

**HB 2017 Transit Advisory Committee  
Meeting Minutes April 27, 2018**

Members present include (confirm):

Deanna Palm, Co-Chair

Julie Wilcke (Elaine Wells' alternate)

Bob Stacey

Jan Campbell

Anneliese Koehler

Mauricio Leclerc (Art Pearce's alternate)

Barbara Bernstein

Esmeralda Flores

Jessica Vega Pederson

Jillian Detweiler

Johnathan Leeper

Paul Savas

Reza Farhoodi

Andrew Singalakas (Roy Rogers' alternate)

Dan Bower

Chris Hagerbaumer

Pat Daniels

Huy Ong

Dwight Brashear

Aron Carlson

Chris Carpenter

Damon Moretz-Storey (Renata Frantum's alternate)

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

1. Alison Wiley, publisher, Electrifying Transit – I have been researching electric buses since late 2016. I would like to request public comment periods be at both the beginning and end of each meeting. There are more than 385,000 electric buses already operating around the world – mostly in China, where some areas have a harsher climate than Portland. TriMet can have electric buses too. I appreciate talks with TriMet about electric buses, but I am concerned that TriMet's numbers are too conservative. All around the country, transit systems are transitioning to electric buses. This can happen in TriMet's general fleet. I would like to see no new diesel buses bought after 2019. Finally, equity should be a part of how electric buses are introduced to the system. I appreciate that OPAL was included in recent conversations about electric buses.
2. Jane Keating, parent of a Wilson HS student, Advisor for Wilson HS Students for Environmental Action, and Advisor to Wilson HS Leadership program – For Earth Day, Wilson HS students signed a petition for secure funding for youth passes and an expansion of the youth pass program to David Douglas HS. Submitted the petition with over 120 signatures.
3. Piper Warwick, Cleveland HS student – Cleveland HS students signed a petition requesting that TriMet transition to electric buses, continue youth pass, and demilitarize transit security. Multnomah County is one of the most polluted counties in the country. Now is a great time to do something. The petition was submitted with over 155 signatures.
4. Ella Shriner, Grant HS student – Appreciates TriMet. We can move to electric buses. TriMet is the largest purchaser of diesel in Oregon. It is crucial that the introduction of electric buses is done equitably.

**The committee discussed the timeline for the project.** Important dates include:

- Aug. committee meeting – approve draft plan
- Sept. – hold community outreach on the plan
- Oct. committee meeting – approve the plan
- Nov./Dec. – get endorsements for the plan (JPACT, R1 ACT, TriMet Board approval)
- Jan. – submit plan

Discussion:

- Commissioner Savas would like a discussion of service levels per capita. TriMet staff is not sure about how this can best be done.
- Dwight Brashear – how will we format the county/service provider plans together with TriMet’s plan? TriMet must bring all the pieces together according to the legislation. TriMet must play “convener” for all of the out of district plans and bring them into the TriMet plan.
- Bob Stacey wants to hear more about public outreach for the out of district plans.
- Analiese Koehler expressed concern that Fri. morning meetings during the summer could result in low attendance.

### **Revenue Estimates**

ODOT’s revenue projection of \$48 mil in FY21 is based on:

- 75% compliance rate
- After the state recoups its cost of collection

TriMet’s revenue projection of \$55 mil in FY21 is based off years of experience collecting the employer payroll tax.

ODOT is allowing us to submit a plan that costs more than their projection. TriMet’s estimate is 14% more than ODOT’s estimate. TriMet recommends using the additional 14% of funds on capital projects that don’t impact service (e.g., bus shelters, transit priority improvements, etc.). This would allow TriMet to reduce capital expenditures without impacting service expansion if revenues come in less than planned. The 14% was labeled “contingent funds”, however this caused confusion, and many on the committee requested a different name for these funds.

Discussion:

- Dwight Brashear asked if TriMet made revenue projections for areas outside the district. Bernie Bottomly stated that legislative projections were used for out of district areas.
- Commissioner Vega Pederson said we should think about where to make cuts if needed.
- Huy Ong asked if the funds set aside for student transportation limited to 1% of total revenues. Bernie Bottomly said that school transportation must equal AT LEAST 1%, but isn’t limited to 1%.
- Commissioner Savas prefers to plan closer to 100% of ODOT projections. Bernie Bottomly said that there isn’t a mechanism to amend the plan if it comes in over 100% of ODOT’s projections. But we can plan for more and cut back without having to go to the Oregon Transportation Commission before doing so.
- Dan Bower asked when will we know if we’ve estimated correctly. Bernie Bottomly said we probably wouldn’t have a good sense of our estimates until Feb. 2019 at the earliest.
- Dwight Brashear wanted to know how much of the Regional Coordination funds would go to existing services vs. new services.

- Chris Hagerbaumer wants to know what flexibility is there in the broader budget.
- Commissioner Savas was a little uncomfortable planning for 114% of ODOT's projection. Are our records accurate enough to know where people live and work? Bernie Bottomly said that the Oregon Department of Revenue says they don't have the tools to determine home locations, so revenue will be based on where people work.
- Damon Moretz-Storey urged specificity on what would be in the "contingency funds".
- Jillian Detweiler asked that student transportation be included in the public workshops. Bernie Bottomly confirmed that it was a topic to be discussed in the public workshops and the online survey.
- Huy Ong would like to see a scenario that supports an expansion of youth pass. There are some creative things we can do.
- Chris Hagerbaumer would like to see a presentation on why the student transportation requirement was amended to the legislation, and suggested that OPAL give the presentation.

### **Electric bus presentation from Kate Sargent of Sam Schwartz Consulting**

#### Discussion:

- Jillian Detweiler noted that half the riders in the region are being transported with electric vehicles – MAX & Streetcar.
- Commissioner Savas asked if LA Metro was looked at for pointers. Kate Sargent said that LA Metro has had a mixed of experience:
  - BYD, bus vendor, hasn't worked out for them
  - But they are still committed to their electric bus transition
- Commissioner Vega Pederson asked what percent of the fleet would the electric bus plan include. Bernie Bottomly said that we are working on a plan for 100% conversion of the fleet. Commissioner Vega Pederson asked if TriMet is looking at all the different funding mixes (e.g., bond for the bus like a regular bus, but lease batteries only, etc.). Bernie Bottomly said, yes, but you would only look to lease if you felt you would want to turn the buses back to the manufacturer at some point. As a result, you pay a premium to the manufacturer for the transfer of the risk. If you don't think you're going to return the buses to the manufacturer, then it is better to buy the buses.
- Alison Wiley said that debt financing is normal. She also noted that electric bus transition is disruptive (e.g., both Lane Transit District and LA Metro are having trouble with BYD buses), but agencies are showing resiliance.
- Huy Ong said the workshops will be very important. Electric bus conversion should be done in a way that is in line with environmental justice principles.

**TriMet staff updated the committee on upcoming public workshops and mentioned that they will be seeking approval of the Regional Coordination Subcommittee at the next meeting on 5/18. Staff also asked that the committee read the methodology for identifying high poverty areas prior to the next meeting.**

**The next meeting is on May 18<sup>th</sup>, from 8 a.m. to 9:30 a.m. at the ODOT building, 123 NW Flanders St., Portland, OR Rooms A&B.**