

HB 2017 Transit Advisory Committee

Meeting Minutes. May 22, 2020

Members Present:

Dwight Brashear
Jan Campbell
Aron Carlson
Gabby Abou-Zeid
Adam Argo
Jillian Detweiler
Reza Farhoodi
Jarvez Hall
Art Pearce
Sushmita Poddar
Mary Lou Ritter
Walter Robinson II
Commissioner Rogers
Commissioner Savas
Mariana Valenzuela
Commissioner Vega Pederson
Julie Wilcke
Kiley Wilson
Sara Wright

Public Comment

No advance public comment submitted.

No call-in public comment.

Webex Tutorial

Short tutorial.

Meeting is being recorded.

Robert's Rules of Order – Voting

Voting:

- Committee member makes a motion

- Another committee member “seconds” the motion
- Committee discusses the motion
- Members can offer “friendly amendments”
- Committee Chairs call for a vote
- If either type of motion (original or amended) fails, then no motion is on the table
- The table is open for future motions

Jarvez Hall: Just because we have a discussion on something doesn't mean it has to be an amendment, we can discuss a topic and bring up the pros and cons of a particular motion without having to make an amendment.

Tom Mills: It would only be an amendment if somebody requests from the original proposer that the motion be amended and the original proposer agrees to it.

Equity Area Update

Tom Mills: At the end of the last meeting there was a request that we vote on the equity area map that shows the 25% highest scoring blocks that were scored using our equity index, that this be our equity map. The last time we had a plan we used this same percentage, the 25% highest scoring blocks using our equity index were used for our equity map. This map is very similar to the one we had two years ago, there are some changes but generally pretty slight and this would not really make one feel that the original plan needs to be changed. This is what was asked for at the last meeting and I'll open the floor for conversation or a movement.

Commissioner Savas: If the 25% equity areas change as people move around are we actually updating the map as it is today or are we voting on 25% of the blocks as it evolves?

Tom Mills: The current map is showing changes (slide 6). The equity areas did change slightly between last time and this time. This data is from 2018, it's the most recent data and 2 years ago we were using data from 2016. I would say the blocks have changed slightly but the general areas are still the same as they were before. It is our belief that every 2 years we need to provide an updated equity areas map. The 25% level is still the same but because of demographics and moving around there are slight changes to the map.

Jillian Detweiler (chat): I move the Committee adopt equity areas based on updated top 25th percentile of equity index scores.

Reza Farhoodie (chat): Second

Jarvez Hall: We have the motion moved and seconded, is there any discussion on the motion?

Tom Mills: I don't see any raised hands for further discussion and no chats.

Jarvez Hall: We're going to call for the vote right now.

Tom Mills: Roll call voting.

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|---------------------|-----|
| Adam Argo | yes |
| Aron Carlson | yes |
| Art Pearce | yes |
| Jan Campbell | yes |
| Dan Bower | yes |
| Dwight Brashear | yes |
| Gabby Abou-Zeid | yes |
| Huy Ong | yes |
| Jarvez Hall | yes |
| Jillian Detweiler | yes |
| Comm. Vega Pederson | yes |
| Julie Wilcke | yes |
| Kiley Wilson | yes |
| Mariana Valenzuela | yes |
| Mary Lou Ritter | yes |
| Comm. Savas | yes |
| Reza Farhoodi | yes |
| Comm. Rogers | yes |
| Sarah Wright | yes |
| Walter Robinson II | yes |

Tom Mills: The Equity Area Map has been unanimously approved, that will go into the plan and that's what we will use.

Updated ODOT STIF Projections – FY22 & FY23

Tom Mills: We have to start thinking about our plan and preparing for that, and in doing so think about how much money is going to be available in the plan. At our first meeting I said we were going to have about \$3 million left over from the existing biennium and an additional \$3million coming in. This is no longer the case as things have changed significantly and we don't know yet what the current recession that we're just beginning and what kind of effect that's going to have on payroll tax. However ODOT has put together an April 2020 forecast. This was always planned, but at the last minute as they were finishing this up they realized what was going on with the COVID recession and they adjusted the forecast slightly downward.

One thing I do want to share that could help us in terms of our projections is the State of Oregon released their revenue forecast for the next several years based on the COVID recession. ODOT is looking to release another revenue projection in July.

Jillian Detweiler (chat): Was all of the revenue spent?

Tom Mills: It has not all been spent yet, previously we talked about the capital projects. Capital projects take time to get up and running, I project we have about \$15 million in capital projects that hasn't been spent yet.

Commissioner Savas(chat): TriMet was awarded COVID relief money this week, will that be applied to this (STIF) as an offset?

Tom Mills: It is being applied to our operating budget, this money gets mixed together, our employer payroll tax money and the employee payroll and we will be applying the COVID relief funds to our overall operating budget.

Bernie Bottomly: I wanted to point out that the CARES Act funds that come to TriMet from the federal government are similar to the STIF funds in that not all of those dollars stay with TriMet. As the largest transit district in the region we are responsible for sub allocating some of those resources to other transit districts such as C-TRAN and SMART that are within urbanized area. They actually get a sub allocation of those funds based on the size of the transit agency.

