



**Committee on Accessible Transportation  
Business Meeting Minutes  
Wednesday, January 15<sup>th</sup>, 2025  
9:00 a.m. – 11:30 a.m.  
Webex**

**Recording:**

<https://tmshare.webex.com/recording/service/sites/tmshare/recording/8a56c589b590103dbc7d0ab5fcfc44c3/playback>

**Password: RkRDHPA3**

**CAT Members**

Jan Campbell  
Annadiana Johnson  
Claudia Robertson  
Dave Daley  
Richard Hunter  
Patricia Kepler  
Jason Jablow  
Sky McLeod  
Franklin Ouchida  
Stella Moore  
T J Anderson  
Tre Madden  
Katheryn Woods

**TriMet**

Justin Rossman, Sr. Community Engagement  
Charlie Clark, Service Delivery Manager  
David Motorca, Project Coordinator CIS  
Erin Graham, Board of Directors CAT Liaison  
Joseph Camper, ADA Coordinator Legal Services  
Mary Hicks, Sr. Admin Asst. ATP  
Kittie Kong, Sr. Community Engagement  
Coral Egnew, Mgr. Community Affairs  
Raychel Schindelman, Digital Accessibility Spec.  
Bruce Smith, IDEA  
Joe Tobias, Project Mgr. Customer Information Services  
Bernadette Le, Interstate Bridge Replacement  
Nana Ochiai, Project Mgr. Eng. & Construction  
Jebediah Doran, Transit Mgr. Interstate Bridge Proj.

**Guests/Public**

John Merrick-Russell  
Jeremy Mingo  
Dale Melton, UZURV  
Madeline Temple  
Abdelrahman Osman  
Lisa Strader, PBOT ADA Coordinator

09:00 - **A. Opening Remarks** – Jan Campbell

1. Round table Introductions
2. Approval of Agenda – Move to approve by Annadiana Johnson, second by Richard Hunter, no discussion, no abstentions.
3. Approval of December Business Minutes, move to approve by Dave Daley, second by TJ Anderson. Discussion: Claudia Robertson asked for clarification on page 6, 4<sup>th</sup> bullet talked about co-mingled trips on NEXT vs. page 7, 2<sup>nd</sup> bullet that spoke to LIFT riders only.
  - Eileen Turvey provided clarification that there are union discussions going on in early February but the goal is to ultimately provide service to the general public comingled with LIFT riders being served in the predominant area of that zone.

09:15 - **B. Notice of Proposed Policy Statement Regarding the Applicability of FTA's Drug and Alcohol Testing Program to Transportation Network Companies**  
– Eileen Collins Turvey, Director of Accessible Transportation Programs

FTA Drug & Alcohol Rule: Mandates Drug and alcohol testing for employees and contractors performing safety sensitive functions and those are people who have control over moving vehicles for transit agencies receiving federal funding, including contractors. So this policy clarification could impact how TriMet LIFT delivers service in partnership with Uber.

Key points of the Review: FTA Drug and alcohol testing requirements are extensive. There must be a designated contact person at the agency, which covered employees, including operators who operate a vehicle in or out of revenue service, maintained vehicles, control the dispatch of or movement of a revenue vehicle. It identifies the prohibited substances and behaviors of people who are in safety sensitive positions. It outlines pre-employment drug test requirements and this is a Federal policy so even though marijuana is legal in Oregon, it is not legal federally and therefore is one of the prohibited substances. It identifies that there's a random sample pool of people who have to be drug tested and there has to be a scientifically proven selection method, making sure that no one could reasonably anticipate when a drug test might be required, so that we can identify at all times, people in safety sensitive positions are operating their vehicles unencumbered. There are also post-accident drug testing requirements as well as training that helps to identify if someone comes into work under the influence.

The reason this policy is under review is because in 1994 there was a “Taxicab Exception” which has been used by transit agencies allowing them to exempt some service provided by taxis. An error in one of the FTA’s FAQ documents has contributed to this exception being implemented in a way that is inconsistent with the original intent of the taxi cab exception. In response to the inquiries as well as to correct the error to ensure those recipients of federal funds and TNC have a better understanding of when the drug and alcohol rule applies and when it does not. This exception was based on the lack of contractual or informal arrangements between the transit agency and the taxi company. Many of the taxi cab drivers were independent operators providing service to anyone who hailed them on the street. That has since changed. If there is a transit agency who has a contract or even an informal relationship with a TNC or taxi service the FTA is asserting that drivers must now be included in the testing program. Because of the confusion, the error has been acknowledged by the FTA and they are working to get clarification. On Dec 30, 2024 the FTA published a clarifying document and are seeking input from providers. What this means from TriMet is that the LIFT plus rider’s choice program will change or pause until Uber determines if or how they will respond. Currently UZURV, Big Star, Transdev and Broadway Cab programs are fully drug and alcohol testing compliant. The FTA emphasizes that passenger safety is the primary concern of this review.

We are looking for the Committees feedback so please email comments to Justin Rossman. We will get them all together and have a final review at the Exec. Committee meeting.

