

# HB2017 Transit Advisory Committee Meeting Minutes

July 15, 2022

## Attendees

Tom Mills – TriMet

Jodi Guetzloe-Parker, Chair – OR-ID Council of Laborers

Jarvez Hall, Chair – Rider Representative, East Multnomah County

Dwight Brashear – SMART, Wilsonville

Jan Campbell – Committee on Accessible Transportation

Adam Argo – Rider Representative, Clackamas County

Andrew Plambeck – Portland Streetcar

Catherine Ciarlo – Portland Bureau of Transportation

Claudia Robertson – Alternate to Jan Campbell

Eve Nilenders – Multnomah County

Julie Wilcke-Pilmer – Ride Connection

Justin Trubiani – TriMet

Kate Lyman – TriMet

Mailee Xiong – TriMet

Mary Lou Ritter – Committee on Accessible Transportation

Michael Dohn – TriMet

Nancy Young-Oliver – TriMet

Clackamas County Commissioner Paul Savas

Sarah Ianarone – the Street Trust

Multnomah County Commissioner Jessica Vega Peterson

Karen Buehrig – Clackamas County

Maia Vasconez – OPAL

Washington County Commissioner Roy Rogers

April Bertelsen – Portland Bureau of Transportation

Aron Carleson – Hillsboro Schools Foundation

Chris Fick – Multnomah County

Emily Motter – Ride Connection

Erika Turney – TriMet

John Whitman – Ride Connection

Mariana Valenzuela – Centro Cultural

Valerie Egon – Oregon Department of Transportation

Vee Paykar – Climate Solutions

## Preliminaries

- The meeting begins at 8:32 AM.
- Tom reviews the WebEx interface and agenda.
- There is no public comment.
- Tom reviews the schedule. Public outreach will commence in August. The plan should be finalized in September, but may be finalized in October if public outreach requires extra time. The TriMet Board will vote on the plan in early December.

## HB2017 Transit Advisory Committee Bylaws

- Tom reminds the committee that the bylaws needed to be changed for several reasons.
- When TriMet went through compliance with ODOT, we were asked to make several changes to the bylaws further specifying how we make our decisions.
- The TriMet Board of Directors has asked us to increase the number of terms a member can serve on the committee. Having more terms promotes greater stability within the committee by retaining more institutional knowledge. The committee previously voted on a maximum of 5 terms. However, the Board wishes the maximum number of terms to be 4 2-year terms.
- The Board also wishes to see a greater representation of rider representatives, with a rider representative for each board district. This would result in an additional 3 rider representatives.
- The Board has also requested that personal conflict of interest language be added. TriMet will add the same personal conflict of interest language that Board members are bound by.
- Tom reminds us that committee members who represent organizations or constituencies would lose their seat in the event that they leave their organization or position in office.
- Tom has compiled brief bios of the committee members for the Board.
- TriMet Staff is in discussion with the Board regarding nomination processes for committees.

## Discussion

- Commissioner Savas suggests that the bylaws recognize jurisdictional seats such as his, with the ability for a staff member to vote on behalf of the jurisdictional representative. These seats would be permanent, and up to the jurisdictions themselves to assign without limit. Tom agrees with this.
- Language is revised to reflect that commissioners from the 3 counties would be able to identify a staff representative from each county.
- Commissioner Peterson appreciates Commissioner Savas' point about having some consistency on county representation regardless of who is in office. However, she doesn't want it to be only county representatives. She offers language which would provide greater flexibility. Tom modifies the document on-screen to reflect the suggestion.
- Commissioner Savas suggests language which would include a greater variety of staff.
- April also suggests that a section addressing alternates be added.
- Sarah: Should there be a transportation aspect explicitly included in the local government seats; i.e., transportation-related staff electeds with transportation responsibilities? Tom agrees that this could be added, but notes that the committee responsibilities language in the bylaws may address this concern. Sarah is concerned that the language may not be explicit enough to require representatives well-versed in transportation. Tom proposes language to address this concern, with additional feedback from Sarah and Commissioners Peterson and Savas.
- Aron suggests that the staff representatives be given the authority from their jurisdiction to cast votes, suggesting that it be codified in the bylaws.

- Commissioner Rogers thinks that Jessica got to the root of the issue. Every County has a different process when appointing people. Flexibility is important.
- Commissioner Rogers believes that appointments should ideally come from the city or county commission to ensure that the will of the commission or council is represented at the table.
- Claudia suggests changing the word "county" to "entity." This is acceptable to everyone.
- Tom highlights section 13, regarding rider representation. TriMet hopes to have the additional 3 rider representatives by next year.
- Commissioner Savas wonders if commissioners could have some influence in appointing or recruiting rider representatives. Tom would like this to be a separate conversation from the bylaws conversation.
- Julie wants to verify that the bylaws give all alternates the authority to vote. Tom adds the additional language.
- Tom highlights Section 8E.
- Commissioner Savas wonders if government entities can be an exception to the term limits. Tom suggests that we ask the Board to amend this further after they approve this language. He hopes to avoid some of the back-and-forth, since the deadline is approaching.
- Tom highlights Section E, regarding conflict of interest.

