

Clackamas County HB 2017 Transit Advisory Committee Meeting

6-8 p.m., July 24, 2018

Room 115 (Auditorium), Development Services Building,
150 Beaver Creek Road, Oregon City

MINUTES

ATTENDANCE

Committee Members* (*attended meeting)	Organization/Representation	Clackamas County Staff Support
*Dwight Brashear, Chair	Wilsonville/South Metro Area Regional Transit (SMART)	Karen Buehrig, Transportation Planning Manager
*Julie Wehling	Canby/Canby Area Transit (CAT)	Ellen Rogalin, Community Relations Specialist
*Muna Rustam (for Andi Howell)	Sandy/Sandy Area Metro (SAM)	Brett Setterfield, Transportation Planning
*Julie Stephens	South Clackamas Transportation District	Visitors
*Kathy Robinson	Seniors	Nicole Hendrix, SMART
*Joseph Lowe	Persons with disabilities	Eric Loomis, SMART
*Christina Reynaga	Low-income residents	Mike Foley
*Ray Atkinson	Educational institutions	
Patricia Fink	Public transit outside Clackamas County	

WELCOME AND INTRODUCTIONS

Karen Buehrig welcomed everyone and invited people to introduce themselves.

MINUTES

The minutes of the July 10 meeting were approved unanimously.

OVERVIEW OF HB2017 STIF FUNDING

Theresa Christopherson reviewed the key components of the funding program.

- The funds are coming from a state-wide payroll tax, that went into effect on July 1
- 90% of the revenue is to be returned to be used for transit improvements in the area (county) in which it was generated
- Projects considered for funding must be approved through a local planning process
- The funds won't begin to be distributed until early 2019
- Transit providers in Clackamas County are sub-recipients – we submit our plans to TriMet (which has been designated as the “qualified entity” and TriMet submits the plans to the state).

The committee's job today is to review the projects proposed for funding.

TRANSIT PROVIDER PRIORITIES

Dwight noted that there is an option to rollover funds to save for approved projects. Everyone was asked to prepare a 100% list (estimate of the funds we expect to receive) and a 130% list (in case more funds become available).

Each transit provider representative provided an overview of their project and program priorities, and how those were selected.

Canby Area Transit (CAT) – Julie Wehling

A community survey was completed on Friday, July 6. Saturday service was the top priority, with a local circulator next in line. Non-riders also supported a local circulator. The CAT proposed projects are:

- Saturday service (Route 99X, Demand Response)
- Local circulator service (2, 20-passenger vehicles; 10 hours one-way loop weekdays)
- Technology (software, hardware on nine buses, installation and training. reporting extras for Fixed Route)

Discussion

- How many survey responses were there? [210]
- Suggest using senior centers, Canby telephone newsletter and other places to get responses from people who aren't online, like seniors and lower-income people
- We need to start educating the community about what we have – at churches, pools, apartment complexes, community centers, etc. – to increase participation.
- Perhaps as transit providers we would come together to discuss how to pool our technology resources.

South Clackamas Transportation District (SCTD) -- Julie Stephens

The district has 3 routes – 2 commuter and 1 in Molalla. There are 2 major low-income areas in Molalla, and the city does quality as a low-income community. The goal is to develop three routes:

- One to Canby that comes back through Mulino – adding two hours/day, Monday-Friday
- One from Molalla to Oregon City – add two hours to the morning peak service
- One city route –6 hours of Saturday service and have it tie in with an Oregon City route

The priority projects are:

- Matching funds for a TGM grant
- Administrative costs to develop and market service enhancements
- Service enhancements on three routes
- Infrastructure improvements (which, as corrected, would be \$13,508 in the 100% list and \$59,871 in the 115% list)
- Hire a consultant to get the system on Google Maps (which, as corrected, would be \$5,000 at the 100% level.

The total corrected amount for the 115% list, with the changes above, would be \$350,871.

