

NW Oregon Transit Alliance (NWOTA)  
Coordinating Committee Meeting Minutes (via Zoom)  
January 15, 2020  
Tillamook County Transportation District  
Tillamook, OR

1. Introductions: Doug Pilant, Coordinating Committee Chair, opened the meeting. Meeting attendees included:
  - John Dreeszen—Columbia County Rider
  - Brad Dillingham—Benton Area Transit
  - Paul Lewicki—Sunset Empire Transportation District
  - Doug Pilant, Hailey Fields—Tillamook County Transportation District
  - Cynda Bruce—Lincoln County Transit
  - Arla Miller—ODOT
  - Heather DeSart—NW Oregon Workforce Investment Board
  - Juliet Eldred, Chris Perry—Trillium Transit
  - Ayreann Colombo, Mary McArthur—Col-Pac EDD
2. Consent Calendar: Unanimously approved. (PL/CB)
  - December 11, 2020 Meeting Minutes—One typo in the last sentence of the first paragraph of Item 3—“important” needs to be capitalized.
  - December 2020 Financial Report—Only changes were expenditures for the quarterly administrative support and for website trip planner project.
  - Ridership Performance Report—CCR: More than half of the working residents in Columbia County work outside the County, and those are high risk counties where workers are working from home. 50% of former traffic. Dial-a-Ride and medical rides are steady now, but have excess capacity. Inter-community routes very little ridership. BAT—Coast to Valley, across the board struggling. One to two passengers a trip. Adair route is a shorter distance, more commuter oriented, but still way down. 60—80% from before. Lincoln County—Dial-a-Ride serves a population that doesn’t want/can’t be around people safely. When medical facilities are open they take public transit. SETD—See impact on ridership every time county goes to extreme risk. Were off to a great start on the Hwy 30 route before the pandemic. Trend is going up slightly. Local routes languishing, waiting for something new to happen. TCTD has similar trends. Dial-a-Ride is only down 25% due to using vans for overflow when buses reach maximum capacity. The Town Loop and Route 3 are the only routes that reach capacity.
  - Calculating Average Passenger Miles Progress—Still need to get average passenger miles from the partners before Carole will be able to update.
3. NWOTA Standing Items:
  - IGA—TTCD Will be getting signature page to Mary, and Mary will provide the partners with a full IGA with all the signed signature pages.
  - Marketing—Waiting for an updated version of the visitor pass and map from Selena. Once get that can put together the information card with the QR code and policy links. TCTD has started a public feedback survey, including encouraging riders to use the Transit App which pushes notices to users to complete the survey. Using paid Facebook ads to encourage to take the survey. Drivers hand out a QR code for the survey download. TCTD rider survey information has been segregated from other districts. This type of survey work can also be done system wide on

all NWConnector routes where riders are using Transit App. This technology can be used to do brand analysis, brand awareness of the public's understanding of the NWConnector. A lot cleaner and a lot less work than drivers handing out paper surveys.

- Getting OXO signs off—Taken off the website. John will look for the new fiberglass signs that were provided to CCR. Doug may have some excess inventory he can share. Brad—Working on BAT system signs that will eventually be coordinated with the NWConnector signs. May have lost some signs at Chinook Winds in the last windstorm. Cynda has one OXO sign still up in Newport. Brad will remove a large one at the hospital. Tillamook has updated all of theirs. Sunset still has a couple remaining OXO but in the middle of taking them down.
- Website—Ride Connection was added to the GTFS system which connects with both TCTD and CCR.
- Bicycle—Have new policy approved, awaiting a new video to be done this Spring before posting the policy on the website.
- Service Alerts—TCTD posted service alerts on the NWConnector website during the recent flooding but discovered the alerts did not show up on the Transit app. Chris said users should use alerts through the GTFS manager rather than through the website. Chris can set up a tutorial to train staff.

4. Social Media Marketing/Online Ticketing

Multiple technologies to do ticketing. A couple of partners have already started looking at their own online ticketing. (February meeting agenda item)

5. Open Street Map—Adding first/last access points to the NWConnector website. These would include shortcuts, local paths. Chris is adding some NWConnector branding to the website report due to ODOT, including this new way to enhance the NWConnector platform. Current website project budget will have approximately \$20,000 left to do trip planner enhancements. Partners concurred on having Trillium adding as many new access routes/paths to the Trip Planner as can be identified. Partners will get a list of the first/last mile providers and known pathways to bus stops.

6. STIF—Discretionary Application Update STIF Discretionary Application Update—Doug and Jeff did a joint presentation at the NWACT meeting. Mary reviewed the NWACT write-up (attached). Arla: Way oversubscribed. 70 applications totaling over \$39 million for \$19 million in funding. Will require a minimum 20% match. Priority will likely be operations. Will try to get as many funded as possible.