### Voting

- Jarvez calls for a motion to approve the bylaws changes.
- Commissioner Vega Peterson moves, and Aron Carleson seconds.
- The motion passes unanimously.

### STIF Plan Budget Proposal

- Tom reviews the budget proposal.
- We expect a projection of \$183 million. \$128 million is the new formula fund coming in for FY24-25. There is also \$14.7 million of expected overage, more than projected 2 years ago. There is about \$40 million of carry over projected; \$30 million of which was set aside for the procurement of 24 electric buses.
- Budget themes
- Continue and expand existing programs
- Safety, cleanliness, and renewal
- TriMet is dealing with unprecedented amounts of vandalism and litter. Additionally, aged equipment needs to be replaced. More staff are required to implement these projects.
- Tom displays a pie chart of projects.
- The low-income fare program continues to grow.
- Additional money has been allocated for the growth of service increases and maintenance, although not as much as we would like. TriMet is still struggling with labor shortages. The \$7,500 hiring bonus is helping to mitigate this. Recent operator classes have been full since the bonus was implemented.
- The zero-emission bus program is a large expense, and will continue to be for some time. Battery electric buses are being procured.
- Both TriMet and Ride Connection have been recipients of funds for transit services serving seniors and people with disabilities. The chart does not yet show the STF money. The solicitation process has been opened for organizations to apply for STF funds. There will be a presentation in August to update the committee on this process.
- The student fare program is still going strong, providing passes to low-income students across the region. The program with Portland Public Schools is separate from this.
- The Better Bus program is still being funded. TriMet hopes to add additional bus priority treatments outside the city of Portland.
- More shelters are being added, and more focus is being placed on ADA improvements. Aging shelters are due to be replaced.
- The Safety Response Team is being stabilized and expanded. They provide an unarmed presence on the system, with the goal of de-escalating conflicts, mitigating overdoses, and providing customer service.
- Compliance Administration is a necessary part of the plan.
- The Regional Coordination program provides funding for first and last mile shuttle services. Money to upgrade the trip planner has been allocated, which would allow riders to plan trips to areas outside of the District.

- Money is also being allocated to Portland Streetcar.

## Discussion

- Vee previously raised some questions about the summer pass program; what does it currently cost, and what would it cost to provide universal access to all high school students.
- Tom notes that this program launched as a pilot this summer. It was able to be launched, because there was additional money left over in the low-income fare program pot. Expenditures from the low-income fare program were lower due to effects of the pandemic. The pilot program will cost at least \$3.2 million. Next year, it will probably cost \$4-\$5 million. Staff has estimated that it would cost \$10 million to provide passes to all high school aged students, regardless of income. It would cost about \$20 million to provide passes to all students, regardless of age or income.
- Vee notes that low-income students would disproportionately benefit from an expansion of this program to include all students, and would like TriMet to continue thinking of ways to expanding access to passes for all students. April concurs.
- Commissioner Rogers would prefer a fixed amount for the regional coordination piece so that it is easier to plan.
- Tom notes that there are more costs when new projects ramp up. Should we see a recession, the hope would be that staff could adjust accordingly.
- Commissioner Rogers notes that it becomes a greater challenge when coordinating with other districts. He would like to see a plan for cuts should financial conditions deteriorate.
- In past presentations, Julie has seen a set dollar amount for allocated human services transportation dollars. Is the amount we have seen in past presentations what we are projecting? Tom confirms that it is.
- Another question was raised regarding how much has been spent on the electric bus program. Tom notes that \$13.9 million STIF dollars has gone to the program to fund infrastructure, design and engineering services. TriMet has also received \$16.1 million in federal Low or No Emissions grant funding to purchase buses. TriMet has also invested general fund dollars to convert several diesel buses to battery electric buses. The \$30.1 million set aside will be used to fund this program in FY24-25.
- A question was also raised, asking how much TriMet spends on paratransit services. The total cost of the Accessible Transportation Program is about \$41 million.
- Tom displays slides including pie charts for each program.
- April clarifies that the committee is taking action to support the dollar allocations, but are not voting on the percentage.
- Claudia notes that the published timeline does not include the STF proposals which must be included in the budget. Where is it on the timeline, and when will the committee approve it?
- Tom notes that the STF process is being pursued by the STFAC. The applications for recipients is out, with a deadline of August 19.
- By mid-September, the STFAC will have voted on those applications, and that information will be forwarded to the HB2017 TAC.
- Dwight asks if we now have the authority to vote. Tom understands that Dwight can vote on the process, but will need to be officially appointed when the vote is taken to send the plan to the TriMet Board.
- Sarah notes that the public outreach period has a very short turn-around time. Will the refinement process occur in the September meeting? Tom confirms that there will be time to make refinements then.
- Jarvez acknowledges that timelines are tight, and encourages committee members to review, comment on, and solicit feedback from their constituents regarding the plan.

## Voting

Jarvez asks for a motion to advance the FY24-25 STIF proposal for public outreach.

Aron Carleson moves for approval, and April Bertelsen seconds.

The motion passes unanimously.

The meeting adjourns at 10:04 AM.