Publish letter to FTA, prior to the Executive Committee, prior to January 31, 2025

- Dave Daley –Made the motion to oppose the relaxation of the drug and alcohol policy/standards.
- Franklin seconded the motion.
- Dave Daley withdrew the motion as he felt that CAT was in agreement with TriMet staff.
- Eileen clarified that unless Uber has a safety sensitive pool of drivers by the time this goes into effect, we will not be using Uber, until they do.
- Richard Hunter made a motion that gives the Executive Committee the responsibility to come up with the letter that

shows full support to use the highest standards and not relax anything.

- Dave Daley seconded that motion.
- No one opposed this motion – no one abstained

Claudia Robertson remarked that using Marijuana is a federal crime and should be part of the testing whether it's legal in the state of Oregon or not.

Tre Madden – questioned the use of alcohol on weekends and off shifts and how that carries over to work shift. Also questions certain drugs that are sometimes prescribed by a medical doctor.

- Eileen Collins – Replied with, No alcohol within 4 hours of driving or 8 hours after an accident. Marijuana is different in that testing wouldn't show the difference if they used it 5 minutes before or 28 days before they were tested. With regards to prescribed medication, some substances are allowed and some are not. If they would alter their ability to operate a vehicle and safely serve then they would not be able to take those substances.

Richard Hunter – with random drug testing, Marijuana as second hand smoke can show up in your drug testing, so caution is needed.

AnnaDiana Johnson – We should definitely target people who misuse, but there are some people who have a doctor's prescription for something they need every day.

Sky McLeod - asked a question for clarification, with some of the Cab companies, their operators aren't necessarily coming into work, so that's a missed opportunity for a supervisor to see someone under the influence.

- Eileen Turvey shared that the pool of Broadway Cab drivers, they have a mechanism for doing reasonable suspicion checks, whether that is having the operators come into the office or they do a video check so they can check for any components of a reasonable suspicion.

### 09:30 - C. General Public Comment

- Coral Egnew updated all that in addition to the in person open house for the 82<sup>nd</sup> FX line that will have an online feature open house as well.

- John Merrick-Russell – shared that there are different requirements for agencies that get federal funding vs. state funding.

09:35 - **D. Fixed Route subcommittee update** – Fixed Route Co-Chair Dave Daley talked about the Bicycles on the trains, he felt Joe Camper was looking for input from CAT as to what types of bikes, as the hooks don't really work for E-bikes, cargo bikes and double-wides and there's a problem with where the bikes are stored. Dave Daley's consensus is that TriMet needs to come up with standards as to what types of bikes will be allowed. The committee went into the question about is on-board bike securement on FX2 the most efficient use of space but was put onto the bus because they didn't want to slow down by securing the bikes to the front of the bus. That space could be used for mobility devices.

- Dave Daley also talked briefly about the Bus Catcher Identification Display (BCID) not being very functional and not what people are looking for at the stops. The digital reader boards are more functional.
- Dave Daley shared that single cars on MAX are being done to reduce mileage for required preventative maintenance. Could there be a service alert on the reader board to let riders know that the next train is a single car – no answer as of yet. Kudos to the maintenance manager for coming and being honest about this problem.
- Dave Daley mentioned the attachments in the CAT information packet regarding Fixed Route passups. Once again the line on 82<sup>nd</sup> Ave. is the number one line for mobility device pass ups. If TriMet doesn't understand the need to increase the space for mobility devices on this line we're not going to improve.

09:45 - **E. TriMet Staff Updates** –

- Service alerts for Single MAX cars, update on question.
  - Justin Rossman relayed that the current alert system will not allow for this technology, but took the request for this team to work on. Justin also requested the operators not pull away from the platform too quickly, giving people time to maneuver around the platform and move forward to get on the single car train. Single cars are happening primarily on the green and orange lines.

- Public outreach to start soon around extending line 153 from West Linn to the Oregon City Transit Center
- CAT Committee recruiting update:
  - Justin Rossman informed the committee that there are 16 days left to apply (1/31) and the application process will be closed. 20 applications have been submitted thus far. The selection committee is apprised of AnnaDiana Johnson, TJ Anderson, Franklin Ouchida and Jason Jablow with TriMet support from Justin Rossman and Eileen Collins.
- 82<sup>nd</sup> Ave. Project open house - 1/22 5:30 p.m. – 7:30 p.m.  
PCC Southeast Campus, Community Hall Annex, 2305 SE 82nd Avenue
  - Justin Rossman, reminder that the community advisory committee application process is also open for 82<sup>nd</sup> Ave.
  - Claudia Robertson commented that the timing of the meeting at night for those who have problems driving at night should be looked at for future meetings. She also wanted to know if they're changing the selection committee process.
  - Kathryn Woods wanted to know if she can be on the public advisory committee as well as the CAT advisory committee. Is there a conflict of interest to be on both committees?
    - Justin Rossman responded that it should not be a conflict of interest and that Kathryn Woods could be on both committees.
- Justin Rossman experienced an Outlook calendar malfunction which cancelled some CAT meetings. TriMet IT is looking into this. He is sorry for any confusion this may have caused and will get new calendar invites out as soon as possible.

