

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

Members present include:

Dan Bower
Dwight Brashear
Jan Campbell
Aron Carlson
Chris Carpenter
Jillian Detweiler
Reza Farhoodi
Esmeralda Flores
Renata Frantum
Chris Hagerbaumer
JoAnne Herrigel
Anneliese Koeler
Johnathan Leeper
Diane Nunez
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. Jan Zuckerman – Supports an expanded Youth Pass program. An expansion of the program is supported by the Multnomah Youth Commission. Expanding the Youth Pass program would lower carbon emissions and traffic congestion. Youth will be impacted the most by climate change. TriMet can empower youth via the Youth Pass program. Show bold leadership by permanently funding Youth Pass.
2. Pam Treece, Executive Director, Westside Economic Alliance and Washington County Commissioner Elect, District 2 – People may not know that Washington County has 1/3 of low wage jobs and is 40% more dense than most of the TriMet district. Washington County is no longer a rural county. It is the most diverse county in the state with many job opportunities at all income levels. Requests an expansion of the Sunset Transit Center and more frequency on bus routes.
3. Lisa Caballero, Chair, Southwest Hills Residential League Transportation Committee – This is a very nuanced discussion about the allocation of resources. I took Line 51 to this meeting, but I can't take it home. It only runs 5 hours a day and only in the peak direction. Our neighborhood has been waiting a decade for service to be restored since the service cuts in 2008.

4. Don Odermott, Engineer, City of Hillsboro – The City of Hillsboro is growing rapidly. Our population is 101,000 with 40% of our residents being people of color. Our population ranges between low income to middle class. The North Hillsboro Shuttle is very successful, however it doesn't serve the late night shift changes in our north industrial area where we have 24-7 operations.
5. Brad Choi, Planner, City of Hillsboro Planning Dept. – We received over 1,300 comments from Hillsboro's Transportation System Plan open house meetings. Common themes were that Hillsboro has limited transit service and coverage, some major thoroughfares don't have transit, the main library only has hourly transit, and there is a need for more north/south service.
6. Barb Rainish, Multnomah County Disability Services Advisory Council – I have lived in Multnomah County for 20 years. I am disabled and am an advocate for the aging and people with disabilities. Transportation is a major concern for seniors and people with disabilities. Thank you for adding frequency to some of your bus lines. We need to increase funding for seniors and people with disabilities.
7. Jim Howell, former transit planner – Express bus service on the freeways is needed. An example would be a new express bus line between Clackamas Town Center and Beaverton. Such a line would connect 35 local bus lines.
8. Kem Mark, Director, Transportation Equity – I am encouraged by the proposed service options for East County. I would like weekend service on Line 74-162nd Ave. It is needed for jobs on the weekend. You should extend Line 74 so that it also serves 148th Ave. in a loop with 20 min. headways, weekend service, and increased span of service.
9. Bonnie McKinley – Supports permanently funding the Youth Pass program. This would bolster Portland's reputation for sustainable leadership.
10. Jim Plunket, retired engineer – The Youth Pass program results in a steady stream of new riders for TriMet. Population is increasing in Portland, and will continue to do so with climate refugees.
11. Jeff Pazdalski, Executive Director, Westside Transportation Alliance – The WTA works with employers on the Westside to reduce auto trips. As Washington County continues to grow, it is important to increase transit service for its residents and employees.
12. Lukas Henton – I've been a riders since I was 12 years old. I have many ideas for more accessibility. Add a bus line on Cornelius Pass Rd. between TV Highway and West Union. There should also be a bus line on Brookwood Parkway between Fair Complex MAX station and River Rd.
13. Debra Olson – I live at W. Burnside and SW Shattuck Way. There are 190 senior apartments with many people of color where I live. We don't have transit service. Our only option is the Blue Line MAX, but that doesn't go where we need to go and is hard to access. There is also a need for more shelters. Youth passes should be available to all students.

14. Orlando Lopez, BRU Organizer, OPAL – Reliability, frequency, affordability and the span of service are important. This committee should get a commitment from TriMet not to increase fares. TriMet should improve frequency and late night service. As the region grows, we need to invest in youth – the region’s future. Studies show youth who ride transit continue to ride later in life.
15. Alison Wiley, former Oregon DEQ employee – Most of the proposed budget is good, including allocating 10% of the funds towards a non-diesel bus program. Please keep it. More than 1% of funds should go towards passes for youth.
16. John Carr, SE Uplift – supports the proposal to dedicate 10% of the funds towards a non-diesel bus program.
17. OPAL Youth Advocates – 1) secure long-term funding for the Youth Pass program. The 1% proposal is the bare minimum. This has been a community program for a decade. Invest in life-long transit riders. 2) The Youth Pass program at David Douglas High School has been very important to students. The HB2017 funds come from a regressive wage tax and should go towards low-income communities. It is essential to look at these funds with an equity lens. 3) Please expand the Youth Pass program. 1% is not enough. We would rather use TriMet instead of drive or get a ride. I urge the committee to invest now in future riders and people of color. 4) Supports the Youth Pass program expansion. Parkrose and David Douglas high schools are Title I schools. Please increase funding for Youth Pass.
18. Maria Hernandez, Advocacy Coordinator, OPAL – The need for affordable, accessible, and reliable service is very important. A strong transit system needs access. We must always think of seven generations back and forward. The purpose of the STIF is to meet the needs of seniors and low income people.
19. Glenn Traeger, Pearl District Neighborhood Association – The Portland Streetcar serves high density, high activity centers. Improving service to 10-min. frequency would help thousands of people – many living in low income households.
20. David Brandt – The Portland Streetcar is the 3rd most used transit system in the state of Oregon. One third of the ridership is low income. This funding is an important enhancement and funding should come from outside of ongoing funds.
21. Mahala ____, Environment Oregon, I’ve spoken to 84 business owners who have signed a petition asking TriMet to stop buying diesel buses and transition to electric buses. More than 500 people and several neighborhood associations have also signed on to the petition via change.org.
22. Connor Reiten, Northwest Alliance for Clean Transportation – On viable option for cleaner buses is the use of compressed natural gas buses (CNG). One of Portland’s waste water treatment plants will soon provide renewable natural gas (RNG). We should consider RNG among all the options for clean fuel buses.

