



AGENDA

Transit Advisory Board Meeting

5:30 PM - Wednesday, June 15, 2022

Transit Operations Building

Click [here](#) for Virtual Meeting Via Zoom

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1. ROLL CALL	
2. APPROVAL OF DECEMBER 2021 MINUTES, MARCH 2022 AGENDA, MARCH MINUTES AND JUNE AGENDA	
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January Narrative	
February Narrative	
3. CITY COUNCIL LIAISON	
4. OLD BUSINESS	
4.1. New Grants	
4.2. Moving Bus Stop	
4.3. Farmer's Market Route	
5. OLD BUSINESS	
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5.2. Operations	
5.3. RFP for ITS Equipment	
6. NEIGHBOR UPDATES	
7. PUBLIC COMMENT	
8. ADJOURN	
8.1. Next Meeting	
5:30 pm-7:00 pm	
Wednesday, June 15, 2022	
Transit Operations Building	
Click here for virtual meeting	



MINUTES

Transit Advisory Board Meeting

5:30 PM - Wednesday, March 16, 2022
Transit Operations Building

1. ROLL CALL

Present: Andi Howell, Caren Topliff, Heather Michet, Kristina Babcock, Muna Rustam, Nancy Payne. A member of the public also attended.

2. APPROVAL OF DECEMBER 2021 MINUTES AND MARCH 2022 AGENDA

Staff rearranged the agenda. A quorum was not present to approve minutes and agenda.

3. CITY COUNCIL LIAISON

No news.

4. NEW BUSINESS

4.1. Driver Shortage

Routes have been canceled due to driver shortages. This has primarily impacted Mt. Hood Express. After surveying varying agencies it was determined driver wages for both services would be increased to keep up with the industry standard wages. There will also be an additional incentive for mountain drivers due to the difficulty of the route.

4.2. Operations Contract

The City and County's 5 year contract with MV is entering into year three. The contract specifies that we renegotiate the terms of the contract for years 3-5. We are currently in the negotiations process.

4.3. STIF and STF Funding

The City has requested funding to start a route from Sandy to Clackamas Town Center. The City and the County are working together to start a run to Clackamas Community College as well as interline a route from Estacada to Rhododendron.

4.4. RFP for ITS Equipment

The City received three bids for the RFP. The selection committee is evaluating each proposal to make a selection based on the criteria laid out in the RFP.

4.5. Electric Vehicle Purchase

The City is in the process of purchasing a shift change vehicle. The vehicle purchase, wrap and charging station will be purchased through a grant. Staff has reviewed the two American made all-wheel drives, Tesla and Ford Mustang. The Tesla provides better functionality for the agency needs.

5. ADJOURN

Motion to adjourn at 7:01 pm by Andi Howell and second by Heather Michet. Unanimous.

- 5.1. Next Meeting
 - 5:30 pm -7:00 pm
 - Wednesday, June 15, 2022
 - Transit Operations Building
 - 16610 Champion Way
 - Sandy, Or 97055
 - or
 - click the [link](#) to attend virtually



