

**PUBLIC TRANSPORTATION ADVISORY COMMITTEE  
MEETING NOTES  
MAY 12, 2008**

**Date:** Monday, May 12, 2008  
Time: 1:00 p.m. – 4:00 p.m.

**Location:** ODOT – Transportation Building  
355 Capitol St NE, Salem, OR

**Members Present:**

Bob Lowry, Chair, Oregon Passenger Rail Advisory Committee (OPRAC)  
Claire Potter, TriMet  
Lorna Adkins, TOGO  
Sally Lawson, O4AD  
Allan Pollock, Salem Area Mass Transit District (SAMTD)  
John Wenzholz, Assoc. of Oregon Counties (AOC)  
Dennis Dick, Intercity Bus Service Provider  
Frank Synoground, Statewide Independent Living Council (SILC)  
Ernie Palmer, Basin Transit Service  
Bill Hall, Assoc. of Oregon Counties (AOC)  
Peter Shultz, Yamhill County  
Mary Jo Carpenter, Oregon Transit Association (OTA)

**Members Absent:**

Terry Parker, Lane Transit District (LTD)  
Janice Wilson, Oregon Transportation Commission (OTC)  
John Helm, Governor’s Commission on Senior Services  
Julie Brown, RVTD

**ODOT Public Transit Staff Present:**

Michael Ward, Administrator  
Dinah Van Der Hyde, Policy Manager  
PJ Pippin, Executive Support  
Joni Bramlett, Capital Programs Manager  
Cassandra Garrison, Intercity Assistant  
Alison Wiley, Transportation Options Manager  
Jean Palmateer, STF Program Manager  
Sherrin Coleman, Planning Program Manager

**Interested Persons Present:**

Tonya Saunders, Yamhill County  
Tim Wilson, Interested Citizen  
Liz Fox, Alternative Work Concept  
Scott Whetham, Alternative Work Concept  
Steve Parrott, Lane Transit District

**Guest Speakers:**

Mark Volmert

Dan Kaempff, Metro

Rand Stamm, Lane Transit District

[ITEM A](#)1:00 p.m. **Welcome, Introductions, Items of Interest**

Chairperson Bob Lowry called the meeting to order. Welcome and introductions were made.

Meeting notes from the March 17, 2008, PTAC meeting were reviewed. A few minor errors were noted (1. Approval of March Minutes Notes show Dennis Dick as both making the motion proposal and seconding the motion; 2. Under Administrator's Report, Oregon Streetcar Rules section, clarification: Friday refers to Friday, March 21 at 2:00 p.m. Clarify LFO; 3. On page 4, clarify that the projects awarded in the discretionary grant solicitation is a one-time revenue influx, and should not to be counted on for sustainable revenue each cycle to support agency operations. A motion was made by Bill Hall to approve the notes with changes, seconded by Dennis Dick and unanimously approved by Committee.

[ITEM B](#)1:10 p.m. **Public Comment**

Mark Volmert with Linn County and Oregon Cascades West Council of Governments spoke about Item E from the July 2007 meeting. He requested clarification of the definition of "existing" versus "enhancement." Mr. Volmert also recommended adding a third category to the Discretionary Grant Process that is "Existing Project but not funded." Mr. Volmert suggested giving application assistance (such as AOC efforts on coordinated plan) on STF applications. Staff review information should be available to applicants throughout the process. Communication to providers was after-the-fact and it should be more regular.

[ITEM C](#)10:20a.m. **Administrator's Report****1. Appointments and membership**

The group welcomed new members, Peter Shultz and Julie Brown. More membership changes are in process—PTAC may be recruiting an additional five positions to the Committee. PTD plans to present an updated PTAC membership list at the next meeting.

**2. ConnectOregon II**

OTC is hearing public comment on May 13-14. There is a June OTC meeting in Enterprise. Public Transit was well represented by Claire Potter and Terry Parker. Process was successful. Several projects were approved such as the Bend, Salem, LTD, TriMet, and Columbia County projects. Committee member, Claire Potter, said it was a well-organized, tidy process. The Selection Committee used the program priorities and gave equal weight to regional and modal rankings.

**3. Oregon Streetcar Rules**

Commissioner Sam Adams and Chief of Staff from the City of Portland gave a presentation at the April OTC meeting. He gave an interesting history of streetcars in Portland and their important part in the future. PTD staff will put together an application/selection process. Bonds are expected to be sold in February/March 2009, but a lot depends on the Secretary of Treasury and the Bond market; then funds will be awarded.

