

# HB 2017 Transit Advisory Committee

February 18, 2022



# Webex Tutorial

## Chat

- Right side window
- Chats are recorded

## Participants

- Right side window
- Raise your hand

Video On/Off

Reactions

Mute/Unmute

Leave Meeting



# Meeting Agenda

Public Comment	8:30 a.m.
Introduce New Committee Members	8:35 a.m.
Committee Chair Position	8:40 a.m.
Equity Map	8:45 a.m.
ODOT's Revenue Projections	9:00 a.m.
Update: Low Income Fare Program	9:30 a.m.

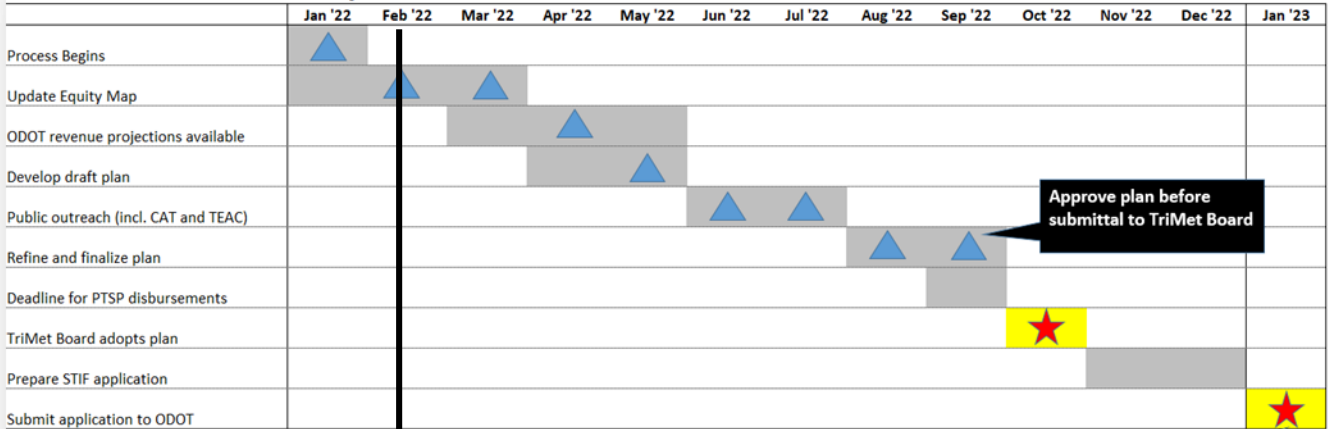
# Public Comment



# FY24-25 STIF Plan Process

## Proposed Timeline

### FY24-25 STIF Plan Development Timeline



▲ = Advisory Committee meeting  
★ = Major milestone

We are here

Application due date

Approve plan before submittal to TriMet Board

# New Committee Member

Member	Organization	Representing
Duncan Hwang	Metro	Metro

# Committee Chair

# Committee Chair

## 2020-21 Committee Chairs

- Jarvez Hall
- Deanna Palm

Committee bylaws require a committee vote for co-chairs:

*Section V.a.: Committee and subcommittee officers will be elected by a simple majority.*



