

**HB 2017 Transit Advisory Committee  
Meeting Minutes August 24, 2018**

Members present include:

Dan Bower  
Dwight Brashear  
Jan Campbell  
Aron Carlson  
Chris Carpenter  
Pat Daniels  
Jillian Detweiler  
Craig Dirksen  
Reza Farhoodi  
Esmeralda Flores  
Renata Frantum  
Chris Hagerbaumer  
Marion Haynes  
JoAnne Herrigel (Barbara Bernstie's alternate)  
Anneliese Koeler  
Ben Johnson  
Johnathan Leeper  
Orlando Lopez  
Emily Moter (Elaine Wells' alternate)  
Nate McCoy  
Diane McKeel  
Deanna Palm, Co-Chair  
Art Pearce  
Jessica Vega Pederson  
Ride Connection Representative (Elaine Wells' alternate)  
Paul Savas  
Andrew Singalakas (Roy Rogers' alternate)

**Public Comment:**

1. Ray Atkinson, Transportation Systems Analyst, Clackamas Community College – Many students live near Clackamas Town Center and must travel an hour to Clackamas Community College. Oregon City and Clackamas Community College support a shuttle to the Beavercreek employment area and to Clackamas Community College.
2. Kem Marks, Director, Transportation Equity, Rosewood Initiative – Thank you to East County legislators for their support of East County transit service proposals. The plan for new bus service on 148<sup>th</sup> Ave. and improved bus service on Line 87-Airport Way/181<sup>st</sup> Ave. shouldn't be tied to Division Transit Project, especially since there is still uncertainty about whether the feds will move the project forward.
3. Jeff Pazdalski, Executive Director, Westside Transportation District – The WTA works with private employers on the Westside to reduce the use of single occupant vehicles. The WTA

prefers the “combined” scenario among the three service proposals presented in July. However, this service proposal only meets a portion of the need. More service is needed beyond HB2017. The WTA also requests that the committee find ways to increase service to seniors and people with disabilities without cutting bus service in the plan.

4. Ashley Evans, Oregon Humane Society – OHS is in the design phase of a new veterinary hospital. OHS is currently not served by any bus line. It is a long walk for low income people. Requests new bus service to OHS.
5. Melissa \_\_\_\_\_, DDHS Student – I currently live in East Portland. Please move \$5 mil to student transportation. This could cover the need for 35,000 students; \$5 mil for a non-diesel bus program would only provide 5-6 electric buses for the whole region. Being a David Douglas High School student, the Youth Pass has been very important. Youth Pass saves money and time. Many students face the same issues.
6. Say Wah, DDHS Student – I am entering my senior year at David Douglas High School. Youth Pass won, then lost funding for the program. Students have advocated for the funding at the state. The advisory committee is at a crossroads. Don’t remain neutral. You must weigh transit access for 35,000 students vs. 5 new buses. 92,000 students attend public school in Portland. Electric buses should not be funded with this money.
7. Maria Hernandez, Advocacy Coordinator, OPAL – Metro forecasts an increase of 1.3 to 1.5 million people to the metro area. This growth will have a significant impact on the region. TriMet lost 3 million rides between 2016-17. Every increase in fares reduces ridership by 3%. Before deciding on the plan, please consider whether the investments you are making meet the needs of low income people and youth. Please use equity when making your decision.
8. David Van’t Hoff, Senior Fellow, Climate Solutions – The legislature specifically target the funding towards service expansion, the Low Income Fare, and electrification of the fleet. We think the proposal strikes the right balance among these priorities for the use of these funds.
9. Nellie deVries, Executive Director, Clackamas County Business Association – Clackamas County has significant transit needs. This committee has the opportunity to increase service for Clackamas County. Please support increased service to jobs by supporting the expansion of Line 79, a new bus line on Jennings Rd., and a shuttle to the Clackamas Industrial Area. CCBA also supports a mix of fuel sources for TriMet.
10. Dean Funk, PGE Local Government Affairs – Electric buses are needed to reduce petroleum use and greenhouse gases. PGE would partner with TriMet to own the charging stations. The use of electric buses could grow to a large scale as battery costs decline and driving ranges for the buses increase. PGE has a major role to play.
11. Deborah Olson – I am here to ask for funding for youth passes. Don’t give youth a reason to drop out of school. Please charge a nickel for all Uber/Lyft rides. All kids have to go to school. At least the youth can make it to MAX. Please fund passes.

