

HB2017 Transit Advisory Committee Meeting Minutes

March 22, 2024

Virtual Meeting via WebEx

Attendees

- Adam Argo – TriMet Board District 4 representative
- Andrew Aebi – TriMet Board District 3 representative
- Andi Howell – Sandy Area Metro
- Brandon Brezic – Central City Concern
- Clint Culpepper – alternate to Reza Farhoodi, who represented, but moved out of TriMet Board district 5
- Dan Bower – Portland Streetcar
- David Bouchard – TriMet
- Deanna Palm – Washington County Chamber of Commerce
- Debbie Gregg – TriMet
- Dorothy MITCHELL
- Dwight Brashear – Wilsonville SMART
- Dyami Valentine – Washington County - representing areas outside the TriMet district
- Emily Motter – Ride Connection
- Eve Nilenders – Multnomah County
- Jan Campbell – TriMet Committee on Accessible Transportation
- John Whitman – Ride Connection
- JP Gonzalez – TriMet
- Justin Trubiani – TriMet
- Kelsey Lewis – Wilsonville SMART
- Margi Bradway – Multnomah County
- Mariana Valenzuela – Centro Cultural
- Marshall McGrady – IBEW Local 48
- Mary Lou Ritter – Accessible Transportation Funds Advisory Committee
- Michael Morrow – TriMet Board District 7 representative
- Nancy Young-Oliver – TriMet
- Phil Selinger – TriMet Board District 2 representative
- Rich Eisenhauer – Portland Bureau of Transportation
- Roy Rogers – Washington County Commissioner
- Sara Wright – City of Portland
- Sarah Iannarone – the Street Trust
- Teresa Christopherson – Clackamas County Social Services
- Tom Mills – TriMet

Preliminaries

Meeting Called to Order by Michael Morrow

Tom Mills reviewed the WebEx interface.

Public Comment

No members of the public raised their hand to provide comment.

Timeline Check-In

Tom Mills provided an update on the STIF timeline:

- TriMet is developing the STIF proposal with the goal of presenting it to the committee in May, but it may be June.
- The proposal will be reviewed with the TriMet board to keep them apprised.
- The goal is to have the committee vote to approve the plan in November at the latest, followed by TriMet board approval in December.
- Earlier approval is preferable to avoid a time crunch during the holidays.

Fiscal Year 26-27 STIF Equity Map

Tom presented the updated STIF equity map, which identifies equity areas based on TriMet's equity index. Key points:

- The map is divided into equity areas for the TriMet district, Clackamas County, Multnomah County, and Washington County.
- Equity areas are determined by scoring census block groups on 10 factors and designating the top quartile as equity areas.
- The map looks similar to previous years, with expected concentrations in areas like East Portland, East Multnomah County, Hillsboro, Cornelius, etc.
- Rural areas have limitations due to large census block groups that can overwhelm small pockets of poverty.
- Language will be added to the PTIP acknowledging these limitations and the importance of outreach to rural communities.
- TriMet staff have worked with county staff to review the map.

Discussion

- Andrew Aebi suggested including a map of density/transit-supportive land uses in the PTIP in addition to the equity map.

- Sarah Iannarone agreed density is important and trade-offs will need to be made between equity areas and transit-supportive land uses.
- Mary Lou Ritter asked how the new map compares to the previous one. Tom explained areas near the equity threshold could fluctuate each year, but the overall patterns remain consistent. More change is seen in rural areas.
- Margi Bradway said Multnomah County staff reviewed the map and support using it, with the caveat of needing outreach to rural communities. She suggested including language in the PTIP to that effect.
- Brandon Brezic asked to consider future affordable housing developments, not just existing ones, as rural areas will be seeing an influx of affordable housing funding.
- Dyami Valentine expressed Washington County's support for the map and methodology.
- Phil Selinger agreed a density map would be helpful additional information.

Phil Selinger moved to approve the fiscal year 26-27 STIF equity map. Mary Lou Ritter seconded the motion. The motion passed unanimously.

STIF Revenue Projections and Sub-Allocations

Tom presented the STIF revenue projections provided by ODOT and the proposed sub-allocations:

- ODOT provides projections broken out by areas inside and outside the TriMet district.
- TriMet works with the counties and a consultant to develop a methodology to sub-allocate the funds outside the TriMet district.
- The methodology aims to sub-allocate funds proportionately to the employee payroll tax revenue generated in each area, using the most recently available data.
- The sub-allocation percentages are then applied to the ODOT projections to determine the amounts each county and transit provider should use in developing their plans.
- Multnomah County does not sub-allocate funds as it does not share them with any other transit providers.

Discussion

- Andrew Aebi asked if the revenue growth shown from 2026 to 2027 aligns with TriMet's expectations. Tom said he would need to consult TriMet's finance

team, but the growth is not surprising given how quickly the economy has rebounded from the pandemic.

- Phil Selinger noted that while revenues are increasing, so are costs to provide service due to inflation. The growth may not be as significant in real

terms.

Tom explained this item is for information only and a committee vote to approve the projections and sub-allocations will take place at a future meeting.

Accessible Transportation Funds Advisory Committee

Tom provided an overview of changes to the advisory committee structure for the funds formerly known as Special Transportation Funds (STF):

- STF funded transportation for seniors and people with disabilities using state taxes on cigarettes, gas for non-road use, and ID cards.
- It was overseen by a separate advisory committee (STFAC) that reported to the TriMet board.
- In 2020, the legislature merged STF into STIF. STF is now referred to as the STIF population-based formula funds.
- With this change, it is no longer consistent to have the STFAC report directly to the TriMet board as a separate committee from HB2017 TAC.
- In February, the TriMet board passed a resolution to dissolve STFAC and establish the Accessible Transportation Funds Advisory Committee (ATFAC) as a work group that reports to HB2017 TAC.
- Membership and bylaws were carried over from STFAC to ATFAC.
- When ATFAC positions need to be filled or bylaws updated in the future, HB2017 TAC can approve those changes without needing to go to the TriMet board each time.

Mary Lou Ritter, a member of ATFAC, affirmed the committee is comfortable with this new structure and looks forward to it serving as a work group.

Other Business

- Mary Lou Ritter acknowledged the great work of TriMet in celebrating Transit Driver Appreciation Day and thanked TriMet staff for their behind-the-scenes

efforts to support operators and service.

- Jan Campbell thanked TriMet for including Lift paratransit operators in the appreciation day this year.

- Phil Selinger asked for a preview of the next meeting and if major parts of the STIF plan are likely to change. Tom said staff are still working on the

plan but expect to continue hitting the main priority areas outlined in the legislation. One change may be an effort to reduce carryover funds by increasing

the operations share. Phil also advocated for the plan to address pedestrian access to transit stops and safe access issues that can be a barrier to ridership.

- Margi Bradway suggested a future agenda item to educate the committee on the specific needs of older adults and people with disabilities.

- Sarah Iannarone mentioned research her organization and PSU have done on infrastructure barriers to transit access for people experiencing homelessness,

and offered to share that information with the committee.

- Andrew Aebi requested a presentation from TriMet finance staff to give a high-level overview of how STIF revenues are comparing to inflation and costs,

and the balance between investing in service hours vs. capital improvements. He also suggested revisiting TriMet's policies on partnering with jurisdictions

to pool resources for projects like bus stop access improvements.

Tom said he would follow up on these suggestions for future meeting topics, including sharing a link to an upcoming PSU presentation on the homelessness

and transit access research.

The meeting was adjourned.