

HB2017 Transit Advisory Committee Meeting Minutes

10/21/2022

[Attendees](#)

David Bouchard – TriMet

Tom Mills – TriMet

Jan Campbell TriMet Committee on Accessible Transportation

Cameron Bennett – Representing Portland State University

Mary Lou Ritter – TriMet Committee on Accessible Transportation

Jodi Parker – Co-Chair, HB2017 Transit Advisory Committee

Abby Griffith

Andrew Plambeck – Portland Streetcar

April Bertelsen – Portland Bureau of Transportation

Catherine Ciarlo – Portland bureau of Transportation

Chris Fick – Multnomah County

Christina Deffebach – Washington County

Claudia Robertson – TriMet Committee on Accessible Transportation

Julie Wilcke-Pilmer – Ride Connection

Dan Bower – Portland Streetcar

Deanna Palm

Metro Councilor Duncan Hwang

Dwight Brashear – Wilsonville SMART

Dyami Valentine – Washington County

Eric Loomis – Wilsonville SMART

Eve Nilenders – Multnomah County

Jamie Surface – TriMet

Jarvez Hall – Co-Chair

John Whitman – Ride Connection

Justin Trubiani – TriMet

Karen Buehrig – Clackamas County

Kelsey Lewis

Kristina Babcock – Clackamas County

Maia Vasconez – OPAL Environmental Justice Oregon

Mailee Xiong – TriMet

Mariana E Valenzuela – Centro Cultural

Reza Farhoodi – Rider Representative, Portland

Teresa Christopherson – Clackamas County

Sarah Ianarone – The Street Trust

Valerie Egon – Oregon Department of Transportation

Victoria Paykar – Climate Solutions

Jessica Berry – Multnomah County

Sushmita Poddar

Preliminaries

- The meeting begins at 8:32 AM.
- Tom reviews the WebEx interface and meeting agenda.
- Tom highlights where we are in the schedule. It would be most ideal to vote on the plan today. However, it is possible to vote on it in November if necessary. The Board must approve the plan on 12/14.

Public Comment

- Cameron refers to last night's TriMet open house at Cleveland High School. The proposed realignment for Line 70 runs down a neighborhood greenway through Ladd's Addition. What are TriMet's or the City of Portland's policies around operating bus service on greenways? Tom notes that we recently pulled service from Ladd's Addition. He will discuss this routing conversation with Cameron outside of the meeting.

STIF Human Services and STF Allocation

- These are allocations of funds for transportation programs serving seniors and people with disabilities.
- Tom summarizes the process of the Committee.

- Altogether, there are \$25 million to allocate. There is also a fourth bucket of funding not shown on the slide because it is not part of the STIF program. Some carry over is being reallocated.
- Service providers present applications for funding to TriMet. The allocation of these programs is laid out in the Coordinated Transportation Plan, which prioritizes existing programs. The plan is updated every 4 years. The Committee was able to increase programs' funding by at least 3% to account for inflation.
- Tom acknowledges the hard work that went into allocating funds.
- Julie points out that we were able to preserve existing services with carry-over funds. The \$4.3 million was taken into consideration when we were putting forth this package to support the preservation of existing services. This money is available because of COVID, RC being on a cost-reimbursement, and decreased ridership. The committee will need to work through this in the future. They may come back with additional asks. Preserving existing services doesn't even meet the unmet need for the frailest in our community.
- Tom: We had hoped that the carry-over funds would only go to capital programs. However, the need for service preservation was so great as to require their use.
- Jan acknowledges that the process was more difficult this year because we ' unable to meet in-person. In the end, she thinks everyone was OK with the decisions.
- Mary Lou is worried about the large fleet of aging vehicles. By using the carry-over funding, there are concerns about funding necessary vehicle replacements in the future.

