

Transportation Advisory Committee
Work Group
May 30, 2023

In attendance: Dean Guyer, Shari Selander, Rick Gloria, Meghan Chancey

Guests: Connie Guentert (CCNO), Kane Lester (CCNO), Joe Hayes (CCNO), Vicki Valenzuela (public)

Zoom: Angie Jones (ODOT), Julia Novatny (CCNO), Stephanie Sanders (Elkhorn Taxi)

Staff: Doni Bruland

Doni stated that Community Connections of NE Oregon (CCNO) and Elkhorn Taxi both met the requirements for the RFP. Step Forward did not submit a proposal as they believed the process that occurred in December was the one that they had to use.

The Work Group understood that the projects were to be approved for submission to the County Commissioners.

The Work Group began by reviewing the proposals for the Federal Transportation Authority (FTA) 5310 funds. It was explained that the Contractor(s) will provide safe, efficient, reliable, and economical transportation services in Baker County seniors and disabled persons as those terms are defined in Oregon Administrative Rule.

The total allocation for the 2023-2025 biennium is: \$162,148

Joe explained CCNO's services, the number of buses, vans, and other vehicles that are used to provide transportation to seniors and disabled. Joe explained the operating hours, currently 7am to 7pm, Monday through Friday. He handed out paperwork that showed the number of riders in Baker County. He said that CCNO is asking for 100% of the FTA 5310 funding (\$163,148/biennium).

Stephanie said that the Taxi provided 10-15 senior and disabled transports per week. However, without an ADA van, and the Agreement with CCNO falling through, their riders are limited to those that have some mobility. Shari said that she wants to visit with Stephanie about allowing the Taxi to use the New Directions van (that doesn't get used very much) so the ADA compliant vehicle issue would be solved.

Dean led the discussion on why it's important that there are two forms of providers and the need to provide services outside of CCNO's operating hours.

There was consensus that CCNO would receive \$137,148 and Elkhorn Taxi would receive \$25,000 for the biennium. The split was based on the after hour's services and the potential number of riders during that time. Both entities are responsible for a 10.27% match on their allocated funds as required by FTA.

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Doni explained the Statewide Transportation Improvement Funds (STIF) were used for services such as the trolley and CCNO buses that are seen around town, as well as Workforce on Demand that is provided by Elkhorn Taxi.

Project discussions were led by the proposers. Funds approved by the Work Group are for the biennium and are “not to exceed”.

Doni: Baker County Admin – this is money used to fund the administration within the County for the ODOT STIF and FTA 5310 grants. \$50,000

Joe: Fares Reduction – Reduces fares to free for all riders. \$80,000

Demand Response – Provides rides in-town and in the rural areas. \$150,000

Hours Expansion – Expands rides to 7am to 7pm Monday through Friday and 8am to 5pm on Saturdays. \$20,000

Student Transportation – Provides free rides to students grades 9-12. \$10,000

Transit Assistant – Funds (1) FTE at CCNO. \$140,000

Stephanie: Workforce on Demand. \$40,000

Justin (Step Forward): Provides client only transport services. Only eligible for population based STIF funds. \$44,000. The Work Group was very favorable for this project to move forward. They caveated the funds to be approved either through a limited RFP for those funds only or as otherwise advised by County Counsel.

Doni: Capitol Purchases/Maintenance: Creates a maintenance fund for catastrophic vehicle breakdowns. Angie reminded the Committee that the money could not be used for repairs as a result of accidents. The Committee decided to limit the funds to repairs that cost \$1,000 or more and that they would have to be approved by the TAC quarterly. \$100,000 vehicle purchase, \$40,000 maintenance. (Funds can be combined through the ODOT process if needed or wanted by TAC)

Operations Reserve: Creates an operations reserve for remaining resources, if any, and those carried over, to implement, support, and preserve the creation of new routes or the expansion of existing routes in order to close existing gaps found within the service area. The Work Group thought that this was a good idea, especially with the cost increases we’ve seen over the last few years. \$100,000

The Work Group approved the projects with the intent to forward the proposals to the Commission for final approval.