

STFAC meeting minutes
December 3, 2010

STFAC Members Present: Jan Campbell, Claudia Robertson, Leon Chavarria, Zoe Presson, John Betts, Dick Jones, Stan Lewis, Raissa Moore, Ross Mathews, Ruby Ancheta, Virginia Jennings, Teresa Christopherson, Stephanie Spann, Jeff Hill, Kathy Miller, Elaine Wells, Jule Stephens, Cynthia Thompson, David Keyes, Beth Nagy-Cochran

Excused: Joseph Lowe

Absent: Arnold Panitch

Guests: Sherrin Coleman, Julie Wilcke, Julie Wehling, Molly Hansen, Mamak Tabrizian, Scott Gates, Joan Heinemann

Claire Potter presented—"STFAC 101" and "FY11-FY12 Grant Process." Presentation materials were provided as handouts.

The "STFAC 101" presentation reviews the role of the STFAC, who the funding recipients are, programs the STFAC is responsible for, the STF Agency's role (TriMet), the role of the Elderly and Disabled Transportation Plan, our region's continuum of service, and the latest data on ridership.

The "FY11-FY12 Grant Process" presentation reviews the amount of funds available, the scoring criteria and the calendar.

Then representatives of the service providers gave the committee updates about their programs.

Teresa Christopherson presented information about the Clackamas County Transportation Consortium and Mountain Express. Here is a summary:

- CCTC started 1992 to serve mix of urban, small urban and rural areas.
- 14% of population has no access to public transportation
- Consortium has received STF funding since 1997
- Members are: Canby Adult Center, Estacada Senior Center, Hoodland Senior Center, Molalla Senior Center, Pioneer Community Center, and Sandy Senior and Community Center, transit district representatives, Ride Connection
- Provides Transportation Reaching People and Catch a Ride Services in Clackamas County
- Meets 3 times a year
- Coordinates Services for Seniors and People with Disabilities in Clackamas County
- Consortium coordinates services between providers to try to meet a growing need for transportation.

Mountain Express started 2003. This point deviated fixed route service operates six runs Monday through Friday.

Julie Wilcke, Ride Connection, updated the STFAC on Ride Connection's activities.

- Rides increased 6% in FY10.
- Average cost per ride was \$14.39, including costs of contributed services.
- Service partners contributed \$2.4 million to their transportation programs above what they received from Ride Connection
- 1,267 people trained in a group setting to ride the bus
- 1,455 participated in Riders Clubs
- 43,617 volunteer driver hours were contributed (up 6%)
- The Service Center scheduled 162,940 trips in FY10, up 35%.
- The Service Center took 106,797 calls, up 27%
- There are 588 Ride Connection drivers—94%+ are in compliance with *The Best Ride* training and defensive driving training requirements.
- 136 rides performed by 14 volunteer drivers recruited through the Ride Together program, which received an Oregon Transit Association award for innovation.
- Added volunteers capacity through recruitment
- Working with TriMet Mobility Center
- Redesigned floor of service in Washington County to more evenly distribute resources throughout the county
- Adjusted King City service for greater efficiency

Julie reviewed with the committee the efforts of Ride Connection to monitor providers to ensure that STF funds comply with the terms of the grant agreement.

Julie noted that Ride Connection's board receives a monthly report on site visits performed, the findings and then are notified when findings have been resolved.

Julie spoke of the need to continue to fund IT improvements that will provide comprehensive data tracking tools for our network partners using obsolete technology. Expected outcomes are time savings, more accurate data, better access to data, consistent data between programs, and a tracking tool for providers.

Cynthia Thompson from SMART spoke of SMART's activities.

- SMART completed 3 projects funded by the economic stimulus.
- New leadership in Wilsonville
- Ridership is increasing 5-6% this year to 330,000 rides.
- SMART has 32 vehicles in its fleet
- Is fareless in town and charges a fare to services traveling to Portland, Canby and Salem.

- SMART is funded by a payroll tax of .5% (.005 times wages and salaries)
- Underlying growth of SMART's payroll tax revenue declined due to the economic downturn. Revenues have not declined because the payroll tax rate was increased.
- SMART is planning a new operations center
- SMART is conducting a system review looking at ways to streamline service, increase ridership and increase efficiency.
- SMART has received federal funds for an individualized marketing project to identify people within a specific geographic area who want to change the way they travel. The project uses individualized contact to motivate people to increase walking, cycling, transit and carpool trips
- SMART has hired a bicycle and pedestrian coordinator.
- SMART is Installing a CNG fueling station and purchasing 2 CNG vehicles

Julie Stephens, City of Sandy, noted all of the help that the economic stimulus (ARRA), the STO and the JTA funds provided.

- The additional funding allowed Sandy Transit to replace aging vehicles and make up for some losses in the operating budget, which were the result of the economic downturn.
- Sandy is seeing an increase in business tax collections, hopefully a trend
- Sandy implemented 2 service changes 1) Commuter service between Sandy and Gresham no longer provides short trips within Gresham as that service is provided by TriMet. 2) Sandy replaced early morning and late evening fixed route with dial a ride service all hours of the day on their STAR service. Ridership has increased 8% over the previous year. Ridership is now about 5 rides per hour. STAR service is popular with riders.
- Sandy to Estacada route ridership has increased 10%. The route is interlined with the Mountain Express for efficiencies, but is able to maintain near perfect on-time performance of about 94%.
- Door-to-door transferless service rides are on the upswing. STF Discretionary funding covers only about 70% of the costs.
- Sandy is requesting funds this cycle for preservation of service.

Julie Wehling from Canby Area Transit (CAT) presented on behalf of the City of Canby

- CAT began in 2002
- Had 13,655 fixed route rides in FY10 and 8,533 demand response rides.
- Canby provides services along 99E to Woodburn, services locally in Canby.
- SMART and CAT operate a shared service between Canby and Wilsonville
- ARRA funding helped CAT make improvements to their transit center and purchase 3 buses

Claire Potter made a presentation reviewing all of the actions TriMet has taken over the last ten years to bring revenues and expenditures in balance.

- The last ten years encompasses 2 recessions.

- TriMet increased the payroll tax rate. Revenues from the increase pay for WES operations, Green line operations, Streetcar and LIFT services. New revenues pay for TriMet's share of the capital costs of WES and Green line. New revenues also will pay for Portland to Milwaukie light rail.
- TriMet increased fares above inflation 24-47%
- TriMet cut capital expenditures
- TriMet reduced bus service 14% and rail service 3.6% and opened Green line with a third less service than initially planned.
- TriMet reduced management staff and cut overhead expenditures.
- Claire spoke about the need TriMet has to address union compensation to address the continuing revenue and expenditure imbalance.

Jan Campbell then asked for public testimony. As there was none, the meeting adjourned.