Presentations by Public Transportation Service Providers

Clackamas County – Kristina Babcock

- In the 2022-2023 STIF funding cycle, Clackamas County primarily used Regional Coordination dollars to expand last-mile service in Oregon City, the Clackamas Industrial Area, as well as providing support to the Clackamas Community College shuttles. Some of the funds were used to purchase additional vehicles for that service.
- STIF Dollars were also used to increase demand-response service for dialysis and medical rides. The demand far exceeds current funding levels.
- They also looked at increased coordination between the 5 transit providers; fare integration and an integrated website.
- In the Mount Hood area, STIF dollars were used to continue recently added service, purchase a new vehicle, and begin a study for a transit hub in the Government Camp region. Multiple providers would be able to connect at this hub, increasing access throughout the Mount Hood National Forest.
- Moving forward for this funding cycle, Clackamas County seeks to fund existing Mount Hood Express service, provide even more demand-response service including support to senior centers, and support partnerships with other transit providers in the County, to help them expand their own demand-response services.

- STIF dollars will be used as match for the purchase of new vehicles.
- The planning for the Transit Development hub should wrap up within the next 3-4 months. Next, the site will begin to be developed.
- One large bus will be purchased for the Mount Hood Express.
- They will look to address some missing connections identified a couple of years ago in the Transit Development Plan.

Wilsonville SMART

- In FY22-23, SMART eliminated fares on Route 3X.
- They are procuring additional vehicles; an electric bus, a handful of cutaway buses, and an electric charging station.
- SMART's Transit Master Plan was also updated.
- They continue service to the Tualatin Park and Ride, and the Downtown Salem Transit Center.
- Some projects were on hold for a variety of reasons; service between Clackamas Town Center and Tualatin is on hold. Vehicle acquisition has been quite problematic. They are also working with ODOT to get approval to run buses on I-205.
- Moving forward, SMART will continue to:
 - Run their regional transit services to the Tualatin Park and Ride, downtown Salem, and Meridian Park Hospital
 - Use STIF dollars for administrative costs
 - Expand their electric and CNG fleet and facilities
 - Continue to work on establishing service to Clackamas Town Center
 - Begin to add intercity service to Keizer, in partnership with Cherriots
 - Increase Customer Service staff to assist with transit trip planning across the region
 - Study service potential to Basalt Creek, which is seeing significant new development
 - Improve bus stops and amenities to enhance access and connectivity

Canby Area Transit

- In 2022-2023, Saturday service between Woodburn and Oregon City was added, as well as demand-response and paratransit services within the City of Canby. The Canby services went fareless in September, 2022.
- STIF dollars were used to purchase 2 buses for a free city circulator, which launched in October, 2022. It makes a loop around Canby.
- Moving Forward, CAT wishes to preserve existing services, increase the span of the circulator to run 12 hours a day Monday-Friday, and add Saturday service in 2023.

South Clackamas Transportation District

- In FY22-23, they added more service to the Clackamas Community College route to account for the morning commute.
- Molalla added Saturday service.

- Service to Canby was expanded to earlier in the morning, and later in the evening.
- Bus stops and amenities were approved.
- Their Transit Master Plan was updated.
- Moving forward, services will be preserved.
- New vehicles will be purchased, and bus stops and amenities will be updated.

Sandy Area Metro

- In FY22-23, they continued operating service enhancements implemented in FY19-21; expanded hours of operation on routes connecting Sandy to Gresham, Sandy to Estacada, and the Sandy shopper shuttle.
- Funding continues to be set aside for a future driver training and break area at the Sandy Operations Center. The Mount Hood Express operates out of the Operations Center, and has outgrown their space.
- Safe Routes to School bus stop improvements
- Administrative costs for program administration
- Moving forward, fixed-route services would continue, and 5 runs on the shopper shuttle will be added on Saturday.
- Electric vehicle infrastructure upgrades and vehicles
- Administrative costs
- Program reserves

Discussion

- Tom: TriMet is updating the Transit Improvement Plan. That document will have all of the plans-including dollar figures-which Kristina mentioned. They hope to have the document posted soon.

