

## Meeting notes

### *Multifunction Vehicles Discussion*

*Facilitator* – Don Chartock

*Roundtable Members* – Karl Johansen, COAST; Hiep Tran, WSDOT; Dave O’Connell, MTA; and Mike Kenney ESD 101.

The roundtable and council discussed the existence and potential of multiuse vehicles. As the discussion went on, it became very clear that there are barriers in place to greater use of these vehicles. The council asked that a workgroup be formed to perform the following tasks:

- Research if states other than Kansas are working on issues and barriers related to the widespread use multifunction vehicles. Determine if interest exists in developing a coalition of these states to address FTA barriers.
- In the May 2006 ACCT-ion bulletin, announce the formation of a work group and a call for participants to identify barriers and opportunities in the use of multifunction vehicles in Washington State.
- Outline a work plan for this group. Consider the development of a matrix that more clearly identifies and compares the various federal, state, and local requirements for school buses, multifunction school activity buses, and other vehicles.
- Put the multifunction vehicle work plan on the agenda for a future ACCT meeting.

### *SAFETEA-LU Planning Update*

Don and Cathy Silins met with RTPO/MPO/WSDOT Coordinating Committee to discuss the new SAFETEA-LU planning requirements. There has been very positive response from the MPOs and RTPOs as well as WSDOT staff.

The FTA has published interim guidance and asked for feedback. Most in Washington seem supportive. The Council decided that Robin will write a letter to the FTA regarding Human Services Transportation Planning. It was also decided to place this item back on the agenda for the June 2006 ACCT meeting. Page Scott will say how her May committee meeting went.

### *Homeless Student Transportation Evaluation*

*Presenters:* Janice Webb, Hopelink; and Jacque Mann PSESD

Jacque and Janice presented their homeless student transportation project and focused on the performance measures and preliminary findings which have been very positive.

Representative Miloscia wanted to make sure that CTED's plan on homelessness in Washington includes the issue of homeless student transportation. He asked that the presenters set up a meeting with Representative Mark Miloscia and discuss this issue in more depth.

#### *Legislative Update*

Robin Phillips and Chris Johnson, Attorney General Rob McKenna's Policy Director spoke to SB 6239 Omni bus crime bill (aka Meth Bill) Section 125 of the bill requires ACCT to report to the legislature in November of 2006 on the access of DSHS clients in drug treatment to public transportation. Chris mentioned that he thought this was an important part of the Attorney General's long term strategy to eradicate methamphetamines from Washington communities. Successful completion of treatment is an important part of ending addiction. Access to treatment is a prerequisite for success.

Robin said that she had spoken with Doug Allen, Director of the Division of Alcohol and Substance Abuse (DASA) within DSHS. Robin explained that she and the staff at WSDOT were working to get lists of treatment centers and client locations to do a spatial analysis of treatment access. At the next ACCT meeting Robin plans on providing some preliminary findings.

#### *Other Business*

Chair, Paula Hammond requested that the ACCT council discuss ACCT funding requests for the 2007-2009 budget at the next ACCT meeting in June 2006. The legislative session is gearing up now. ACCT members will have an opportunity to comment on the draft Washington State Transportation Plan which will be out shortly.

#### *Council Members and Audience Comments*

Mary E. McKnew of the Northwest Disability Law Office provided the following comments:

ACCT should consider its philosophy toward people with disabilities. Ms. McKnew felt that ACCT uses a medical model whereas she advocates an independent living model.

People with disabilities use an ever widening variety of mobility devices. To accommodate this trend, transportation providers should have more flexibility in their vehicles' tie-down systems. Multimodal tie-down abilities are not cost prohibitive. ACCT should consider advocating this issue.

ACCT should pay closer attention to Section 504 of the Rehabilitation Act of 1973; RCW 49.60 Discrimination – Human rights Commission; and case law about disability transportation.

Cathy Silins commented that ACCT should encourage local transportation and planning coalitions to have tribal representation.