**4. State Price Agreements for Vehicles**

The new contracts are expected to be available in August 2008. Joe LaFreniere with Salem Area Mass Transit volunteered to be on the evaluation committee to review the proposals with PTD and procurement staff.

**5. Intercity Service**

Matthew Barnes, Intercity Program Manager gave an update on intercity connections in Oregon. He presented Oregon maps of the Greyhound/Porter Stage and Amtrak routes in Oregon, as well as the services provided by private transportation providers. The analysis showed areas in Oregon where transportation service gaps exist, for instance, several places along the coast.

**6. DHS Budget Note**

Portland State University (PSU) is evaluating a needs assessment and will report on current needs in urban/rural areas; the estimated cost; and look at the potential revenue sources. A report will be presented to the Oregon Transportation Commission (OTC) in August. In September ODOT will provide the report to the Department of Administrative Services (DAS), Legislative Fiscal Office (LFO) and, finally to the Legislature in 2009.

**7. JARC/New Freedom Program**

Federal fiscal years' 2006 and 2007 funds have been distributed; 2008 funds have not. This single year of additional JARC funding will be solicited for projects in a stand-alone process. Plans are to get grants out to providers by late summer. Expected 2008 funding is \$428,000 for rural Oregon and \$226,000 for urban areas of Oregon. Additional New Freedom funding is expected.

1:45 p.m.

**ITEM D****Project Presentations – Innovation Evaluation**

What constitutes “Innovative”? PTAC was given the definition of innovate and innovation, as well as a list of criteria to determine if a project is innovative.

**Definitions:**

in-no-vate: To introduce something new, make changes in anything established. To begin or introduce something new for, or as if for, the first time. To bring something new to an environment. in-no-va-tion: To introduce something new or different.

**Criteria to Determine if a Project is Innovative**

Answering the following questions will help PTAC determine if a project is innovative.

1. Is the product or service currently being offered in Oregon? Yes or No. If no, describe your efforts to locate the product or service.
2. Can the product or service be easily purchased or obtained? Yes or No. If no, describe your efforts to acquire the product or service.
3. Does the product or service address a current challenge or problem in a new and creative way? Yes or No. If yes, explain.
4. Does the product or service improve efficiency or effectiveness in a new and creative way? Yes or No. If yes, explain.
5. Does the product or service anticipate a future demand or need? Yes or No. If yes, explain.
6. Does the product or service leverage other resources in a new and creative way? Yes or No. If yes, explain.

### **PRESENTATIONS:**

There were two presentations. Both presenters provided responses to the six questions above.

#### **Dan Kaempff, with Metro – Ride Max Software:**

Ride Max, software to manage ridesharing data, is proposed for use by brokerages and transit providers across Oregon. The project proposes a tri-state consortium that would include Oregon, Idaho, and Washington, Washington being the lead state. Currently, there are several different rideshare programs in Oregon that use different software systems. The State of Washington has committed \$1 million to purchase and administer the software system (via King County Metro) and is requesting that Oregon and Idaho help fund annual operations. No other ride matching system of this type and scope exists in the US. This multi-state, government-owned and operated system would help provide service to all riders, avoiding each transportation provider in Oregon (more than 50 agencies) owning and administering separate rideshare systems.

Metro will have a better idea of the true cost of the system by July or August. WSDOT should be ready to start system by the end of this year. This is WSDOT's version of Oregon's "TripCheck," with future expectations to include weather and road condition information on the rideshare Web site.

Providing information and marketing rideshare opportunities to the public is important to the success of the project. Questions: 1) Confidentiality is controlled by the user, who may give a general location to be picked up; not necessarily at a specific street address. There have been no problems with confidentiality to date. 2) Insurance requirements for carpooling—the Rideshare Web site system assists

people find alternative transportation to driving alone; it doesn't enter into legal/liability issues.

PTAC was asked to discuss and vote on whether the proposed Tri-State rideshare software system is innovative or not. Committee discussed the project and decided this is a worthy project; should be done, but it is not innovative. The process is innovative but the software isn't; it is updating old technology.

Final vote was 5 in favor and 6 opposed to this project being considered "Innovative." Committee voted that the project is NOT INNOVATIVE. However, the Committee agreed that this is a good project and Metro should look for other funding possibilities.