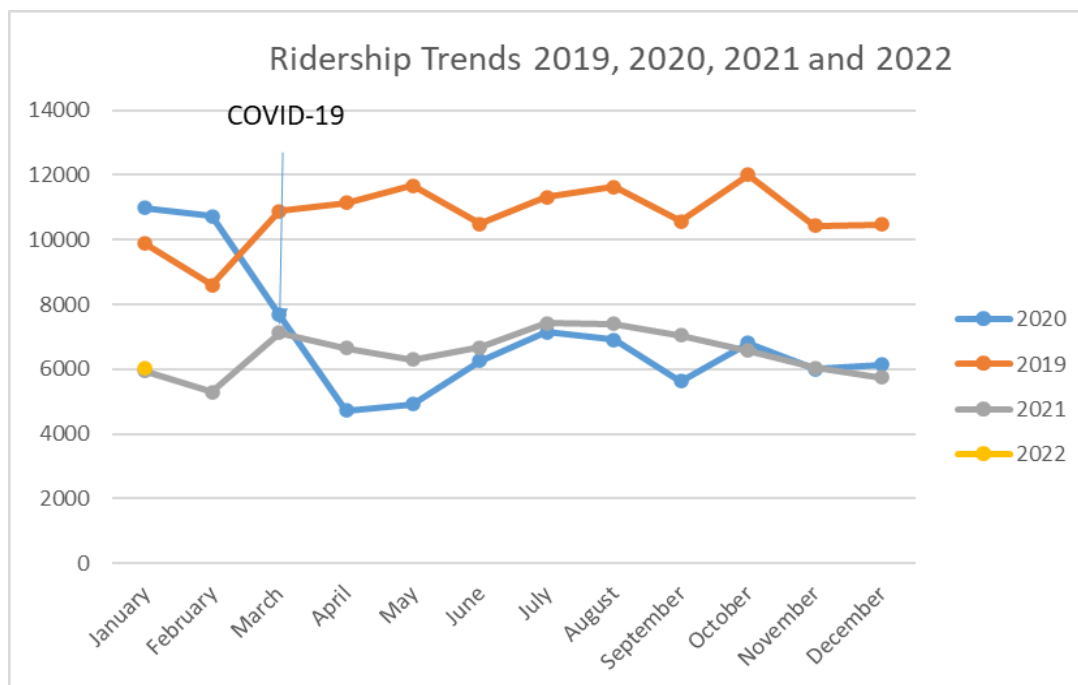
Chair, Heather Michet



Chair, Joseph Lowe

Draft

Transit Staff Report – January



As shown in the chart, COVID 19 continues to impact Sandy Transit ridership. Ridership did show a slight increase in 2021 over 2020, until snow storms hit in December.

January ridership exactly reflects January 2022. In January 2022, SAM provided 6,014 rides whereas January 2021 SAM provided 5,947 rides.

During the snow storms, SAM continued to operate, never canceling an entire day. SAM Gresham ran hourly rather than every half hour, SAM rides and Elderly and Disabled out-of-town medical rides were for life sustaining trips only such as dialysis, prescription pick up and cancer treatments. The Shopper Shuttle was suspended for a few days, as people had the option to schedule with SAM rides if it was life sustaining.

SAM and MHX continue to experience the driver shortage that many agencies have faced over the past year. MHX continues to have the biggest challenges of retention due to the stress involved in the steep grade (Timberline Road) and the weather. Two full time MHX drivers quit in January, forcing all drivers and dispatch to struggle to cover all the shifts. This puts stress on both services, although currently MHX is the only service canceling runs. SAM's dial-a-ride programs, however, are also down to one driver causing scheduling difficulties and low

ridership in those programs. Currently, drivers are often faced with 6 and 7 day work schedules, a trend that is not sustainable.

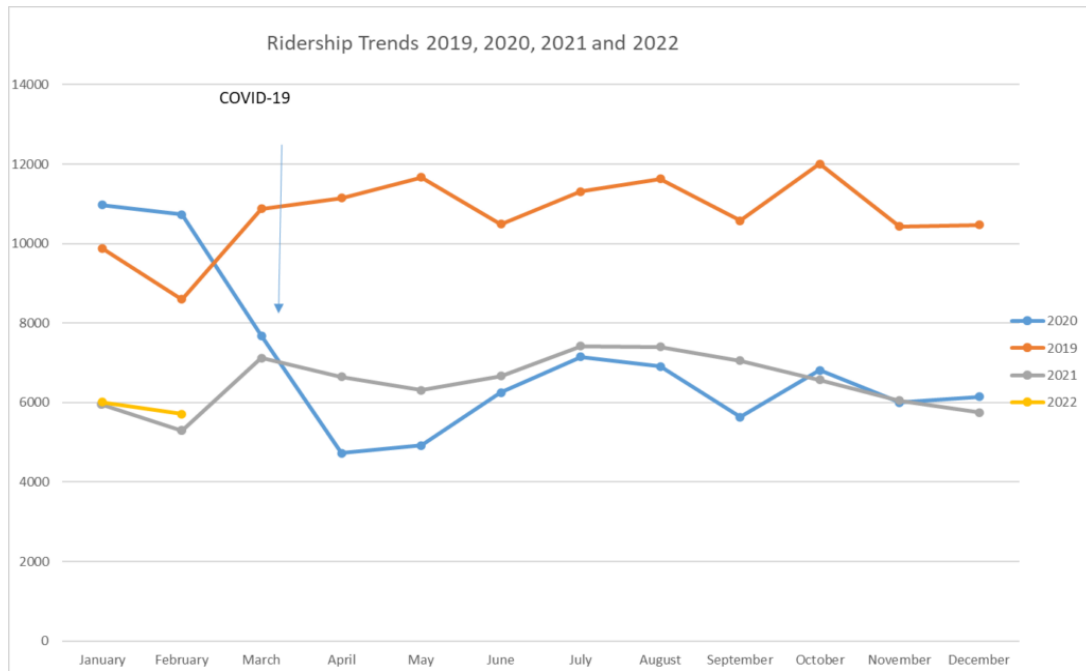
MV has sent drivers from Redmond, WA to help cover the MHX shifts and 3 drivers have been hired. The new drivers though will need to be trained and obtain CDLs, a process which will likely take 3-4 months.

