

**HB 2017 Transit Advisory Committee
Meeting Minutes March 23, 2018**

Members present include (confirm):

Diane McKeel, Co-Chair
Deanna Palm, Co-Chair
Elaine Wells
Bob Stacey
Jan Campbell
Anneliese Koehler
Art Pearce
Barbara Bernstein
Ben Johnson
Elaine Wells
Esmeralda Flores
Jessica Vega Pederson
Jillian Detweiler
Johnathan Leeper
Paul Savas
Renata Frantum
Reza Farhoodi
Andrew Singalakas
Dan Bower
Chris Hagerbaumer

Public Comment (moved to the start of the meeting):

1. Cora Potter, Ride Connection – The majority of Ride Connection’s service is door-to-door service. It is part of the overall transit system. Ride Connection is mostly helping people in the middle ring suburbs, but is also beginning to serve the exurbs. Both LIFT and community based senior and disabled services will need to grow.
2. Kem Marks, Director, Transportation Equity, Rosewood Initiative – 50% federal poverty level should be the measure of what a high concentration of poverty. This includes the areas east of 82nd Ave. and western Washington County (but in the urban area). Both the percentages and raw numbers show these areas as having high poverty, and therefore are deserving of improved services. There are also some areas in Clackamas that need new/improved service, as well.

The committee unanimously voted to expand its membership by three people to include 1) an out of district representative, 2) a social justice representative, and 3) a public schools representative. The members were selected from Clackamas, Multnomah, and Washington counties. The representatives include:

- Dwight Brashear, Executive Director, SMART Wilsonville – Out of District representative
- Huy Ong, Executive Director, OPAL – Social Justice representative
- Aron Carleson, Executive Director, Hillsboro Schools Foundation – Public Schools representative

Definition of high concentration of poverty was discussed. TriMet staff reviewed different means of looking at poverty:

- By percent (30%, 35%, 40%, 45%, & 50%)
- By raw numbers

- By people per acre

Discussion:

- Commissioner Savas suggested including a level of service overlay on top of poverty.
- Reza Farhoodi asked that the portions of the map be blown up to accurately illustrate areas in Downtown and elsewhere.
- Commissioner Savas said that Clackamas County has lower concentrations of people, and therefore can't show poverty as prominently as other areas.
 - Staff assured the committee that the rules don't require that all service be focused just on high poverty areas.
- It was suggested that education centers be included in future maps.
- Commissioner Vega Pederson noted that 1/3 of the region living in poverty is a really big number.
- Nate McCoy suggested that the maps show where higher paying jobs are located as well as job training for construction and manufacturing.
- Jonathan Leeper suggested that we include growth areas in the analysis.
- Jan Campbell suggested that we include services for seniors and people with disabilities in the analysis.
- Dan Bower said that we can look at poverty many ways (by percentage, raw numbers, people per acre), but each time, the same general areas show up on the map as high poverty areas. He also said that we should be focused on determining where poverty is first, then looking at the various overlays.

TriMet staff reviewed the operational and capital constraints on the agency. Specifically, expansion of the system is constrained by the need to buy buses, hire operators and mechanics, and expand capacity for bus storage. As a result, the 5 years is the fastest that TriMet can phase in all the HB2017 funding. This will also mean that early improvements will be weighted towards improvements that don't require new peak vehicles, such as early/late service, improved midday frequency, and weekend service. Improvements that require new peak vehicles such as new bus lines, route changes, route extensions and improved peak service will occur during later years once vehicles have been purchased.

Staff also presented a scenario that showed the existing allocations (Low income fare, FY19 service improvements, regional coordination) totaling 34% of funds and allocations for FY20-23 service improvements totaling 35% of funds and capital purchases totaling 31% of funds.

Discussion:

- Bernie Bottomly noted that TriMet has heard other requests for improvements on the system that include shelters and an expanded youth pass program. Bernie asked for suggestions.
- Art Pearce suggested that speed and reliability improvements be included in the capital purchases. Such improvements would help buses be more effective.
- Art Pearce also suggested that funds be set aside to help prepare the system for articulated buses (i.e., expand bus zones for larger buses).
- Chris Hagerbaumer noted that \$1 million in transit operations brings more jobs to the region than \$1 million of lane miles.
- Commissioner Vega Pederson urged the committee to ensure that funding is put towards its best use.

- Elaine Wells said that she was really excited to hear the vision for bus enhancements and reiterated Doug Kelsey’s vision for TriMet to be a mobility management organization and would like to see this plan also expand into a more holistic plan.
- Dan Bower said it would be helpful to see the 5 year graph showing how funds are being spent each year. For example, the low income fare program won’t spend \$12 mil in the first year. So how will we spend the unspent funds.
- Paul Savas would like to see what the service levels would be as the capital funds decline.
- Chris Hagerbaumer asked about the student transportation amendment that passed the Jan. ’18 legislative session.
 - Bernie Bottomly responded by discussing the three major amendments to the legislation. They are:
 - 1% of funds must go towards student transportation. The committee can define “student transportation”
 - The low income fare will now be useable on light rail services
 - TriMet can now spend the funds when the tax goes into effect and be reimbursed afterwards by the state
- Jillian Detweiler wants the committee to be assured that capital funding is benefitting low income riders and not just the entire system. She also wants TriMet to take into account environmental justice communities when siting the 4th bus garage.
- Commissioner Savas asked if the electric bus program only coming from the HB2017 funding. Will it be proportional to the size of HB2017.
- Reza Farhoodi stated that speed and reliability improvements benefits the entire system, even if the improvements are located in downtown Portland.

TriMet staff updated the committee on upcoming public workshops. There will be 4 public workshops. They will be located in:

- East Portland/East Multnomah County
- North/Northeast Portland
- Clackamas County
- Washington County

Workshops will take place in April and May.

Workshops are being designed, promoted, and facilitated by IRCO.

TriMet staff updated the committee on the Regional Coordination selection process to determine how to spend the \$3 mil set aside for Regional Coordination (i.e., out of district connections & last mile connections). TriMet is developing a selection process. A committee will be set up to decide which projects should be funded.

The meeting was adjourned.

The next meeting is scheduled for April 27, 2018 from 8 a.m. to 9:30 a.m. at the ODOT Building, 123 NW Flanders St., Conference Rooms A/B