23. Meredith Connoly, Northwest Climate Solutions – I am pleased to see a proposal showing 90% of funds going to expanding transit and the Low Income Fare. I am also glad to see the proposal for 10% of funds going to non-diesel buses. NWCS is supportive of this proposal. Regarding CNG, some transit agencies that have used CNG are transitioning to electric buses.
24. Katie Gould, Portland Bus Lane Project – We strongly believe buses need to be made faster. We support the proposal that puts funds towards transit priority.
25. Piper Wynick – Youth Pass should be stabilized and expanded.
26. Adrien Cato, Youth Environmental Justice Alliance Organizer – I would like to echo the testimony of others regarding the Youth Pass program. Getting people to opportunities is what transit is all about. Youth Pass lacks a home. Please vote to expand the program.
27. Ginny Stern – A stable and expanded Youth Pass program has been discussed for years. Please fund it.
28. Tyler _____, SolarWorld – SolarWorld is served by Line 46. The service doesn't match our day shift. We don't have weekend or night service.

Timeline

After speaking with ODOT staff, we are now comfortable with a November 1 plan submission date. We will approve a draft plan at the August meeting and conduct outreach to the public in Sept. We will approve the final plan in October.

Proposal Discussion:

Non-Diesel Bus Program

Bernie Bottomly: We are proposing to ease into the non-diesel bus program over the next 4-5 years, especially if the decision is to go with electric buses. These funds won't pay for a full transition of the fleet. After 4 or 5 years, we'll have to decide whether to continue with the non-diesel technology we're using or go in a different direction.

Aaron Carlson: If we can improve bus service now, we can get cars off the road. I'm not sure we want to commit this amount of funds for a non-diesel bus program.

Art Pierce: Regarding Streetcar, we're creating a false divide. Streetcar is helping to achieve our goals. We need to reframe our view of Streetcar. It is a non-diesel mode of transportation and should be considered part of the non-diesel bus program.

Jessica Vega Pederson: As the technology improves, we need to adjust with it. I support cleaner buses.

Esmeralda Flores: Non-diesel buses don't help people who don't have access to the system.

Paul Savas – supports \$5 mil in ongoing funds towards a non-diesel bus program – all going towards capital.

Service Scenarios

Paul Savas: Did TriMet consider geographic equity when developing the service scenarios?

Tom Mills: TriMet doesn't want to put service in areas where the potential for customers is low.

Paul Savas: I think that answers my question.

Chris Hagerbaumer: Is the employer payroll tax maxed out. Can we get more funds from that?

Bernie Bottomly: Yes, the employer payroll tax is maxed out.

Deanna Palm: What scenarios are the right mix?

Andrew Singelakis: I think the combined scenario is the right mix.

Art Pierce: I favor the ridership scenario

Paul Savas: I need to absorb it some more. It is an issue of coverage for me. We need to serve areas that don't have service. I prefer the coverage scenario.

Jessica Vega Pederson: East Portland needs more north/south service. I lean towards the ridership scenario. I would also like more senior and disabled access.

Diane McKeel – I would like to hear the East Multnomah County Transportation Coordinating Committee's opinion before I choose.

Bob Stacey – There is a fundamental attraction to the coverage scenario, but is there enough ridership in coverage areas to justify not serving areas that we know will generate ridership? If you don't have a street network to support the service, then it's really hard to get riders.

Huy Ong – Would like to see the 10% going towards the non-diesel bus program go towards the Youth Pass program.

Jillian Detweiler – Prefers the Combined scenario. I like that ETC is included in the proposal. I support some funds going to Streetcar.

Annaliese Koehler – It's important to use an equity lens when making decisions.

JoAnne Herrigel – There are people living in rural areas that are isolated.

Diane Nunez – The areas addressed by the Coverage Scenario are areas where our jobs are moving.

Jan Campbell – Both the Coverage and the Combined Scenarios expand the LIFT boundary.

Bernie Bottomly – The Ridership Scenario also expands the LIFT boundary and service hours. Anytime we add a new line, change a route to serve a new area, or add service hours, we increase LIFT service to that area.

Renata Frantum – If we fund Streetcar or senior and disabled transportation, what would they displace – either in service or in the pie chart.

Chris Carpenter – I would like to get a better understanding of the existing transit service in the region.

Chris Hagerbaumer – I would like to remind the committee that converting to a zero emission fleet is part of the legislative intent.

Bob Stacey – I would like staff to come back with “cut” scenarios that include Streetcar and senior and disabled transportation services. Is the senior and disabled request scalable.

Jillian Detweiler – I would like to know more about the 4th bus base and its impact on the neighborhood.

Reza Farhoodi – I support funding the Streetcar as part of the non-diesel bus program and the youth pass program.

Julie Wilcke-Pilmer – LIFT service is curb to curb service. There are a significant number of people who don't have access to LIFT.

Paul Savas – The disbursement of where seniors live is not shown.

Next Meeting: Fri., Aug. 24th at University of Oregon – Portland – 40 NW Couch St. – 8 a.m. to 11 a.m.