

**HB 2017 Transit Advisory Committee  
Meeting Minutes June 22, 2018**

Members present include:

Barbara Bernstein  
Dan Bower  
Dwight Brashear  
Jan Campbell  
Aron Carlson  
Chris Carpenter  
Lee Po Cha  
Pat Daniels  
Jillian Detweiler  
Reza Farhoodi  
Esmeralda Flores  
Renata Frantum  
Chris Hagerbaumer  
Ben Johnson  
Anneliese Koeler  
Johnathan Leeper  
Huy Ong  
Deanna Palm, Co-Chair  
Art Pearce  
Jessica Vega Pederson  
Julie Wilcke Pilmer (Elaine Wells' alternate)  
Paul Savas  
Andrew Singalakas (Roy Rogers' alternate)  
Bob Stacey

**Public Comment:**

1. Annie Young, Ride Connection Customer – Ride Connection is very dependable and takes you to places you want to go to. They are very respectful.
2. Claudia Robertson, member of the TriMet Committee on Accessible Transportation, member of the Special Transportation Funds Allocation Committee, member of the Ride Connection Board of Directors – Please consider the effects of social isolation on the healthcare of seniors and people with disabilities when considering allocating funds to programs for seniors and people with disabilities. Seniors and people with disabilities have a heightened risk of dying due to social isolation – studies show that it is the equivalent to 15 cigarettes a day.
3. Amber Kern-Johnson, Executive Director of the Hollywood Senior Center – On behalf of the center and many senior adults and people with disabilities, I am asking for \$5 million per year be allocated for senior and disabled transportation. Seniors and people with disabilities greatly rely on door to door transportation to bring them to medical appointments, shopping, and social appointments. Many are denied this transportation. At the Hollywood Senior Center, we arrange transportation for people every day through Ride Connection partnerships. Growth in demand and inflation means service providers must turn down rides. These rides mean they can go shopping, to medical appointments and decrease social isolation. Thousands of seniors benefit from these services.

4. Mahala Lahvis, Frequent transit rider and Environment Oregon Intern – Multnomah County leads the state in diesel emissions. Electric buses emit no emissions. One electric bus is the equivalent of more than 7,000 cars take off the road. Electric buses result in substantial savings and cleaner air. There is a lot of support for ditching diesel buses.
5. Steve Callaway, Mayor, City of Hillsboro – Attended the HB2017 Public Workshop held in Hillsboro on June 7<sup>th</sup>. Many people in attendance were not the usual attendees for public meetings (good thing). Highlights included:
  - a. The necessity for low income people to have access to transit
  - b. The importance to serve South Hillsboro with transit
  - c. The need for transit service to Liberty High School
  - d. The need to expand the N. Hillsboro Shuttle service – people working in North Hillsboro must walk a long distance if their shift begins or ends when the shuttle service isn't operating.
6. Dave Vantoff, Climate Solutions – Regarding the public outreach, I am excited to see electric buses receive the most votes in the public workshops. I have concerns with how the online survey was conducted. It is not surprising that a price of \$0.40 on the dollar would result in fewer people choosing electric buses. I can't understand why electric bus was priced that way because TriMet tells us that debt service would be used to find it. I believe that it should be priced at \$0.05-\$0.10 on the dollar and should therefore be a top tier priority along with service expansion and the low income fare.
7. Alison Wiley, former ODOT Public Transit Division employee – Electric buses address climate change and pay for themselves over time. The current fleet is polluting now. TriMet needs to transition to an electric fleet now. I support service expansion, electric bus transition, and a low income fare.
8. Thor Hinckley – Two points worth noting:
  - a. Though electric buses are on the market, I am disappointed to see them score so poorly in the survey. Surveys have shown consistently that people aren't aware of them. People probably thought electric buses are a conceptual idea and not reality. People just don't have an understanding of them.
  - b. PGE has a de-carbonization goal. Portland can't afford not to have electric buses.

### **Timeline**

We have changed the timeline and given the process an extra month to develop a draft plan. TriMet will bring a draft plan for approval to the Sept. meeting. Outreach on the plan will be conducted in October. In Nov., TriMet will review the final plan with the committee and ask for a vote. The plan will be submitted to ODOT in Jan. 2019.

### **Program Appeals:**

Streetcar: Dan Bower, Executive Director

Weekday ridership of over 15,000; 80% of all TriMet trips intersect the Streetcar; Annual operating budget of \$3.3 million.

HB2017 funds can be used for "light rail operation expenses". Streetcar qualifies as a "Public Transit Provider" based on the definition in the legislation. The number of housing units within ¼ mile of the Streetcar is expected to grow as is ridership. 1/3<sup>rd</sup> of the City of Portland's affordable housing units are on the Streetcar line. 32% of trips are for work, 26% for shopping/dining, and 17% for college class. 40% of riders come from households without a car, less than 5% of riders are tourists, and 32% of riders earn less than \$30k per year.

Proposal: Streetcar accounts for 5% of all ridership and 3% of revenue hours in the TriMet District. Propose that the committee allocate 3-5% of funds to the City of Portland for Streetcar based on these shares.

Process: Streetcar would annually provide a plan for use of the funds that would document 1) how the funds would be used in the upcoming fiscal year, 2) how the investment is meeting the goals of HB2017, specifically how the investment serves low income riders, and 3) planned investments for future years.

