

## **TRANSIT ADVISORY COMMITTEE**

### **November 19, 2020**

**Presiding:** Committee Member Chapin

**Committee Present:** Paul Waterman and Warren Holzem

**Committee Absent:** Carol Luce, Alex Vice, and Matt Olsen

**Staff Present:** Todd Wood, David Thorndike, and Heidi Muller

**Others Present:** Nancy Muller

**CALL TO ORDER:** Committee Member Chapin called the meeting to order at 6:10 p.m. via Zoom.

#### **CONSENT AGENDA:**

The August 20, 2020 minutes could not be approved due to the lack of a quorum.

#### **OLD BUSINESS:**

- A. Operations Report: David Thorndike, MV General Manager, reported the fixed route ridership was down 31.43% due to Covid. Dial-A-Ride weekday service was down 60.11% and demand response was down 55.9%. Weekend service was up 64.74% and total ridership was up 206%. Weekend service was doing really well. The shopper shuttles were starting to pick back up. Year to date, there had been one complaint regarding the fixed route, one accident in the yard, one falling incident on paratransit, three complaints regarding the on-demand service, and more cleaning on the buses and in the transit center and office due to Covid.
- B. Bi Monthly Report: Todd Wood, Transit Director, said ridership was down because of the wildfires for about two weeks and it would be down due to the current Covid pause as well. Buses would be staying fare free through December. This was the grant biennium and he would be renewing all the grants. The 5311 was a federal grant that helped to operate the 99 Express. The grant would be increasing by about \$13,000 per year. The 5310 grant for elderly and disabled and the State Transportation Fund would be staying stable. The payroll tax came in and they only lost about \$70,000. That was mainly because of new businesses coming into the City and with those businesses they actually only lost about \$35,000. Tri-Met's initial projection for the State Transportation Improvement Fund was higher than originally anticipated. They were moving forward with a new office building and an engineer and architect were analyzing various sites. They would be going out for an RFP for the design early next year. The contract with MV would expire

in June 2021 and he would be issuing an RFP for the service. They had the option to extend the contract with MV, but if they added the circulator, it would push them past the allowed increase of 25% service level and MV would have to put in a new bid. The ADA Plan had been updated and would go to Council for approval.

- C. STIF Application Update: Mr. Wood clarified the projects the Committee decided to do were to continue Saturday service and add a circulator. He submitted the projects to Clackamas County and the State had added the Service Preservation Project. This would be for any extra money that came in and it could be used to preserve any services if revenues fell short. The County approved Canby's projects and they would go to the Tri-Met Transit Advisory Committee for approval. After that, the projects would go to the Tri-Met Board of Directors for approval and then they would be submitted to ODOT on February 1, 2021. He did not anticipate any issues with the approvals.
- D. Continued Response to COVID-19: Mr. Wood said they would continue not to charge fares through December, were still about 50% down on bus service, still screening Dial-A-Ride passengers for Covid symptoms, and were following mask and cleaning mandates.

**CITIZEN INPUT:** None

**NEW BUSINESS:**

A. New Cares Grant Award: Mr. Wood stated the federal government issued Cares Grants and CAT received about \$230,000. He had asked for more funding for two vans and money to cover the fares while they were fare free. They awarded \$55,000 for one van, money to operate the van, and \$35,000 in lost fares. The van would be used to replace a lift bus.

B. Final STIF Project: Mr. Wood explained in the original STIF application, they had asked for three projects, the Saturday service, purchase of two buses for the circulator, and to institute technology. They would carry over from this biennium about \$200,000 to the next biennium for the circulator, however if he moved forward with the technology project, that would only leave \$100,000 for the carry over. He asked if the technology project should be put on hold or if he should move forward with it. He discussed what would be included in the project. Since they did not have a quorum, they would have to wait until January to vote on this item.

C. City Circulator: Mr. Wood was certain that they would be able to initiate a city circulator, but it was more a question of when. He thought it would be by January 2022.

They needed to begin public outreach and the Committee needed to begin route planning based on the available funds. Tri-Met's estimate of the 2021 STIF was \$270,426. Depending on what was decided for the technology project, there would be carry over funds to add to the STIF funds. The cost per driver hour for MV was \$64.27, and he anticipated a cost increase through the RFP process of at least 2.5% which would be \$65.88 per hour. The cost for Saturday service was about \$110,000, and he thought it would be about \$118,000 with the 2.5% increase. He calculated the cost for the circulator at 12 hours per day for five days per week or 10 hours per day for six days per week which would be about \$258,000. That included the hourly rate, maintenance, and fuel. If they did not do the technology project, the funding would fully cover the circulator. If they did the technology project, they would be short \$53,000. He thought they should be able to cover it with payroll tax. He recommended the 12 hours per day for five days per week. If they wanted to cover both the north and south sides of the City, the best they would be able to do was one hour service. He did not think that was very useful for riders and thought they should cover a smaller area on half hour service. The Committee would need to decide whether to go with one hour or half hour service. He showed maps of what each of the scenarios would look like. The maps showed coverage of the south side because there was a greater need on that side of the City. Some of the things to think about were who they needed to serve, where they needed to go, and how often they needed to get there. He also suggested the circulator be fare free. If ridership went up, the 5311 grant would also go up.

There was discussion regarding determining how many more riders were needed to cover an additional driver, use of the study data that was done in 2017, and revisiting with the community to get updated input.

Mr. Wood would send out a timeline for next steps and more information on the technology project.

## **DISCUSSION ITEMS:**

The next meeting would be held on January 21 at 6:00 p.m.

## **ADJOURN:**

Meeting adjourned at 6:58 p.m.

Assisted with Preparation of Minutes – Susan Wood