Multnomah County – Eve Nilenders

- For context, the County receives STIF for regional coordination in urban and rural areas. These consist of 3 free job connector shuttles through a contract with Eco Shuttle;
- Swan Island evening shuttle, mirroring TriMet Line 85 in the evenings
- Troutdale-Reynolds Industrial Park shuttle, mirroring Line 81 on weekends and holidays
- Access Shuttle, providing new service to the Alderwood and Cornfoot area
- All of this was established in the FY22-23 biennium.
- Ridership has been steady throughout the pandemic; the Swan Island shuttle provides about 950 rides per month, and TRIP about 800 rides per month.
- They have also been focusing on planning the Cornfoot and Alderwood route, which began on July 18.
- The County is in the process of publishing the GTFS data for all 3 shuttles. This data can be used on trip planning services such as Google Maps.

- Eve highlights the transfer opportunities available with the Alderwood Cornfoot access shuttle, which operates hourly during peak hours. Changes have already been made in consultation with employers served by the shuttle.
- Moving forward, the County plans to build on past successes.
- They wish to expand service hours on the Access shuttle. What the new service will look like depends on what is learned through the first year of operation.
- Multnomah County operates a free rural dial-a-ride service under contract with Ride Connection. It is open to all, but priority is given to elderly, disabled and carless individuals.
- The County is resuming community engagement efforts to further develop this service. Service would be preserved and expanded upon over the next biennium. Their Transportation System Plan would also be updated.
- Tom notes that TriMet's Forward Together Comprehensive Service Analysis recommends adding TriMet service in areas where some of these regional job connectors are operating. In many cases, the job connectors have really primed the market for TriMet service. This means that new job connector shuttles could be established. The Forward Together service concepts would not be implemented all at once.

Discussion

- Reza is pleased with the County's job access shuttles. He wonders why the Access shuttle does not extend past the Alberton's on the west end to a frequent transit connection.
- Eve: There was a strong desire to provide better connections in the Cully neighborhood. There are a number of operational challenges in that area. The main focus was to connect with Line 72, and serve the dense CDC housing developments.

Washington County – Dyami Valentine

- Washington County contracts with Ride Connection as their PTSP. They benefit from the partnership, as it leverages their resources, programs and services with the county's funding.
- The bulk of the funding goes toward supporting and supplementing existing Ride Connection services.
- The WestLink service has been expanded, with further expansion likely in the next biennium.
- They have also been able to expand demand-response service by offering it to the public, and expanding the trip purposes allowed.
- There is also an identified need for reverse commute service from the urban areas to agricultural sites. The County was unable to launch this program last biennium due to labor challenges.

- Ride Connection has partnered with the Tillamook Wave to identify additional stops in Washington County.
- They will also continue marketing efforts to bring more awareness about the transportation services offered.
- More investments in stop improvements and fleet electrification for Ride Connection will be made.
- Community connectors are funded through the Regional Coordination Program; GroveLink, North Hillsboro Link, and the Tualatin Shuttle. They serve over 90,000 people within close proximity to these services. Ridership continues to grow year over year.
- Washington County has conducted analyses in the previous biennium to identify transit service gaps where shuttle services could fill the need. Near-term priorities were identified based on ridership and equity lenses.
- In coordination with TriMet's Forward Together Comprehensive Service Analysis, overlap has been identified, which helped screen some of the priorities advanced to the Transit Advisory Committee.
- They are looking to identify local champions, and leverage additional funding opportunities.
- They propose to fund 3 new projects;
 - A shuttle in King City connecting to Bridgeport Village via Durham,
 - A shuttle connecting PCC to Sunset via Bethany, similar to TriMet's now-eliminated Line 50
 - New service in South Beaverton
- In the next biennium, existing shuttles would be expanded.
- The Tualatin Green Line on Borland Road to Stafford would be established this fall.