# Committee Chair Candidates

## 2022-23 Committee Chairs

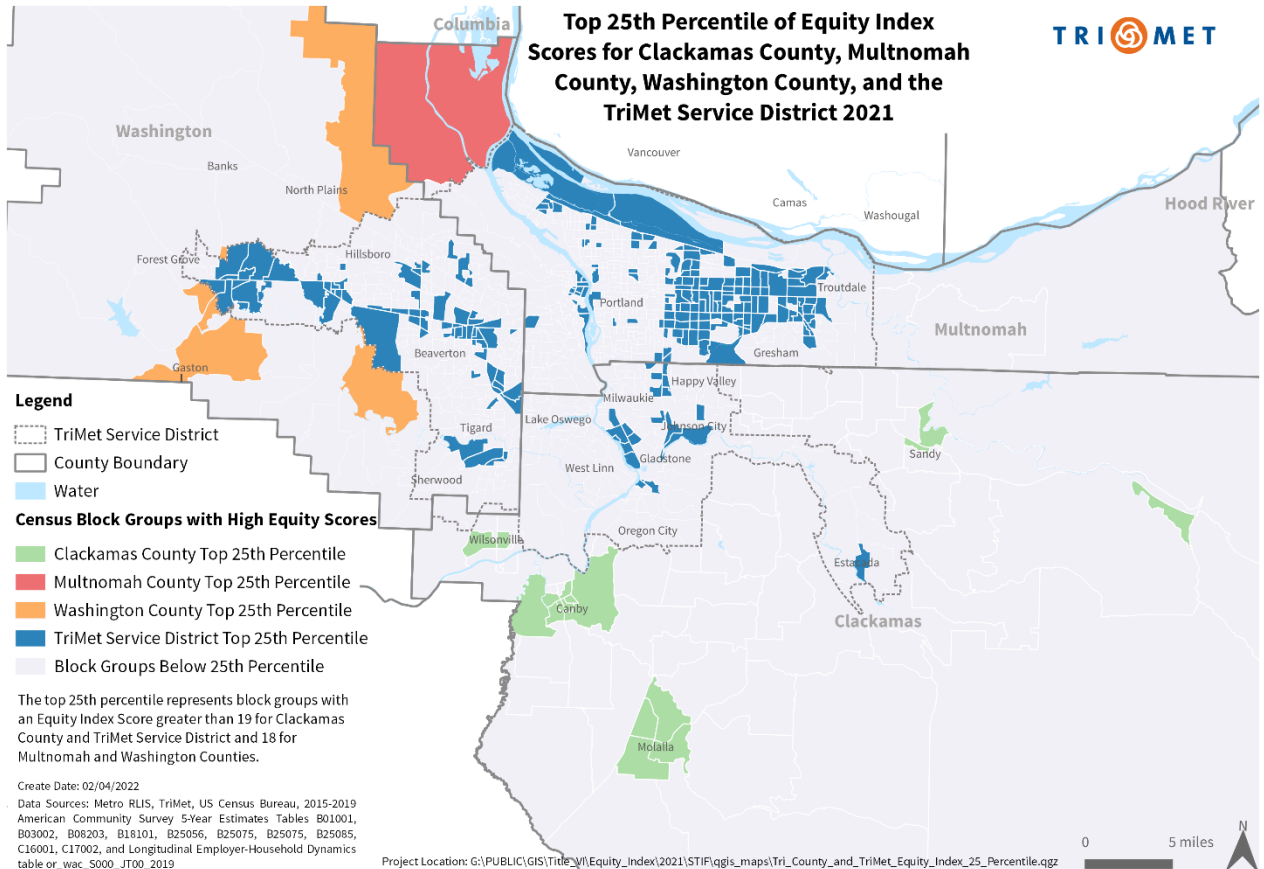
- Jarvez Hall, East Metro STEAM Partnership
- Jodi Guetzloe Parker, OR-ID Council of Laborers
- Commissioner Paul Savas, Clackamas County

Webex Poll

# Equity Map

# Equity Map

## Top 25th Percentile of Equity Index Scores for Clackamas County, Multnomah County, Washington County, and the TriMet Service District 2021



# TriMet Equity Index

## Equity Index 10 Factor Analysis:

- Low income population (200% of poverty)
- People of color
- Limited English proficiency
- People with disabilities
- Senior population
- Youth population
- Low & medium wage jobs
- Limited vehicle access
- Affordable housing units
- Key retail/human/social services

FY22-23 Map: Top scoring quartile composed the equity areas

Note: Pockets of poverty don't show up with large block groups outside the TriMet boundary

# Projected FY24-25 STIF Formula Revenues

# FY24-25 STIF Revenue Projections

Four Buckets of Revenue

Year	FY22-23 Overage (unexpected funding)	FY24 & FY25 STIF Formula Funds	Special Transportation Funds (STF)	FY22-23 Carryover
FY24	?	?	?	?
FY25	?	?	?	?

# FY24-25 STIF Revenue Projections

## FY22-23 Projected Overage

Jurisdiction	Year	Oct. '20 Proj.	Dec. '21 Proj.	Difference
TriMet	FY22	\$51.9 mil	\$52.9 mil	\$1 mil
TriMet	FY23	\$54.7 mil	\$59.1 mil	\$4.4 mil
Clackamas	FY22	\$1.8 mil	\$1.9 mil	\$100k
Clackamas	FY23	\$1.9 mil	\$2.1 mil	\$200k
Multnomah	FY22	\$53k	\$56k	\$3k
Multnomah	FY23	\$56k	\$63k	\$7k
Washington	FY22	\$528k	\$583k	\$55k
Washington	FY23	\$556k	\$651k	\$95k

# FY24-25 STIF Revenue Projections

## FY24-25 STIF Formula Funds Projection

Jurisdiction	Year	Dec. '21 Projection*
TriMet	FY24	\$62.7 mil
TriMet	FY25	\$65.8 mil
Clackamas	FY24	\$2.3 mil
Clackamas	FY25	\$2.4 mil
Multnomah	FY24	\$66k
Multnomah	FY25	\$70k
Washington	FY24	\$690k
Washington	FY25	\$725k

\*Does not include Special Transportation Funds (STF)

<https://www.oregon.gov/odot/RPTD/RPTD%20Committee%20Meeting%20Documents/STIF-Allocation-Estimates-Dec-2021.pdf>