Tom Mills: If there is a shortfall in the STIF funding would CARES Act funding fill that void?

Bernie Bottomly: Not in all cases, the CARES Act funding has limited ability to pay for revenue declines. The primary purpose is to pay for the cost associated with responding to the COVID crisis. It's a cost reimbursement arrangement, so you have to demonstrate the cost associated that you're applying for are incurred as a result of responding to the crisis.

Tom Mills: If you've been following TriMet you will know we are doing a lot to keep our vehicles clean. We are hiring cleaners, we are looking to clean the busses every 4 hours, installing hand sanitizer and mask dispensers and keeping those full among a number of other we're doing. Those items would all be covered under the CARES Act funding.

Jillian Detiweiler (chat): Can you provide a summary of eligible CARES Act expenses?

Tom Mill: Yes, can be provided at a future meeting.

Mary Lou Ritter (chat): Does this CARES Act money trickle down to sub-providers?

Bernie Bottomly: They can. It's not a formula that passes through to them, and it's at the discretion of TriMet. There's a portion that goes out to other transit districts like SMART and C-TRAN that's by formula so we don't control that. The expenses that Ride Connection is incurring as part of its contract with TriMet to provide service, we are reimbursing Ride Connection a portion of those expenses.

Walter Robinson II: A few meetings ago we were talking about capital dollars and voting on if they should be needed for budget shortfall and if it will change those numbers?

Tom Mills: That's going to be the next step in the process, what I would like to do for the next meeting is come back to you with our projected expenses and we'll put those alongside by program.

Julie Wilcke (chat): I would like to confirm that Ride Connection is eligible to request reimbursement for COVID related expenses through our existing contract not CARES Act funds.

Tom Mills: I'm not able to completely confirm Julie's request as to whether it would be through this contract or create a separate contract.

Bernie Bottomly: We don't necessarily need to use CARES Act funds directly to funnel those through to Ride Connection we might use TriMet general fund dollars to support Ride Connections additional cost and retain the CARES Act funds ourselves, federal funds are easier for us to use than they are for folks like Ride Connection.

Mary Lou Ritter: Eventually I know the STF and STIF monies are destined for merger and I know there's been recent communication about exhaust of funds for STF and I'm wondering how that decline in revenue for STF programs plays into this payroll tax revenue form a global revenue available to the system?

Tom Mills: The numbers shown here do not include the STF funds, there will be a funds added to this pot that will be exclusive for STF. I don't yet know what that amount is going to be. The State Legislature has to vote on how they want to merge these two programs. We can expect that the STF funds will be less than they have in the past based as business activity falls.

Bernie Bottomly: A little background, STF which is the elderly and disabled transportation program is funded through a cigarette tax and a tax on gasoline used for non-auto engines that program historically the legislature has added \$5 million a year from the state general fund, this last full session they declined to add that general fund resource and pointed to the STIF and said the general fund should not be responsible for elderly and disabled programs. The total resource statewide for the STIF will go down about \$5 million a year and \$5 million will go into the elderly and disabled program. These numbers don't quite yet reflect our share of that deduction. The question the legislature has not answered yet is whether they want the STF program to receive a flat \$5 million a year no matter what happens to STIF funding. If we're going to have a decline, which is what we're facing now, does the STF program still get \$5 million or does it get \$4.5 million or whatever amount is commensurate with the decline in STIF funding?

Jillian Deteiler (chat): I'd like to hear how Ride Connection has been impacted. I'm thinking about the close contact that may be required to serve some people and whether demand has dropped off?

Julie Wilcke: I think we've seen a significant decrease in ridership, up to 70% in some areas. We are still being requested and some areas are picking up due to medical appointments opening up. We are still doing wellness checks on all of our customers to insure that they are healthy before transporting. We have physical distancing in place on our busses and minivans, no share rides in sedans, drivers are sanitizing between trips and wearing PPE. We are requiring our passengers to wear PPE now and

providing that to them. We are seeing in our community connectors and areas where businesses are opening up an increase in ridership so that will be impacting us as we stay compliant at social distancing. We have started food delivery also, delivering about 300 boxes of food in the last 4 weeks. We have seen a slight increase in ridership lately.

Commissioner Savas (chat): I would imagine that in some cases there may have been some savings due to less rides requested?

Julie Wilcke: We've done our forecasting and there is a small amount of savings, we do have drivers that are in a high risk categories, the majority of our drivers are and some of them have taken time off and with PPE, it's a small amount.

Tom Mills: It takes 6 weeks to train a TriMet bus operator, we know we're going to be coming back and if we layoff a lot bus drivers then we wouldn't be able to come back as strongly.

Tom Mills: I want to propose for our next meeting to come back and we'll line up what we project for our funds as well what we project our expenses in the programs and then we can talk about what programs to bolster or cut back, do we want shift over some capital funds.

Adjourned