

## **HB2017 Transit Advisory Committee Meeting Minutes**

**September 16, 2022**

### [Attendees](#)

David Bouchard – TriMet

Tom Mills – TriMet

Dwight Brashear – SMART, Wilsonville

Mary Lou Ritter – Committee on Accessible Transportation

Clackamas County Commissioner Paul Savas

Jodi Guetzloe-Parker – OR-ID Council of Laborers

Andi Howell – Sandy Area Metro

Andrew Mortensen – David Evans and Associates

April Bertelsen – Portland Bureau of Transportation

Aron Carleson – Hillsboro Schools Foundation

Cameron Bennett – Portland State University

Catherine Ciarlo – Portland Bureau of Transportation

Claudia Robertson – Committee on Accessible Transportation

Washington County Commissioner Roy Rogers

Metro Councilor Duncan Hwang

Dan Bower – Portland Streetcar

Dyami Valentine – Washington County

Erika Turney – TriMet

Eve Nilenders – Multnomah County

Jan Campbell – Committee on Accessible Transportation

John Isaacs – Portland Business Alliance

Julie Wilcke-Pilmer – Ride Connection

Karen Buehrig – Clackamas County

Justin Trubiani – TriMet

Kristina Babcock – Clackamas County

Maia Vasconez – OPAL

Mailee Xiong – TriMet

Mariana E. Valenzuela – Centro Cultural

Reza Farhoodi Rider Representative, Portland

Sarah Ianarone – the Street Trust

Vee Paykar – Climate Solutions

### Preliminaries

- The meeting begins at 8:35 AM, and is called to order by Jodi.
- Tom reviews the WebEx interface and agenda.
- There is no public comment.
- Tom reviews the plan timeline. We are getting towards the end, and are at the point where we will discuss any necessary plan changes based on public comment and the outreach process. At the next meeting in October, the committee will be asked to approve the plan. Updates on projects operated by the counties and other public transit service providers will be presented. The TriMet Board will vote on the plan in December. The final plan application will be due on 1/16/23.

### STIF Plan Survey

- TriMet staff conducted public outreach online via the Riders Club, and specific line notifications. Staff also engaged community members through social media channels such as Facebook and Twitter. Altogether, 156 responses in languages other than English were received. English responses totaled 3,339. Altogether, there were 3,495 responses. The survey was opened August 8, and closed September 5. Most responses were received in the beginning of the outreach period. Most projects received favorable ratings over 50%.

### Discussion

- Commissioner Savas appreciates the survey. Is speed and convenience measured or ranked on this chart? From his perspective, he is interested in prioritizing service expansions in areas and for populations with access to little or no transit service.
- Tom: Yes and no. Speed and reliability is a project that we focus on in the transit priority project, which has a 75% favorable rating. With regard to service expansion, we don't really get into the specifics of where we would expand service. As most know, TriMet is in the process of restructuring bus service under a project called Forward Together. This process should help TriMet identify projects to expand service. This plan will include new areas of coverage, as well as service reductions in areas with very low ridership.

- Aron wonders if staff has results broken down by county. Tom notes that the information was not collected by county or ZIP code. However, staff was able to collect data from respondents who spoke other languages. Responses in languages other than English were also very positive.
- Commissioner Rogers asks if staff will discuss parity in funding across the three-county area. Some are feeling that the parity is not quite there. Tom does not have a slide or discussion point about that, but can talk about how staff plans for service.
- TriMet's planning staff, and the agency as a whole, does not look at how much money each county pays when allocating service. Service levels are based on demand. Many lines cross county boundaries.
- TriMet will be unveiling the Forward Together Comprehensive Service Analysis plan in October.
- Commissioner Rogers understands the complexity in allocating service, but hopes that someone challenges the whole theory of demand management. It is very difficult to demonstrate that there is no demand if there is little to no service to begin with.
- Tom notes that several areas currently served by shuttles are proposed to be served by TriMet. In these cases, the shuttles have primed the demand for TriMet service, and could result in the expansion of shuttle services in new areas.
- Sarah thinks that Commissioners Rogers and Savas have a valid point. We have a regional smart growth strategy, and need to induce transit demand. Trying to suss out pockets of demand abdicates our responsibility of actually creating the demand for transit ridership. We should make sure those opportunities and options are available where we determined through our regional processes they need to be. She encourages TriMet and Metro to lean into that, and work together to induce demand. Tom encourages jurisdictions to partner with TriMet to improve land use patterns which will induce more demand.
- Maia: In the future, do you think TriMet will ask for more demographic data in their surveys? Tom apologizes for the data not being included this time, and will ensure that it is included in the future. The Forward Together outreach will include that request.
- Commissioner Savas knows that Clackamas County has significant topographical challenges which influence ridership. He agrees that local jurisdictions have a role in improving pedestrian infrastructure. He also notes that the out-of-district providers such as SAM, SCTD, and SMART have done a good job of developing ridership.
- Reza cautions TriMet to not spread the service too thin. We need to ensure the service is useable for riders.
- Tom thanks David Bouchard for reading all of the open-ended comments, and summarizing them.

## Special Transportation Funds Process

- STF funds come from the state, and revenue is generated from cigarette taxes, ID card taxes, and fuel taxes for engines other than automobiles. Some of the resources, such as the cigarette tax, are declining, so small amounts of funding have been added from STIF. In the most recent legislative session, the STIF and STF programs were merged. This committee has also allocated \$2 million a year for senior and disabled transportation.
- Some state 5310 money is also used to fund these programs. Recipients contract with the state, and not through TriMet. TriMet only decides who receives the money.
- Overall, the STFAC has over \$25 million to allocate. Providers were engaged in an application process, with about \$43 million requested.
- There are multiple ways to fund the existing programs. In one scenario, a COLA to each program could be added. Alternatively, programs could be funded solely based on their request, but this scenario would result in cuts to some programs.
- Carry over funds could also be used, but these funds are one-time only.

## Discussion

- Julie believes that if you look at the total amount for distribution, and the requests from our community partners, an unmet need is demonstrable. In future years, we should discuss if there is more money to allocate towards services for seniors and people with disabilities.
- Mary Lou wants to know how many applications were received. Justin notes that there were 13 applicants with about 45 programs.
- Tom reiterates that there will be a list of projects for the committee's approval in the October meeting.

## Out-of-District Distributions

- Every year, the HB2017 Transit Advisory Committee approves the STIF plan for the entire tri-county area. TriMet must develop a way to determine how much money is projected to be generated in each area outside of the TriMet district. In the past, TriMet has worked with their GIS department, but have now contracted with David Evans and Associates to analyze.
- Tom walks us through a spreadsheet detailing what was generated outside of TriMet's service district.

## Discussion

- Dwight: This process represents a collaboration between TriMet and its sub recipients. Kudos to TriMet and Andrew for guiding us through this process, and making sure we were comfortable with the numbers.

## Voting

- Tom asks Jodi to call for a vote to approve the distributions, which she does.

- Dwight moves that the committee approve the out-of-district distributions as presented. Mariana seconds.
- The motion passes unanimously.
- The meeting adjourns at 9:34 AM.