

ADVISORY COMMITTEE #4 SUMMARY

February 15, 2023

Agenda Items

- Attendees
 - Abby Gisler, ODOT
 - Angie Jones, ODOT
 - Esmeralda Perches, City of Umatilla
 - Heidi Zeigler, ODHS
 - JD Tovey, CTUIR
 - Karen Kendall, City of Pendleton representative
 - Linde Carter, City of Pendleton
 - Mark Morgan, City of Hermiston
 - Staci Kunz, EOGO
 - Sunshine Mason, Umatilla County
 - Teresa Dutcher, City of Milton-Freewater
 - Tim Barrett, Walla Walla Valley MPO
 - Tamra Mabbott, Morrow County
 - Ben Tucker, Morrow County
 - Megan Davchevski, Umatilla County
 - Matt Hughart, Kittelson & Associates, Inc.
 - Desly Amurao, Kittelson & Associates, Inc.
 - Krista Purser, Kittelson & Associates, Inc.
- Introduction
- Project Overview
- Overview of Implementation Plan (Memo 5)
 - Capital and Infrastructure Plan
 - Linda Carter: iTransitNW now requires separate contracts for each agency, rather than the smaller agencies piggybacking onto Valley Transit's. The cost has also increased.

- Staffing Considerations
 - Confirm hours include both fixed-routes and dial-a-rides
- Management/Marketing Strategies
 - No comments
- Governance
 - JD Tovey: Can tribes be part of transportation districts if legislation changes?
 - Linda Carter: clarifying that taxing is not an easy route, some cities are currently maxed
 - JD Tovey: does not recommend taxing route
- System Performance Monitoring
 - No comments

Discussion

- What implementation activities are most important to riders?
- What implementation activities are most important to your organization?
- Are there any implementation considerations that we missed?
- What else needs to be explored as part of the TDP?
- JD Tovey: transition between systems within region and into other areas can be challenging for riders in areas with multiple providers
- Teresa D: If funding wasn't an option, there's many unmet needs to serve. Recently conducted outreach activities to identify unmet needs, which were largely focused on demand-response services (not fixed-route)
- Tim B: Stop maintenance labor required with increased amenities (trash pickup, etc.). Vandalism is also an issue and concern.
 - Linda Carter agrees.
- L Carter: Memos have a lot of focus on buses, but more than half of ridership in Pendleton come from seniors/people with disabilities on demand-response systems.
 - Mark M agrees that demand-response is appealing to Hermiston as well.
 - Kittelson team to confirm recommended increases in service was applied to demand-response services and captured in costs, hours, and miles calculations.
- Mark M: Hesitant about the taxing component if Umatilla were to become a transportation district. Hermiston is already compressed. Also not sure if a multicounty district is warranted.
 - Megan and JD note they often see Morrow County The Loop vans throughout Umatilla. JD expands that Kayak already travels to 4 counties, soon to be 5 with Tri-Cities, and increasing efficiency with new governance may be helpful to the region.

- Megan D: Agrees that demand-response services should not be taken away; the Coordinated Human Services Transportation plan can be used as reference for grants and specifics on those needs as well.
 - Linda Carter: How does TDP work with Coordinated Human Services Transportation plan?
 - Megan D: The TDP is not required by ODOT, it was a self-driven effort to expand the County's TSP.
 - JD Tovey: Concerned with plans not pushing forward, as those who spearheaded them are retiring... how do we ensure stability?
- Karen K: Will share surveys from Pendleton; most riders aren't aware of iTransitNW; having to download several different apps can be confusing for riders
- Abby G: Sit-in for Teresa, will pass along feedback.
- Esmeralda P: no comments
- Staci K: no comments
- Sunshine: collaboration and transition between services is important; likes the focus on bus stop improvements and maintenance
- Ben: no comments
- Matt H: KAI working on CTUIR plan, need to think about anything for this TDP?
- Next Steps/Adjourn

Attachments

- Memo #5: Implementation Plan