SAM is currently speaking with vendors to procure an all electric SUV to be used as a shift change and service vehicle, sometimes employed to pick up passengers during inclement weather but not very often. Currently SAM uses a hybrid SUV (Ford Escape) for this purpose. SAM has already secured grant funding for the replacement which is enough for a fully electric SUV and the charging infrastructure required. No match is necessary with the grant funding. Because the vehicle needs to be all wheel drive (AWD), SAM is currently looking at Tesla Model Y or Ford Mach E.

In January, SAM posted an Request For Proposals (RFP) for a new contract for real time arrival information (currently DoubleMap is the vendor) and data collection. The County, Canby Area Transit and South Clackamas Transit District are all included in the RFP to explore savings through the addition of capital equipment purchased and save time for all agencies involved by reducing the need for each agency to go through a procurement process. Bids are due February 23, 2022.

All Clackamas County transit agencies continue to work together, meeting weekly, to find ways to collaborate, share successes and develop better services for the region. Many refer to our group of agencies as the Clackamas County Coalition and the strong working relationship we have developed has proven a successful partnership.

Transit Staff Report – February



Ridership is showing a slight increase in 2022 (yellow). Dial-a-ride ridership continues to stay low, partially due to a lack of available drivers to meet the demand. SAM currently has one driver, one vehicle for SAM rides and one driver, one vehicle for the Elderly and Disabled program. Typically, we would have two drivers, two vehicles for each service during peak service hours.

In February 2022, SAM provided 5,714 rides whereas February 2021 SAM provided 5,300 rides.

SAM and MHX continue to experience the driver shortage that many agencies have faced over the past year. MHX continues to have the biggest challenges of retention due to the stress involved in the steep grade (Timberline Road) and the weather. Currently, drivers are often faced with 6 and 7 day work schedules, a trend that is not sustainable.

Currently SAM uses a hybrid SUV (Ford Escape) for this purpose. SAM has already secured grant funding for the replacement which is enough for a fully electric SUV and the charging infrastructure required. No match is necessary with the grant funding. Because the vehicle needs to be all wheel drive (AWD), electric and American made, SAM has chosen the Tesla Model Y.

In January, SAM posted an Request For Proposals (RFP) for a new contract for real time arrival information (currently DoubleMap is the vendor) and data collection. The County, Canby Area Transit and South Clackamas Transit District are all included in the RFP to explore savings through the addition of capital equipment purchased and save time for all agencies involved by reducing the need for each agency to go through a procurement process. Bids were received for the ITS replacement for real time information and data collection on vehicles. Bids were due February 23, 2022 and three vendors bid on the project. All three vendors were selected to move forward through the evaluation process by the selection committee.

All Clackamas County transit agencies continue to work together, meeting weekly, to find ways to collaborate, share successes and develop better services for the region. Many refer to our group of agencies as the Clackamas County Coalition and the strong working relationship we have developed has proven a successful partnership. Additionally, we meet with the HB 2017 regional coordination group. It is through this collaboration that SAM has requested future STIF funds to begin the new route to the Clackamas Town Center. If selected for approval, the route will begin July 1, 2023.