Discussion

- Do you have dial-a-ride service? [No]

Sandy Area Metro (SAM) – Muna Rustam

SAM conducted a survey, and has presented their transit plan to C4 and to the Sandy City Council for approval. SAM's priorities are:

- Infrastructure improvements – signs, schedules, bus and bus stop improvements, computer software upgrades, computer upgrades, dispatch office equipment
- Capacity planning/construction – plan for improved administrative space, adequate and private training room, new driver restroom/break area
- Add two hours to the Shopper Shuttle
- Add one hour at the end of the day to weekday service on the route to Gresham
- Add hours to the Monday-Saturday service to Estacada

Clackamas County / Mt. Hood Express – Theresa Christopherson

While a large portion of unincorporated Clackamas County is in our transit area, at this point only the Mt. Hood Express has approved project plans. Therefore, that is the priority focus for this year. Buses on the Mt. Hood Express don't very long because of the long routes, steep grades, congestion, snow, etc. A bus may last for five years rather than 10 in these conditions.

Clackamas County project priorities are:

- TGM grant match
- Planning a transit hub to coordinate bus services on Mt. Hood
- Increase express service to Government Camp and Timberline, and increase Villages Shuttle Service by one run/day each
- Match federal funds to purchase three buses, and purchase two buses to stabilize the fleet and prepare for future expansion
- Administrative costs for STIF program

South Metro Area Regional Transit (SMART) -- Nicole Hendrix and Eric Loomis

We've been through a two-year outreach and master plan process, conducted two surveys, in English and Spanish, and received 1,300 responses. From that process we developed our list of priority projects, which was updated with the Wilsonville City Council on July 2. We're also planning to set up a separate committee to look at a Dial-a-Ride system.

SMART's project priorities are:

- Enhanced service for Route 2X – additional hours and connections to TriMet
- Additional Saturday service and hours for Route 4
- Additional midday or late morning service on Route 1X
- Expanded service to Villebois
- Planning and design for service to Coffee Creek and Frog Pond
- Increase connections to Tualatin with TriMet connection
- Begin service to Woodburn in partnership with Woodburn and Salem
- Acquire battery-electric buses

General

Karen reviewed summary information for all the projects combined. Sixty percent of the requests are for expanded bus service, 26% for capital bus purchases, 9% for other capital and 5% for planning and administration.

	100%	130%
Total targeted for Clackamas County	\$4,355,453	\$5,662,089
Total requested for Clackamas County	\$4,271,641	\$5,662,737

PUBLIC COMMENT

Mike Foley

- Why are we providing service to Woodburn, which is outside of Clackamas County? [Connectivity is an important goal for us. The vision is to not have boundaries, but to help get people where they want to go. We also provide service to Salem.]
- If I'm in a wheelchair in Coffee Creek, can I get to Timberline Lodge? [Yes, and you can go from there to the coast and up and down the coast.]
- Why don't I know about all this service? Where's the publicity? I'd love to share this information with people I know.
- Consider first and last mile needs – that's an obstacle that needs to be dealt with.
- Seniors are the fastest growing demographic population in our country – we need to plan for that.

Glenn Koehrsen

Glenn was unable to attend the meeting, but submitted comments by email.

- I was disappointed that there wasn't an opportunity for community input before the preliminary plans were presented at the last meeting. It appears there was agreement among the providers on the direction to follow with the additional money.
- I hope that the additional services include getting people to existing services, i.e., 1st mile/last mile. I worry that the Special Transportation Fund moneys will not be increased as the Legislature will feel they have solved the transportation problem for seniors and persons with disabilities.

RECOMMENDATION

Dwight asked for a motion to recommend the proposed projects to TriMet. Julie Stephens made a motion to approve the proposed projects, with the minor changes mentioned during the meeting. The motion was seconded by Christina Reynaga and approved unanimously.

NEXT STEPS

- The package of proposals will be forwarded to TriMet by County staff.
- Staff will keep committee members informed as the process continues at the regional and state level.
- This group will be asked to meet twice a year.