

## HB2017 Transit Advisory Committee Meeting Minutes

August 19, 2022

### Attendees

David Bouchard – TriMet

Tom Mills – TriMet

Cameron Bennett – Portland State University

Andrew Plambeck – Portland Streetcar

Adam Argo Rider Representative, Clackamas County

Kate Lyman – TriMet

Washington County Commissioner Roy Rogers

Dwight Brashear – SMART, Wilsonville

Mary Lou Ritter – Committee on Accessible Transportation

Dan Bower – Portland Streetcar

Deanna Palm – Washington County Chamber of Commerce

Jodi Guetzloe-Parker – OR-ID Council of Laborers

Julie Wilcke-Pilmer – Ride Connection

Justin Trubiani – TriMet

Clackamas County Commissioner Paul Savas

Mailee Xiong – TriMet

Eve Nilenders – Multnomah County

Kristina Babcock – Clackamas County

Maia Vasconez – OPAL

Nancy Young-Oliver – TriMet

April Bertelsen – Portland Bureau of Transportation

Catherine Ciarlo – Portland Bureau of Transportation

Jan Campbell – Committee on Accessible Transportation

Multnomah County Commissioner Jessica Vega Peterson

Anne Buzzini

Karen Buehrig – Clackamas County

Mariana Valenzuela – Centro Cultural

Reza Farhoodi – Rider Representative, Portland

Sarah Ianarone – the Street Trust

Vee Paykar – Climate Solutions

Michael Dohn – TriMet

Nancy Hedrick – North Portland community member

Aron Carleson – Hillsboro Schools Foundation

Abby Griffith

Christina Deffebach – Washington County

Jon Isaacs – Portland Business Alliance

Jarvez Hall – Rider representative, East Multnomah County

Mercedes Elizalde – Central City Concern

## Preliminaries

- The meeting begins at 8:33 AM, opened by Jodi.
- Tom reviews the WebEx interface and agenda.
- There is no public comment.

## STIF Plan Schedule and Discussion

- Tom reviews the plan schedule. Good progress has been made. THE draft plan has been submitted to the public for comment. Next month, we will discuss the final outreach results. The STF and Regional Coordination programs will also be discussed at the next meeting. We hope to adopt the plan on October 22. The plan will be voted on by the Board in December, and applications will be due in January.
- Reza wonders to what extent the Forward Together plan will be incorporated into the STIF plan. Tom reviews what the Forward Together Comprehensive Service Analysis is-a plan to realign service with market demands. The plan will be released to the public within the next month or so. Some of the Forward Together improvements could be funded with STIF dollars in the future. We will not have the final Forward Together concept ready by the time the plan is approved. We can assume that some of the service improvements funded before with STIF dollars will no longer be funded. New service improvements that align with market demands could be funded instead.
- Commissioner Savas is concerned that if TriMet does a market analysis, and drives their investment according to that analysis, how are areas with no transit service being addressed? Tom notes that TriMet has expanded their view of where the market is. There will be areas of new coverage. Meetings between TriMet staff and Clackamas County staff are coming up.

## Updates on Outreach

- Tom reviews current progress of the survey. TriMet staff has conducted online outreach via Facebook, Twitter, Riders Club, and line-specific notifications.
- The survey is being translated into five languages. IRCO produced the translations. The survey will be posted online in those languages next week.
- Tom reviews the survey itself. The survey will remain open until about September 5, with surveys in other languages staying open a little longer.
- Early results indicate that most people feel the projects are important.

## Discussion

- Mercedes would like more explanation regarding the question about stops and amenities.
- Tom elaborates. Most stops with qualifying ridership numbers already have shelters. A process is underway to design new shelters. Many aged shelters need to be replaced.
- Dwight: What are the results like in regards to Regional Coordination? Do people seem to understand what it is?