**Rand Stamm, with Lane Transit District (LTD) – Senior & Disabled Services, Transportation Case Management:**

Rand Stamm introduced LTD's development of the first special needs transportation brokerage that does not limit its purpose to client only trips (trip purpose is not limited to medical, for instance). The initial concept was a proposed partnership between LTD and Senior & Disabled Services (SDS) in transportation case management. The project integrates eligibility assessment functions of Medicaid, ADA paratransit and other transportation eligibility programs into a single interview assessment. (Often, special needs clients are interviewed by each service provider, such as Medicaid, DHS, ADA paratransit, etc.)

The role of the transportation case manager (TCM) would be a shared service of the human services network (mental health, Department of Human Services (DHS), Medicaid, Senior Services, etc.), to conduct the in-person interviews and assessments. Individual capabilities for transportation provision would be evaluated and service provided accordingly. The system provides an opportunity to get the "big picture" and improve the services of the call center with one phone call-in service. A current client profile is available in the database so a phone interview is not necessary every time the client calls for a ride. This network would also provide individualized education about the service and trip alternatives.

New Freedom dollars are used for funding this project as well as utilizing Medicaid and LTD funds.

After good discussion, the Committee Chair decided that this "Innovative" category discussion will be continued at the next PTAC meeting on July 14.

3:25 p.m. BREAK

3:35 p.m. **ITEM E**

**Discretionary Grant Subcommittee Report and Discussion**

PTAC was requested to review the Discretionary Grant purpose and goal statements that were identified by the PTAC Discretionary Grant Subcommittee. The Subcommittee was created to assist PTD in finding ways to improve the

discretionary grant program and its process. The goal is to simplify the program and make it more efficient. The subcommittee members are Terry Parker, Claire Potter, Matt Mumford (Tillamook County Transit), Dan Schwanz (Mid-Columbia Council of Governments and Hood River County Transit), and Steve Dickey (Salem-Keizer Transit).

Committee discussed the following statements:

### **Purpose**

1. Implement the Oregon Transportation Plan, and align the program to meet strategies of the Governor's Climate Change Initiative;
2. Support the network of transportation services;
3. Give flexibility to PTD to allocate funds to meet statewide goals, equity and preservation needs;
4. Meet Federal Transit Administration and State program purposes and guidelines;
5. Support services for transportation-disadvantaged populations (people with low income, people with disabilities and older adults).

### **Goals**

1. Simplify program applications and processes;
2. Program supports provider/applicant needs, including consideration of local match issues;
3. Leverage local and STF discretionary funds for matching federal funds;
4. Preserve current services and infrastructure;
5. Support local decision-making and coordination efforts;
6. Ensure equity (including geographic distribution), and fairness;
7. Use objective criteria to rank project priorities;
8. Stabilize fund expectations of providers;
9. Manage TIP/STIP issues and assist (Metropolitan Planning Organizations (MPO) and ODOT Region coordinators to the table.

Committee agreed that the Discretionary Grant Selection Committee will need to look at the requests from a statewide perspective, ensuring that local ranking needs are considered. The comment that direct and timely communication be relayed back to Providers during the selection process was made by Chair Lowry.

Mr. Wenzholz asked for a clearer explanation of Goal #9 (May PTAC, Handout E1). After a short discussion and review PTD will rewrite the goal, clarifying language.

Mr. Palmer would like the committee to consider adding a number 6 to the Purpose Section. This would include language about the discretionary grant program supporting general public transportation service as well as serving people with disabilities, low income, etc. Possibly #6 would say, "The program supports all Oregonians including the general public, with emphasis on people with low income, people with disabilities, and seniors."

Sally Lawson asked to add the phrase "all Oregonians" to Purpose #2; Committee agreed.

Ernie Palmer suggested that PTD create a DVD on Drug/Alcohol Training & Reasonable Suspicion and make it available for those who cannot attend the training in person. Committee agreed that a video tape of the training sessions will be helpful for transportation providers.

3:55 p.m.

**ITEM F**

**Topics Next Meeting**

No new items suggested.

4:00 p.m.

**ITEM G**

**Meeting Adjourned**

Next meeting is July 14.

Ernie Palmer moved to adjourn the meeting, Dennis Dick seconded, and Committee unanimous agreed to adjourn the meeting. The meeting was adjourned at 4:00 p.m.