# FY24-25 STIF Revenue Projections

## FY24-25 STIF Projection: Overage + Formula Funds

Jurisdiction	Year	Dec. '21 Projection*
TriMet	FY24	\$63.7 mil
TriMet	FY25	\$70.2 mil
Clackamas	FY24	\$2.4 mil
Clackamas	FY25	\$2.6 mil
Multnomah	FY24	\$69k
Multnomah	FY25	\$77k
Washington	FY24	\$745k
Washington	FY25	\$820k

\*Does not include Special Transportation Funds (STF)

# Special Transportation Funds (STF)

## STF Program

- +25 years – funds transportation service and capital for seniors and people with disabilities
- Funding allocated by Special Transportation Advisory Committee (STFAC)
- Cigarette tax, license fees, gas tax on non-vehicles, & general fund supplement
- STF program merged with STIF program in 2021
- Legislation requires STIF funds to be used to stabilize STF program at \$8.5 mil per biennium

# FY24-25 STIF Revenue Projections

## Four Buckets of Revenue

Year	FY22-23 Overage (unexpected funding)	FY24 & FY25 STIF Formula Funds	Special Transportation Funds (STF)	FY22-23 Carryover
FY24	\$1 mil	\$62.7 mil	\$4.25 mil	?
FY25	\$4.4 mil	\$65.8 mil	\$4.25 mil	?

- Working with STIF Project Managers on determining expenses

# TriMet Income Based Fare Discount Program



# Program Overview

Launched in July 2018

- 46 partner locations assisting with enrolments across the TriMet service area
- Originally on pace for 40,000 enrollments by 12/01/2020 prior to the pandemic. Now, likely to hit 40,000 total enrollments February 2022.

Qualifications for the program

- Age 18-64 (TriMet has other programs for youth or 65+)
- An Oregon Resident
- At or below 200% of the Federal Poverty level (currently \$27,180 for a single person household)
- Are able to provide a government issued photo ID (from any government of any country)

# Program Benefits

Once enrolled, participants are eligible for a reduced fare. And with “Fare Capping” the savings increase the more they ride.

## Income Based Fare Pricing

- 2.5 Hour Pass = \$1.25 (50% savings)
- Day Pass = \$2.50 (50% savings)
- Month Pass = \$28 (72% savings)

For an individual that rides to and from a location each weekday, the cost is around \$0.70 per ride, and even less for individuals that ride more often.

# Current Enrollment Data

- Daily enrollments dropped by 83% in April 2020
- No community partner locations doing in person enrollment through Feb. 2021
- Program expirations began in July 2020
- Online application developed April 2020
- TriMet Customer Service Office trained to do enrollments Mid 2021
- Enrollment slowly/steadily increasing
- ~68% of pre-Covid enrollment levels

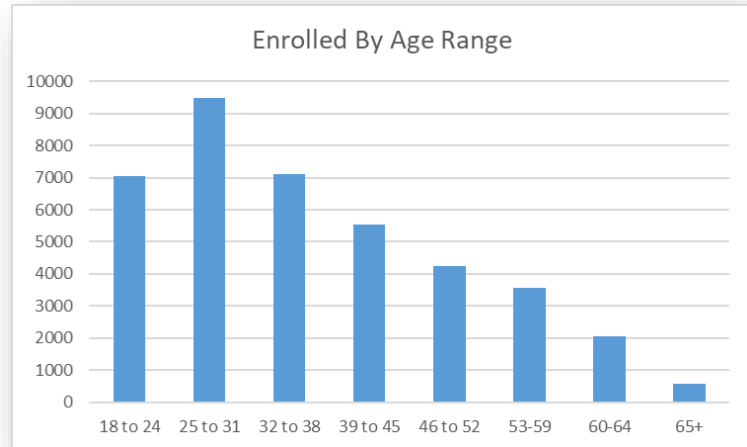
LIF Program Enrollment Status

Measures		ENROLLMENT COUNT
STATUS	TYPE	
Active	New	10,913
	Renew	3,439
	<b>Totals</b>	<b>14,352</b>
Expire	New	25,288
	<b>Totals</b>	<b>25,288</b>
<b>Totals</b>	<b>Totals</b>	<b>39,640</b>

# Enrollments by Age

- Program enrollment is significantly higher in the younger age demographics.

- Our program saw a significant impact to enrollments as colleges and universities canceled in person learning.