- Tom notes that Regional Coordination is explained in this question. The need for seamless transportation is emphasized. Additionally, TriMet discusses the plan to incorporate data from the out-of-district providers into TriMet's trip planner.
- Dwight notes that the OTA is contemplating increases to STIF funding, based on the need for Regional Coordination.
- April: Have Streetcar and low-income riders been included in the outreach?
- Tom feels like we've created together a pretty good balance of projects, and the comments from the public so far reflect that.
- Sarah believes that explaining programs in terms of activities and benefits would be more helpful in the future. Simple storytelling is helpful.
- Abby: Does TriMet know where bus shelters and benches are missing, or do they hope to find out through the survey? Tom explains that TriMet tracks stops and amenities in a database, which indicates all of the amenities at each stop. Many stops include photographs. Shelters and benches are not installed at every bus stop. Some stops have too few riders to warrant such an investment. Shelters must be cleaned, with some being cleaned up to twice a week.
- Dan Bower: Do you have any geographic data on survey responses? Tom notes that we do not. The Communications team was pushing us to keep things short.
- Commissioner Savas sees the service expansion and regional coordination numbers as complementary. In general, many members of the public are unaware of district boundaries. Tom also notes that many of the Regional Coordination programs serve employment areas.
- Mercedes: Has TriMet listed out the number of stops with ridership to support a bus shelter, but not enough sidewalk space? Tom confirms that TriMet has this information.
- Nancy Hedrick: There have been complaints about how far apart the bus stops are along North Lombard Street in Portland. Who would we direct this type of concern to? Tom asks Nancy to send the comment directly to him. He provides Nancy with his email address.
- Commissioner Rogers has always thought that TriMet should be in the wholesale business, versus the retail business. Is TriMet giving any preference in funding to jurisdictions who are willing to invest their own dollars in amenities?
- Tom: We always welcome partnerships. For example, TriMet staff are in conversations with the City of Portland to make improvements along 122nd AVE. Dollars have not been set aside with the condition that they will not be spent unless jurisdictions come to the table with matching funds.

### Special Transportation Funds and STIF

- Justin Trubiani, TriMet's Senior Administrator of Senior and Disabled Transportation programs, presents.
- STF has been merged into the STIF program. Justin provides a brief summary of what the STF program is. There has been concern following the STIF/STF merge. STF will still have its own amount carved out. The application and reporting process will remain the same.
- Most STF funded projects are designed for independent living, and the attainment of healthcare and physical recreation opportunities. Justin reviews the different types of programs funded by STF.
- There are currently 2 different funding sources; ID card fees, cigarette taxes, and non-highway fuel taxes. These sources are somewhat difficult to track, and are declining. STIF dollars should provide greater fund stability.
- This year, \$8.6 of STIF funding over 2 years is projected.
- Justin explains to the committee how STF funds are distributed. The STF Advisory Committee is a subcommittee of the HB2017 Advisory Committee. The committee is responsible for reviewing projects, and deciding funding levels.
- Justin reviews important dates for the STF process.
- Tom notes that after the STIF/STF merge, the decisions of the STFAC will be brought before the HB2017 Transit Advisory Committee to endorse. Additionally, the STFAC will also be deciding on what projects are funded with the \$2 million set aside for senior and disabled transportation STIF funding.

### Discussion

- Dwight emphasizes the importance of serving seniors and people with disabilities, and the role STF has in serving them.

### Voting

- Tom notes that the bylaws have been officially adopted, and that all members are able to vote.
- Tom asks the committee to vote to approve the equity map. Tom explains how the map was created, and what it shows.
- Jarvez asks for a motion to approve the equity map.

- Reza makes the motion, and Jan seconds.

### Discussion

- Commissioner Savas thanks Tom for putting this together. Tom thanks staff from Clackamas, Multnomah and Washington Counties for their assistance.
- Reza asks if TriMet can publish the equity map as a web map. Tom believes that this is possible.
- Commissioner Rogers notes that there are many pockets of poverty in Washington County. He is also interested in an interactive map.
- Commissioner Savas has a question as to why there is a difference in the footnote below the legend. Tom will discuss this with GIS staff. Each county was analyzed separately. In Multnomah and Washington Counties, the scores were not as high as in-district areas and Clackamas County. The most important thing is to identify the top 25%. Commissioner Savas believes that it would be of regional benefit to keep this updated.
- He also wants to be able to identify areas that are being served, and areas that have no service. Tom notes that the dotted lines and blue areas indicate areas served by TriMet. Areas outside of the dotted lines are not served by TriMet.
- Commissioner Rogers notes that the northern area of Washington County that Tom was pointing out is one of the wealthiest areas in the region.
- Commissioner Peterson asks how the equity map will be used by TriMet, recognizing that there are slight differences in how Multnomah County and TriMet view equity. Tom notes that the map is used for tasks such as prioritizing bus stop amenities in equity areas. Some investments span both equity and non-equity areas. However, equity areas still benefit from those improvements. The implementation of bus lanes is an example of this.
- Jan acknowledges the rural transit service Ride Connection has implemented using STIF funding.
- The motion passes unanimously.

### Conclusion

- Commissioner Savas motions to adjourn the meeting, and Mary Lou seconds.
- The meeting adjourns at 9:57 AM.