenance and Neighborhood House receives these services for free. It was also explained that NW Portland Ministries cost per ride will be lower in the future because the service has been reduced and reallocated elsewhere to better match the ridership.
- The committee then reached a consensus to fund all of the applications at the amounts requested, with TriMet being the "accordion" and only requesting the amount to total available funding.

STO Applications – Questions and Concerns

Claire Potter explained that she requested that Ride Connection and all the transit agencies reduce their requests and when that application is reviewed, the organization should state what it is willing to reduce. The four out of district transit agencies were asked to reduce their request by a total of \$250,000 and Ride Connection was asked to reduce by \$500,000.

- Question about the Impact NW STO Application, which is requesting dollars to expand service. What are plans to sustain the service if funding not available in the future. It was explained that the organization would seek other grant funding. Ride Connection stated the reduction amount of \$60,802.
- Question about whether rides are double counted on Route Match. It was explained that does not happen.
- During the discussion of the Neighborhood House, Ride Connection suggested reducing it by \$9,960.
- It was asked, what service does Providence Elderplace (PE) provide at Housing Authority of Portland? The answer was recreational trips. Does PE backfill what it costs? Yes, these trips are outside of the Medicaid program. It was explained the STO request keeps PE whole with past funding levels.

- Question asked how many vehicles does Ride Connection maintain? 96. It was asked why Ride Connection does not limit itself to \$3,000 per vehicle. It was explained that the funding has been opened up to allow greater coverage of these costs, so Ride Connection requested what they needed to fund vehicle maintenance.
- It was suggested that the STFAC review at a future meeting the equity of different providers receiving/requesting different amounts of funds for preventive maintenance.
- Questions asked about Ride Connection's work to find a new facility. Has Ride Connection thought about a capital campaign? Yes, but funding a facility with the donor base would reduce donations for services. Ride Connection explained their vision for the facility—a storefront where people could find about volunteer opportunities, transportation opportunities, etc. Ride Connection explained they were looking at many sources of funding—BETC, ODOT, CTAA, TriMet, PDC, Connection Oregon.
- Comment made that Ride Connection must find a more pedestrian friendly location than the SW Moody location.
- Question asked about fare assistance. It was explained this is an expansion of a very small program.
- Question asked about eligibility of JARC shortfall application. It was explained that this funds travel training for people with disabilities to get to work
- Ride Connection reduced their STO Formula funding shortfall application and reserve by 109,984, which was a double count.
- The STFAC requested that Ride Connection and TriMet review the Ride Connection Shortfall application again and provide an explanation back to the committee before the program goes to the TriMet board for endorsement
- SCTD removed their preventive maintenance application and reduced their service application by \$1,000

JTA Applications Questions and Concerns

- Ride Connection's vehicle replacement application was questioned due to the low mileage at replacement. It was agreed that Ride Connection would take another look at the request and work come back to the committee with explanations reductions of the list. It was suggested that the committee reconvene at a future date to look at adopting vehicle mileage and age standard for replacement vehicles.
- Ride Connection suggested reducing their mobility management application by \$262, 081.
- Canby Area Transit, Sandy and SMART all reduced their vehicle application requests by \$75,000.
- It was agreed by the committee that with the exception of the issue of Ride Connection's STO shortfall application and JTA vehicle application, which require further explanation and review, that the list is ready to forward to the TriMet board for endorsement.

Meeting adjourned.