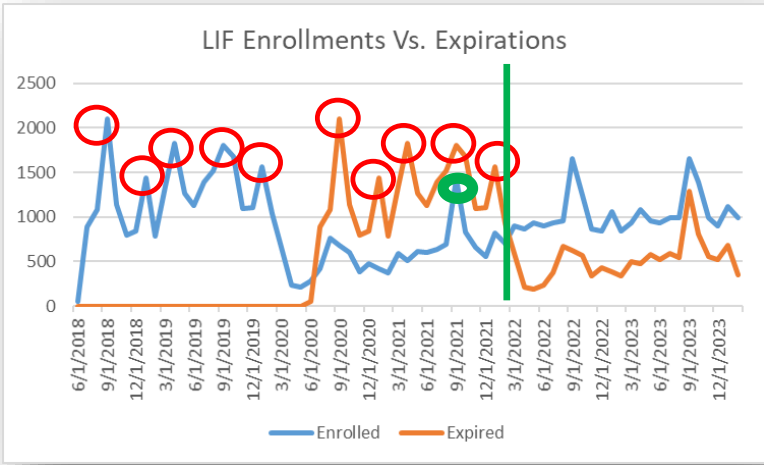


- As many other income based programs saw an increase in demand, we saw a significant drop due to these college student no longer needing transit access.



# New Enrollments vs. Program Expirations

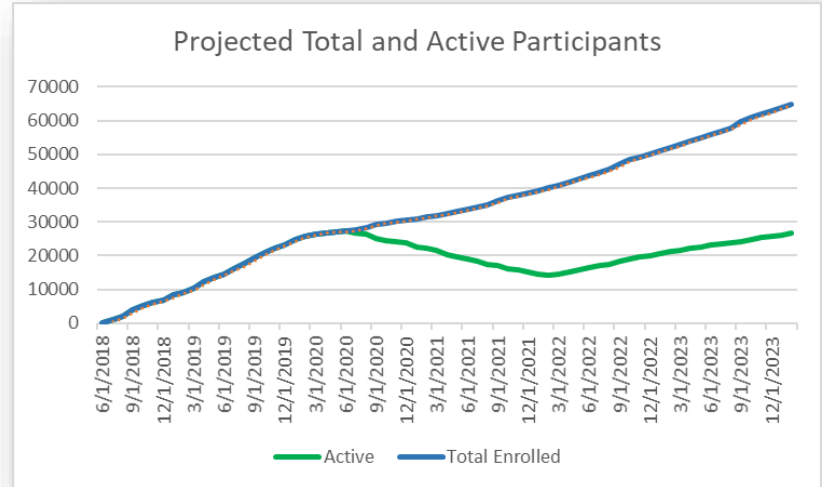
- Enrollments dropped precipitously – March 2020.
- Enrollment numbers slowly improving since then.
- First expired eligibility - June 2020
- Red circles indicate high number of college age enrollments. Active enrollments will begin to trend back – March 2022.



- Projections demonstrate an increase in the enrollments based on an expected return to campus by students in future months.

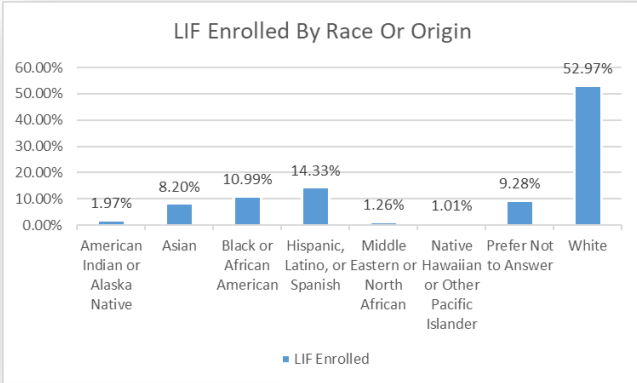
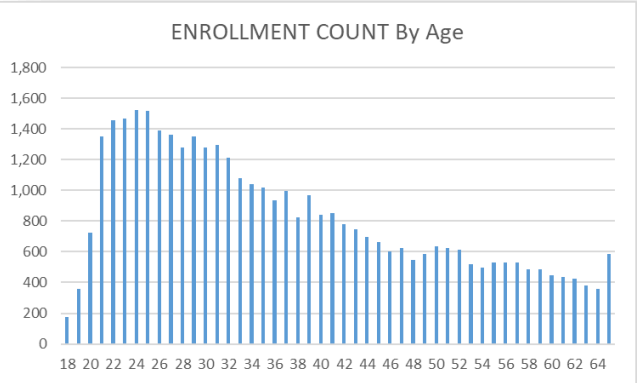
# Projected Enrollments and Active Participants

- Active program participants should reach a minimum point by March 14, 2022
- Steady increase through March 2024.



- We anticipate the number of expirations to drop significantly due to lower enrollments during the pandemic
- We expect to reach pre-pandemic enrollments in 2025

# Demographic Data



### Enrollment BY Identified Gender

Measures	ENROLLMENT COUNT
<b>GENDER</b>	
Female	20,008
Male	18,145
Prefer not to answer	714
X - Non Binary	773
<b>Totals</b>	<b>39,640</b>

# Meeting Adjourned