#### 10:10 - F. Committee Member Feedback & Discussion

- Tre Madden – CDC warning announcement a quademic of 4 respiratory diseases. Suggested information be posted on public transit for masking. He believes TriMet should push some sort of mask marketing campaign on public transit.
- AnnaDiana Johnson suggested we should do this as a Public service announcement via TriMet

- Several CAT members brought up masking and best practices for the respiratory diseases going around currently.
- Jan Campbell requested for this masking topic to be put back out on the Exec. Committee meeting.

10:20 - **G. TriMet Board of Directors Update** – Director Erin Graham

- Dir. Erin Graham spoke about the December meeting which included updating the agency safety plan, and a new section on added roles and responsibilities. The Board also reviewed and improved the statewide transportation plan of the fiscal years 2026/27 which the bulk of funds are going to support service lines and fixed line services. A portion of those funds will also go to support student affairs. At the January meeting next week, there will be a draft business plan presented and that will be open for public comment between January 23<sup>rd</sup> and February 28th. This plan will be posted on the TriMet website.
  - Dave Daley commented on STIF and that TriMet is the responsible agency for the tri county area and we were far short of the funds we needed to meet all the needs that were requested. Now the legislature is hoping to do something about transportation so some of the funds will increase and augment that funding.
  - AnnaDiana Johnson commented, that for seniors and people who live with disabilities without proper transit, most would be unable to get to the medical care they need.
  - Dir. Erin Graham provided a little information about herself as the new Board of Directors liaison to the CAT. She is currently President/CEO of OMSI.

10:30 - **H. Break**

10:45 - **I. Interstate Bridge Replacement** – Bernadette Le, TriMet Community Affairs and Engagement Coordinator and Jebediah Doran.

Overview Presentation:

Purpose and Need:

- Safety – Narrow lanes, no shoulders, poor sight distances, bridge lifts and short ramp distances for merging and diverging.

- Impaired Freight Movement – Congestion and bridge lifts slows down freight carrying goods along I-5.
- Personal vehicle congestion – over 143,000 vehicles use this bridge every weekday.
- Earthquake vulnerability – In the event of an earthquake there could be significant damage, possibly beyond repair.
- Currently there are inadequate bike and pedestrian paths.
- Limited public transportation – Bus is typically unreliable due to traffic congestion and bridge lifts.

Timeline:

National Policy Act Process: NEPA National Environmental Policy Act of 1970 – Ensures agencies consider public comments as part of decision making. Environmental Impact Statement (EIS) Analysis of the environmental impacts.

Modified Locally Preferred Alternative: (MLPA) Improve transportation facilities, extend light rail transit, Buses will be on road shoulder as well as variable rate tolling for motorists.

Transit Investments: Light rail yellow line extension. New zero-emission high capacity buses, Overnight facility at Expo, New transit bridge over N. Portland harbor and a new elevated station at Hayden Island. Potential Park & Ride locations are still being studied.

Next Steps & Ways to Stay Connected: Still very early in the concept design and it will continue to be tweaked. Continued coordination with federal lead agencies, program partners, and program steering and advisory groups. Responses to public comments will be published in the final SEIS in mid to late 2025. Visit [interstatebridge.org/calendar](http://interstatebridge.org/calendar) to get questions answered, find community engagement events or attend a program meeting.

11:15 - **J. Comments and questions**

Claudia Robertson, The buses running from Portland to Vancouver will be C-Tran only, not TriMet. Will this include paratransit service? Whose paratransit service, TriMet or CTran? Also, what is the timeline for start and finish of this project?

- Jebediah Doran responded that there will be paratransit, we just don't know which paratransit service yet. We have currently started on the project, but it would have a timeline of approximately 15 years.



- Dave Daley remarked that elevators are a sensitive issue with CAT. Elevators need HOP card access in order to use transit/elevators as well as keeping the platforms safe.
- Jan Campbell commented we can't rely on elevators vs. building ramps in the event that the elevators aren't working.
- Sky McLeod, Safety considerations especially for blind people. The train is 1.9 mile and is elevated. It is grade separated from traffic. Pedestrian sidewalk?

Jebediah Doran talked about a shared use path that connects the north and south sides of the river which is on the east side of the structure and separate from the light rail alignment.

#### 11:29 - **K. Upcoming CAT meetings**

- Wayfinding Ad Hoc January 28<sup>th</sup> at 9:30am
- Executive Committee Planning February 4<sup>th</sup> at 9:30am
- Fixed Route Subcommittee February 12<sup>th</sup> at 9:30am
- Business Meeting February 19<sup>th</sup> at 9:00am

#### **Upcoming CAT new operator trainings:**

- MAX new operator training – January 27<sup>th</sup> 12:15pm
- Bus New Operator Training – January 31<sup>st</sup> 11:30am
- LIFT New Operator Training – February 6<sup>th</sup> 1:00pm at Powell

#### 11:30 - **L. Adjourn Business Meeting**

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