Portland Streetcar – Dan Bower

- Portland Streetcar has received about \$700,000 a year in STIF funding each year. In 2018 and 2019, they were expanding service. Now, they are focused on preserving existing service.
- Dan shows a slide with service statistics such as ridership, fleet size, and service area. Ridership has dropped since COVID, but is rebounding. 76% of Portland's affordable housing units are within close proximity to the Streetcar lines.
- Dan shows a slide highlighting expansion plans, and another slide comparing number of housing units with ridership.
- Moving forward, they are in the process of adding CCTV to all trains, upgrading platforms and the approach to OMSI, and vehicle replacement. About 11 streetcars need to be replaced by 2028.
- The City will fund the vehicle replacements and capital project, and STIF funds will be used to preserve existing service.

Review of TriMet STIF Budget and Vote – Tom Mills

- For FY24-25, STIF formula funds are projected at \$62.7 million and \$65.8 million. We also expect overage.
- During the height of the pandemic, inflation was not expected. The overage will be able to be used for the FY24-25 plan. There is an additional carry over fund, which will be used in FY24-25. This is known as carry forward. There is also an additional \$10 million in carry over which is not attached to anything.
- This comes to a total of \$183.2 million.
- Tom goes through the allocations.
- New developments in low-income fare;
- Summer pass program for low-income students
- New transit access grants for seniors, people with disabilities, and low-income veterans
- Funding for service expansion prior to the pandemic; some funding set aside for future expansion as staffing allows
- Combination of STIF and federal dollars to upgrade Beaverton and Oregon City Transit Centers
- Scheduling software upgrades
- Funding for additional planning staff to support Forward Together implementation
- Pushing forward money to buy more electric buses and expand related infrastructure, including funding for additional staff
- Human Services Transportation; vehicle purchases, paratransit services, and dispatch software upgrades
- Programs for students in grades 9-12 to provide fare subsidies for low-income students outside of the PPS boundary.
- Transit Priority Programs such as bus lanes, including working with jurisdictions outside of Portland to identify bus lane locations in congested areas
- Bus Stops and Amenities;
- New shelter design process underway to design narrower shelters that can fit on narrower sidewalks
- Shelter replacement program, with priority given to shelters 20 years or older
- Shelter maintenance
- ADA improvements at bus stops, including adding more concrete pads in areas with planting strips
- Security;
- Stabilize and double the Safety Response Team
- Expansion of CCTV network, including additional staff
- General administration and compliance
- Regional Coordination; more than doubling the program
- Inflation has been taken into consideration.

- Upgrades to TriMet's trip planner to include connecting services
- \$3 million annually for Portland Streetcar

Discussion

- Julie: The line item for E&D Transportation doesn't include the STF or carry forward portion. Is that a separate vote, or should it be included in the chart?
- Tom: This chart only shows the TriMet formula funds. The Committee will vote on the entire plan.
- Jan asks Tom to reiterate on the carry over portion and STF.

Voting

Tom reviews the voting procedure with the committee.

- Jarvez Hall calls for a motion to approve the plan.
- Dwight motions to approve the FY24-25 STIF plan in its entirety as presented.
- It is seconded by Mariana Valenzuela.
- There is no discussion.
- The motion carries without any dissention.

Next Steps

- Tom reviews next steps. The plan will be presented to the TriMet Board on December 14. With their approval, the STIF application will be completed by TriMet and the PTSP's. It will be submitted to ODOT on January 16th. ODOT will review the application for compliance. The plan will then go to the Public Transportation Advisory Committee on the state level. Once approved there, it will go before the Oregon Transportation Committee for final approval.
- The Committee will meet once again to review the FY24-25 STIF Discretionary fund applications, a pot of \$13.5 million. The state Transit Network program of \$15 million is also up for review. This process has already started. ODOT has asked for a letter of interest due on October 10, and providers should receive feedback on October 28. Applications are due to ODOT by November 30. ODOT will share the applications with TriMet in December. We are expected to give feedback to ODOT in February.
- The Committee will likely meet in January, and has the opportunity to rank applications. Tom will distribute the applications to the Committee ahead of time.
- Jodi thanks everyone for their commitment to public service.
- Jarvez calls for a motion to adjourn the meeting.
- Dwight makes the motion, and Jan seconds.
- The meeting is adjourned at 9:56 AM.