12. Joanna Xing, Bus Riders Unite, Volunteer Coordinator at Madison High School. Madison High School students have access to Youth Pass. However, I have worked with students who pick up food at the Madison High School food pantry. Youth Pass provides opportunity for students. These funds should be limited to ensure funding for transit dependent communities.
13. Matt Rozzell, Development Services Manager, City of Happy Valley – Supports the proposal for service improvements along Sunnyside Rd.
14. David Bruchard, Bus Riders Unite – Do we fund electric buses or do we fund youth passes? I understand why people support electric buses. However, which one will have a greater return in the medium term. We need to ensure more people have access. We want youth to be comfortable with transit so they embrace it at an older age. Be mindful of who this will benefit. Listen to those who ride every day.
15. Kimo Omar – Support Youth Pass. Give people access to their city.

### **TriMet Budget**

The discretionary spending that is in the TriMet Budget comes from the increase in the employer payroll tax and must go towards spending on bus service. This includes the operation of service, the capital for the service, and preventive maintenance. The bond and debt service goes toward buying buses and trains. Materials & services goes towards diesel fuel (buses) and electricity (MAX trains). Other important efforts include HOP Pass deployment, IT, customer service, safety, and training.

\$120 mil is kept in an emergency reserve fund. It equates to 2 months of operating revenue. This is done by Board policy.

There now is a federal mandate that we inventory every asset we have and report how we will maintain each asset.

Orlando Lopez: TriMet's employer payroll tax increase is approximately \$470 mil and fares are approximately \$127 mil. All of it is discretionary.

Bernie Bottomly: Those numbers are high, but either way, the funds are spent on service and support for the service. However, we could spend it on other things, but like the HB2017 funds, the employer payroll tax increase was approved with the explicit purpose that it would go towards transit service improvements.

Craig Dirksen: A lot of capital improvements are really maintenance issues. This should be clarified in the budget.

Chris Hagerbaumer: Is the operating reserve similar to other agencies around the country?

Bernie Bottomly: Our reserve is a little conservative. However, it's important to understand that lowering the reserve just gives you one-time only funding, not ongoing funding.

## **Proposal Discussion:**

Paul Savas: Does the \$28 mil for one-time only funding for electric buses rely on the \$5 mil of ongoing funding? Is there other funding?

Bernie Bottomly: We can't realistically move forward with an electric bus program without an ongoing source of funding. Converting the bus fleet is going to take at least 16 years. Without ongoing funding, we can't say we have a strategy to convert the fleet.

We are applying for federal funds, but the funding is too small. The proposed plan would allow us to buy 60 buses – a down payment on future conversion. TriMet's general fund would pay for ½ the cost of electric bus because we're proposing that HB2017 funding only be applied to the net difference between a diesel bus and an electric bus.

Orlando Lopez: How did you decide on what went into the Triangle Funds?

Bernie Bottomly: We relied on input from the public meetings and the survey conducted last May and June. It is better to pay for capital improvements using the Triangle funds because they are one-time only and you can't pay for operating projects with them.

Jesscia Vega Pederson: How much of the \$50 million of Triangle funds can be bonded?

Bernie Bottomly: We can't really bond the funding because it is one-time only funding. We could bond for the ongoing funding, if ODOT would allow it.

Jessica Vega Pederson: I'm interested in trying to get ODOT to allow us to bond the funds.

Anneliese Koeler: Does approval of the plan mean service proposal are locked in.

Tom Mills: No. The region's priorities could change, and the service proposal could change with those priorities. However, this committee would have to review and approve the changes.

Dwight Brashear: How much do you anticipate investing in infrastructure to support the 60 electric buses over 5 years.

JoAnne Herrigel: We're talking about people who don't have an ability to walk to the bus. I don't want to see service reduced for transit service for seniors and people with disabilities.

Jan Campbell: \$5 million for electric bus – it's a question of capital funding vs. ongoing operations funding.

Esmeralda Flores: It's important that we challenge ourselves and check our privileges. Funding for youth, seniors and people with disabilities need to be a priority. We need to think about who the service is for.

Chris Hagerbaumer: I would like to understand if the Parkrose and David Douglas High School programs are made whole by this proposal. Can we accelerate the employer payroll tax? We can't get to our climate goals without technology.

### **Proposals:**

Streetcar: Reduce service increases on Lines 15-Belmont/NW 23<sup>rd</sup> and Line 16-Front Ave./St. Helen's Rd. to provide \$700k in funding for Streetcar to run 12-min. service.

Senior and Disabled Services: Offered three options: \$1 mil, \$2 mil, & \$3.4 mil to fund private shuttles, on-demand services, and mileage reimbursement for volunteers throughout the region. Bus service increases would be reduced according to the amount of funds going to senior and disabled transportation services. Reductions would be spread across the region.