7. COVID Transit/NWConnector Updates

Sanitizer—Doug will get the new RFP out next month.

8. Other Business and Partner Updates

- SETD—Difficult to run the Portland route with older equipment that has malfunctions at a distance. Have had great support at Amtrak when the equipment breaks down.
- BAT—Finalizing new stop signs, bus wraps, only a couple of weeks out of implementing. Very exciting. Hoping to get the Coast to Valley expansion started on July 1. STIF Advisory Committee approved projects, going to Board next week.
- Lincoln County—Thanks to all for the partners for working to make all the days of operation consistent across the system. Thanks for the partners flexibility. Are going to be adding a midday run on the Coast to Valley route. Will be working with Brad on some early marketing, to let the public know it will be coming. Expecting 5 Category C buses to be delivered soon. Buses are currently in Portland getting set up for service. Two are designated for Coast to Valley Express run. Working on getting STIF applications reviewed by the Committee.

- CCR—This time of year is typically challenging due to the lack of local funding as go into budget season. Probably will still need to do some cutbacks. Options are to surgically cut, or do significant cutbacks and then look at a new rebuild of the operations.
- TCTD—Worked on STIF, fare analysis for July 1 implementation. IVR technology for Ecolane adding for Dial-A-Ride notifications/prompts. Working with Tillamook County Emergency Management to get drivers vaccinations started next week. Budget season is here and getting organized to start the process. The District will continue all STIF funding projects. Investment in holiday service of providing service on Memorial, Independence, and Labor days turned out to have great ridership. This was a great return for the District.
- Arla—Thanks for moving the date of the meeting.

Recorded: Mary McArthur, Col-Pac EDD and NWOTA Coordinator

DRAFT

# STIF Discretionary and Statewide Transit Network Fund Programs 2021-23

## ACT Review Form

### Instructions:

Select your ACT name from the below dropdown. Once selected, a new section will populate with a dropdown that lists the projects assigned to your ACT for review. Select the project you wish to review. If you have multiple projects to review, select the "Add Project" button to create another project review section. Select "Submit" after reviewing all assigned projects. Alternatively, you may attach a copy of the ACT's meeting minutes where it discussed the projects relevant to its area of responsibility.

**ACT Contact Name**

Mary McArthur

**ACT Contact Email**

mbmcarthur@nworegon.org

**ACT**

Northwest ACT

### STIF Discretionary Project Review

#### Project 1

**Northwest Project List**

Sunset Empire TD - Lower Columbia Connector

**Do you have feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination? ACTs may include funding recommendations for specific projects or prioritize projects, if desired.**

NWACT supports this project. This route is the only direct transit service from Portland to Astoria along Hwy 30. When implemented, the route was a collaborative effort of SETD and Columbia County Rider to provide one bus transit travel through both counties. Prior to the pandemic, ridership was up over 50% on this route once it became a one bus trip. The route also interlines with both Greyhound and Amtrak providing seamless car-free tourism travel to the Oregon Coast.

**Optional Document Upload**

#### Project 2

**Northwest Project List**

Tillamook County TD - Coastliner - Tillamook to Portland Intercity Service

**Do you have feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination? ACTs may include funding recommendations for specific projects or prioritize projects, if desired.**

NWACT supports this project. In addition to providing the only direct public transit from Tillamook to Portland, this route is now providing increased service for residents in west Washington County. Public outreach surveys indicate interest and need for an additional daily round trip. Planning is underway to add local Washington County transit providers first/last mile access to the Coastliner to the NWConnector website Trip Planner.

#### Optional Document Upload

### Project 3

#### Northwest Project List

Tillamook County TD - TCTD Route 60X: Coastal Connector - Lincoln City-Grand Ronde-Salem

**Do you have feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination? ACTs may include funding recommendations for specific projects or prioritize projects, if desired.**

NWACT supports this project. In addition to providing the only direct public transit from Lincoln City to Salem, this route is a partnership with the Confederated Tribes of the Grand Ronde and the Siletz, which provide the local match. This route provides the tribes with transportation access to work both in their casino and workplaces in Lincoln City and Salem. This project is a partnership with Lincoln County and ODOT, and connects with Yamhill County Transit at Grand Ronde.

#### Optional Document Upload

### Project 4

#### Northwest Project List

Tillamook County TD - NWConnector Transit Access Project: Phase 2 -- Construction

**Do you have feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination? ACTs may include funding recommendations for specific projects or prioritize projects, if desired.**

NWACT supports this project. These stops are three top-ranked ready-to-proceed projects from the Phase 1 Design and Engineering Transit Access Study. Each represents a central hub within their respective county for transit travel to work, medical appointments, retail shopping and/or recreation. Increasing safe access to the NWConnector transit system is critical for addressing long-term traffic congestion on the Coast and foundational for sustaining the North Coast's public transportation.

#### Optional Document Upload