Services for Seniors and People with Disabilities: Julie Wilcke-Pilmer, Ride Connectio, Jan Campbell, TriMet CAT Committee & Multnomah County, & Barbara Bernstien, Elders in Action

12% of the population will be living with a disability that affects their lives. HB2017 provides an opportunity to increase livability for seniors and people with disabilities. Beneficiaries of improved services to seniors and people with disabilities also include children of older adults who are taking care of their parents and working. Three of four issues dealt with at Elders in Action are about affordable housing, transportation and isolation. Transportation supports independence and human dignity. However, services for seniors and people with disabilities has been underfunded (and unfunded). Areas of highest demand matches the equity map that the committee adopted in May. Ride Connection utilizes social service agencies to provide transportation services to seniors and people with disabilities. Ride Connection also teaches people how to ride the fixed route system.

Since 2005, there has been a Coordinated Transportation Plan for Seniors and People with Disabilities. It has been underfunded the entire time. We are not asking for shift of funding from the state and federal funds, however we are asking for funds to enhance and expand services. We are requesting \$5 million in funding for transportation for seniors and people with disabilities. \$19 million is needed to meet growth, but \$5 million would help.

Youth Pass: Huy Ong, Executive Director, OPAL; Adrian Cato, Youth Environmental Justice Organizer, OPAL

OPAL's mission is to build power for environmental justice and civil rights in our communities. We believe

- Equitable access to public transit is a civil right,
- Public transportation is a "common"
- This is an opportunity to be bold

We acknowledge the many groups that have worked together to make Youth Pass successful, including communities of color, ally organizations, school districts, and TriMet's Transit Equity Advisory Committee.

Youth pass has a long history – born out of activism by Sisters for Action. It was created in 2008 with funding from the Business Energy Tax Credit (BETC). When BETC funds were exhausted, the program was funded by a partnership between TriMet, Portland Public Schools, and City of Portland. In 2007-18, Youth Pass was expanded to David Douglas and Parkrose high schools.

The current fare is \$1.25 for youth. 14,000 PPS students receive the pass via a sticker on their student ids and therefore automatically receive the pass. David Douglas and Parkrose students must apply for the pass. 1,400 David Douglas and Parkrose students use the pass with a total estimated cost of \$3 million.

We request funding for transit access for youth across the TriMet district. This would result in a transit system that serves the needs of people most dependent on it and would address decreasing ridership. When deciding what to fund, please consider:

- will the program increase ridership
- is the program being advocated by transit dependent communities.

Electric Buses: Chris Hagerbaumer, Deputy Director, Oregon Environmental Council

There is an imperative associated with electric bus conversion. We contend that TriMet can be part of the solution by beginning the transition to an electric fleet as soon as possible. The entire metro area is exposed to diesel pollution levels above the state guidelines. The state of Oregon needs to step up, however we are not doing it currently. We must throw everything at the problem of climate change, including a lot more transit service. However, we are only on track to reduce greenhouse gasses by 20%, well below our goals. TriMet is the largest diesel consumer in the state. Other cities are making commitments now – including smaller cities. New diesel buses reduce greenhouse gases some, but not enough.

Electric bus conversion also relates to equity. Low income families, outdoor workers, school children, etc. are exposed to greenhouse gases emitted by diesel buses. The biggest benefits of an electric bus transition go to communities where people earn low incomes and communities of color.

TriMet is expanding the Powell Garage and considering a new garage on Columbia Blvd. These garages would be able to accommodate electric buses.

We take issue with how the online survey was conducted. The survey should have priced electric buses at \$0.05-\$0.08 on the dollar.

Every diesel bus purchase locks us into 16 years of pollution.

Enhanced Transit Concepts: Art Pearce, Planning and Projects Group Manager, PBOT, City of Portland  
It is imperative for the City of Portland to partner with TriMet to move buses faster through traffic. We need to prioritize moving people more efficiently. There has been growth in cycling and working from home, but transit ridership is stagnant. Year after year, bus lines are slowing down. TriMet is spending \$1-2 million per year to keep buses running on time. Slow buses impacts access. The distance that one can travel within 45 min. has been shrinking. Why is this? Traffic congestion. We need to reprioritize our street space.

Other cities in the region are giving transit priority – Seattle, San Francisco, Vancouver, etc.

We must increase capacity, reliability, & speed. Oftentimes, it is just a few locations that impact an entire line. PBOT has identified a list of corridors to address. This is going to be an ongoing effort – and a regional effort – Washington & Clackamas counties too.

#### **Public Outreach Discussion:**

See slides at [www.trimet.org/hb2017](http://www.trimet.org/hb2017) for public outreach results.

**Proposal Discussion:**

Art Pearce – Streetcar is applicable for service. Include in the service plan. Show the outcomes achieved with each recommendation.

Where do capital investments fall in TriMet's budget? Electric bus investment would be just for the increment of funding between the cost of a diesel bus and the cost of an electric bus.

Would like to know more about the 4<sup>th</sup> bus base.

Regarding youth fare, would like to know how that impacts TriMet in regards to revenue lost.

Please don't say "on-demand services", but rather "services for seniors and people with disabilities", because some programs serving that population are not on-demand services.