### **Motions and Votes:**

- 1) Motion: a motion was made to accept the "Combined" service proposal with the changes made to accommodate the Portland Streetcar. Motion was seconded.

Discussion: The City of Portland agreed to reduce some of their proposed service improvements to accommodate \$700,000 in funding for the Portland Streetcar to increase service. This doesn't impact proposed service improvements outside of the City of Portland.

Motion passed: 23 in favor, 4 against

- 2) Motion: if the committee approves funding for transportation for seniors and people with disabilities and for student passes, then it should come out of the non-diesel bus portion of the proposal, not the service portion of the proposal. Motion was seconded.

Discussion: Renata Frantum: Based on public comment, I propose a 4<sup>th</sup> option for funding for senior and disabled transportation and students coming from the non-diesel bus portion of the budget. These shouldn't compete with service.

Reza Farhoodi: Don't cannibalize service for senior and disabled transportation or student passes.

Esmeralda Flores: Agreed with the motion.

Vote not taken

Paul Savas: How much money does Ride Connection have for these services now?

Emily Moter: Funding would go to new service that wouldn't happen without it.

Paul Savas: It would be ironic to lose an increase in service on Line 32-Oatfield to accommodate senior and disabled services when a lot of seniors live in Oak Grove.

Orlando Lopez: We're asking to take funding from the non-diesel bus program, so it shouldn't impact transit service.

Paul Savas: Is \$5 mil the minimum amount needed to have an electric bus program.

Bernie Bottomly: Yes. It allows us to get to 60 buses. The strategy only has \$5 mil. It is not nearly enough to convert the fleet.

Paul Savas: Where would the buses be deployed?

Bernie Bottomly: We would deploy them in low income and minority areas.

Chris Hagerbaumer: What about the employer payroll tax increase?

Bernie Bottomly: Those funds are committed to improving service.

Anneliese Koeler: Why 60 buses? Could you do 50?

Bernie Bottomly: We could do fewer buses, but if you take away the \$5 mil, you're not making a commitment to converting the fleet.

Renata Frantum: Have cities stepped up as partners for electric bus, youth pass, and senior and disabled services?

Bernie Bottomly: No partners have stepped up. Waiting for partners would delay the start of the program.

Dwight Brashear: Did TrMet ask Ride Connection to reach out to partners?

Tom Mills: No, we did not.

JoAnne Herrigal: I support an allocation of \$3.4 mil for senior and disabled transportation.

Jan Campbell: I know how much this impacts people.

No vote taken on the motion.

- 3) Motion: Fund \$1 mil for senior and disabled transportation from the non-diesel bus program.

Discussion: Marion Haynes: These are tough decisions. Senior and disabled transportation has to be a priority.

Emily Moter: We want to adequately plan for growth.

No vote taken on the motion

- 4) Motion: Fund senior and disabled transportation from non-diesel bus program instead of service.

No vote taken on the motion

- 5) Motion: Maintain the \$5 mil for non-diesel bus program

Motion passed: 18 in favor, 7 against

- 6) Motion: Take \$1 mil from service and use it for senior and disabled transportation.

Discussion: Pat Daniels: It is very important that we provide transit service for seniors and people with disabilities.

Motion passed: 18 in favor, 7 against

### **Regional Coordination Program**

Vanessa Vissar discussed the Regional Coordination Program Subcommittee's process and results for allocating the \$3 mi in Regional Coordination funds to programs throughout the region. The committee unanimously approved the list of programs recommended for funding through the Regional Coordination Program.

### **Student Pass Program**

Bernie Bottomly: Let's circle back and discuss the student pass program since the prior vote mostly focused on funding for seniors and people with disabilities.

Paul Savas: Where would the proposed program apply geographically?

Bernie Bottomly: It would apply region-wide, except for Portland Public Schools. Each school that applies would receive funding based on the number of free and reduced lunch students the school has.

Jillian Detweiler: Can you provide for us what the cost would be if TriMet paid 2/3rds of the cost for the David Douglas and Parkrose High School youth pass programs instead of 1/3<sup>rd</sup> the cost?

Renata Frantum: Reducing service for student transportation doesn't make sense. We don't have enough information on the non-diesel bus program.

Motion: continue discussing funding youth pass.

Motion wasn't seconded.

### **Rural Area Presentation:**

Staff from Clackamas, Multnomah, and Washington counties presented plans developed by their local committees for spending funds for areas outside the TriMet district but inside the Tri-County Area. The presentations also included plans by SMART Wilsonville, Canby Area Transit, Sandy Transit, the South Clackamas Transportation District, and the Mount Hood Express.

Motion approving plans for rural areas in Clackamas, Multnomah, and Washington counties was approved unanimously.