

12/16/11

STFAC Meeting Minutes

DRAFT

ODOT, 123 NW Flanders, Portland
9:00 am- 12:00 pm

STFAC - attendees: Ruby Ancheta, John Betts, Jan Campbell, Leon Chavarria, Teresa Christopherson, Jeff Hill, Dick Jones, David Keyes, Glenn Koehrsen, Stan Lewis, Joseph Lowe, Jen Massa Smith, Kathy Miller, Beth Nagy-Cochran, George Payne, Annette Pepin, Claire Potter, Zoe Presson, Claudia Robertson, Stephanie Spann, Julie Stephens, Ron Thompson, Elaine Wells.

STFAC - absent: Ross Mathews, Raissa Moore.

Public - attendees: Shirley Lyons, SCTD; Julie Wehling, City of Canby; Rebecca Childs, Northwest Pilot Project; Barry Bahmanyar, Impact NW; Mamak Tabrizian, Impact NW; Molly Hanson, MFS Project Linkage; Fay Allison, MFS Project Linkage; Diane Reid, Neighborhood House; Joan Heinemann, Ride Connection; Caralee Lindsay, Ride Connection; Debbie Waalkes, Red Cross; Nisa James, Providence Elderplace; Jessica Giles, Washington County office; Julie Wilcke, Ride Connection; Leslie Garth, T.C. East County; Mary Kautzer, David's Harp.

At this meeting of the Special Transportation Fund Advisory Committee, the committee reviewed applications for FY12 Special Transportation Fund and the Special Transportation Operating funds program, which was for the FY11-FY13 biennium. The committee reviewed the applications in advance of the meeting and at the meeting, asked questions of the applicants.

First item discussed was the pending TriMet board vote on the withdrawal of Boring from the TriMet district. Several members expressed concern that if TriMet withdraws, the City of Sandy, Ride Connection providers and Clackamas County will have to provide the rides TriMet currently provides with LIFT services, but none of these entities has the resources for this.

Teresa Christopherson reported that Clackamas County is working with TriMet staff and Boring to find solutions for affected riders. Teresa noted that there are 31 LIFT dependent riders in Boring and they take 8,000 rides on LIFT a year.

Julie Stephens reported that Sandy is already getting more calls for service. Sandy City Council will develop a policy

TriMet reported that they are staying neutral about the petition and the decision is up to the TriMet board.

George Payne wondered whether services are overlapping or duplicative and stated he would have liked to have had an overview of the program. Claire responded that she would provide that in the future.

Elaine Wells of Ride Connection noted that Ride Connection is a coordinating body that is responsible to ensure there is not a duplication of service.

Elaine Wells stated that the entire geographic area of all three counties is service, but is not served equally. For example, Washington County is underserved.

Julie Wilcke noted that mid-Multnomah County, which historically hasn't been well served as well as Beaverton, are now provided service with New Freedom funds.

STFAC requested a map of the service areas be added to the Elderly and Disabled Transportation Plan.

Julie Stephens – noted that the level of service is different by area with rural areas emphasizing medical trips and urban areas able to provide trips for more purposes.

Claudia Robertson mentioned that Ride Connection primarily provides nutrition and medical trips based on their most recent survey data.

Julie Stephens noted that in some areas of Clackamas County the only service available is high priority medical and nutrition services.

Questions about the grant applications then continued

Claudia Robertson asked about how Transportation Reaching People (TRP) volunteer drivers are trained. Stefanie Reid said the TRP volunteers are trained by the TRP organization by the training is developed and approved by Ride Connection.

Glenn Koehrsen asked to have a history of the past funding in future grant rounds. Claire Potter said that will be done.

David's Harp – Claudia Robertson asked if their vehicles are accessible. The answer is no. David's Harp uses LIFT if an accessible vehicle is needed.

The question was asked - why does Impact NW have a dispatcher and RC has a dispatcher? Isn't this duplication? Julie Wilcke responded that Ride Connection is in the process of transferring Portland Impact dispatching to Ride Connection. This will happen in March and should reduce duplication.

Stephanie Spann mentioned that Impact NW serves people out of transportation service area and needs staff to do some of their own dispatching.

Neighborhood House – Diane Reid explained that the Jewish Community Center has been combined with Neighborhood House. Neighborhood house open to elders and disabled in the SW and Downtown area.

Julie Wilcke explained what Ride Connection is doing to end service duplication in the NW/SW area and to resolve the compliance situation with NW Portland Ministries.

Ride Connection spoke about their application and reported they have significant unmet needs. 23,000 turndowns, a 6% increase. They need the STO funds to continue to provide services.

Beth Nagy-Cochran commended Ride Connection for extending services in Forest Grove area.

Claudia Robertson expressed interest in how Ride Connection's (RC) new contract with Multnomah County might impact capacity. Ride Connection is coordinating Multnomah County's aging and disability services transportation.

Julie Wilcke responded that RC schedules RC rides first, then works in Multnomah County's requests where there is capacity.

Jan Campbell noted that Ride Together, a program of Ride Connection where people find their own drivers and RC pays the driver for mileage. Jan noted that this program can help to expand evening and weekend options for people

It was noted that Ride Connection's East County U-Ride has 5 partnerships with churches.

Glenn Koehrsen noted that East County U-Ride was a good example how the use of volunteers can lower the cost per ride.

SCTD's Shirley Lyons spoke about their services:

- Open to general public
- Free
- 50% is E&D
- Pickup people at nursing home; take them where they want to go

City of Canby's Julie Wehling spoke about their services:

- No COLAs
- Almost 50% dial a ride in Canby due to service reductions.
- Will change a \$1.00 fare on the ** dial a ride for public service
- And will change a fare when have fareboxes on fixed route.

SMART state their application presumes existing service; asking for a little less this year

EDTP - we need to keep our eye on growing community transportation. Complimentary to free LR icTransit and is needed!! People of _____ better served with Community Transportation work well together.

With the questions and concerns addressed, Claire Potter announced that while the requests exceeded the revenues, TriMet was prepared to be the accordion and reduce their request so that the other organizations could continue to provide service at current levels and would not have to send rides to LIFT.

Meeting adjourned at noon.