

**Transit Equity Advisory Committee**  
**Zoom Meeting**  
**Tuesday, June 13th, 2023**  
**4:30-6:30 p.m.**

Abby Griffith, Ana Munoz, Anitha Lobo, April Berterlsen, Bhaktirose Dawdy, Ellie Gluhosky, Irena Cheredayko, John Carter, John MacArthur, Marcela Tupayach, Sarah Ford Oades, Tristan Isaac, Nancy Young-Oliver, Karol Orozco, Amparo Agosto, John Gardner, Pat Williams, Eileen Collins, Trieste Palmer, Annadiana Johnson

**System Updates TEAC and TriMet updates and announcements. (RFP, fare proposal decision, Better Red)**

- **TriMet fare increase:**
  - The Board of Directors voted to adopt an increase on Jan. 1, 2024. Adult, Honored Citizens, Youth, and LIFT tickets and day passes will increase.
  - Monthly fare caps will remain the same. Hop Fastpass™ card users will reach the fare cap faster but pay the same price (\$28 for Honored Citizens/Youth, \$100 for Adults). More information at [trimet.org/fareincrease](https://trimet.org/fareincrease).
- **Summer Pass Program:**
  - From June 9th through June 12th, there have been 4,617 taps combined on the TriMet Adult Community Summer Pass and the TriMet Summer Pass
- **MAX Red Line disruption:**
  - Part of the "A Better Red" MAX improvements project. Shuttle buses will replace trains between Gateway Transit Center and Portland International Airport.
  - Disruption lasts from June 18 to October 21. Construction includes building a second track and renovating the PDX station.
- **Powell Operations Facility recognition:**
  - Recognized as the "top project of the year" by the Daily Journal of Commerce for 2022. The facility has 22 bays and a 400,000-square-foot yard for 300 buses. It features a three-bay fuel and wash building with a water reclamation system.
  - Outperformed 70 other construction projects.
- **Live Chat Soft Launch:**
  - Live Chat feature launched on [Trimet.org](https://trimet.org) on June 12th. Soft launch phase for approximately two weeks.

**High Capacity Transit Projects Strategy Update** - An overview of Metro's report and recommendations on the final deliverable milestone for the High Capacity Transit Strategy.

Since the development of greater Portland's High Capacity Transit (HCT) strategy in 2009, significant changes have occurred:

- The region has become more aware and urgent about inequality based on race and income, housing affordability, displacement, climate change impacts, and safety.
- The pandemic has altered travel patterns, with personal safety and health concerns influencing transit usage and operations.
- Population and job growth have continued, leading to an increase in the region's population.
- Securing funding for HCT investments has become more challenging, with limited local resources for matching federal grants, funding corridor design and construction, and operating HCT corridors.

The HCT vision prioritizes improving mobility for communities of color and marginalized communities, connecting activity centers, corridors, jobs, services, and major destinations like colleges, hospitals, and affordable housing. Through community events, meetings, and feedback gathered via the project website, Metro and TriMet have identified key priorities expressed by the community:

- **Community stability:** Strong support for investments in corridors to preserve housing and business affordability and prevent displacement.
- **Safe access to transit:** Support for infrastructure improvements that enable safe and comfortable walking, biking, and waiting at transit stops, including crosswalks, sidewalks, lighting, and bus stop amenities.
- **Transit service:** Demand for more frequent, faster, and reliable service, particularly in growing areas and town centers across the region.
- **Broadened access:** Improved service to cater to the needs of older adults, non-English speakers, individuals with disabilities, those with health conditions, families traveling with children, and students.

To prioritize investments, not all corridors identified in the vision are ready for high-capacity transit currently. The strategy update establishes a pipeline of near- and long-term regional HCT investment tiers. Corridor investments are grouped into tiers, with Tier 1 representing the top regional priorities for advancement and Tier 4 consisting of corridors requiring more time and effort to move forward. Each corridor will undergo a separate planning study to determine the purpose, mode, alignment, and other considerations at the appropriate time.

- **Tier 1:** TV Highway, 82nd Ave, Montgomery Park Streetcar, Southwest Corridor, Interstate Bridge Replacement
- **Tier 2:** Central City Tunnel, Portland to Gresham via Burnside, St. Johns to Milwaukie via Cesar Chavez, Hayden Island to Downtown Portland via MLK, Bethany to Beaverton via Farmington/SW 185th, Beaverton to Portland via Hwy 10 (BH Hwy)
- **Tier 3:** NW Lovejoy to Hollywood via Broadway/Weidler, Portland to Gresham in the vicinity of Powell Corridor, Sunset Transit Center to Hillsboro via Hwy 26/ Evergreen, Oregon City to Downtown Portland via Hwy 4, Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center, Park Ave MAX Station to Oregon City in the vicinity of McLoughlin Corridor, Beaverton - Tigard - Tualatin - Oregon City, PCC Sylvania to Downtown Portland via Capitol Hwy, Swan Island to Parkrose, Hollywood to Troutdale
- **Tier 4:** Gateway to Clark County in the vicinity of I205 Corridor, Gresham to Troutdale LRT extension, Clackamas Town Center to Damascus, Happy Valley to Columbia Corridor via Pleasant Valley, Clackamas Town Center to Oregon City, Tigard to Sherwood via Hwy 99W Corridor, Hillsboro to Forest Grove LRT extension, Beaverton to Wilsonville in the vicinity of WES

**Transit Oriented Development (TOD)** A summary of the recently released regional transit-oriented development plan.

<https://trimet.org/tod/pdf/tod-regional-plan.pdf>

- TriMet's regional Transit-Oriented Development (TOD) Plan guides community-centered development at and around TriMet stations in the Portland Metro region.
- The plan incorporates TOD Guidelines and goals that TriMet's leadership and Board approved, including details on TriMet-owned sites.
- It outlines strategies for planning, engagement, and evaluation of development proposals on TriMet properties, and It aligns with Metro's 2040 Growth Concept, focusing on livable neighborhoods, efficient development, a thriving economy, and access to housing and jobs.
- Collaboration with regional partners, municipalities, development communities, neighborhood groups, and organizations is crucial for successful TOD as it requires coordination between transportation networks, land use, and urban design strategies.
- The goal is to promote sustainable growth by connecting areas with high population density, activities, and job opportunities to high-quality transit facilities and transportation options.

- The plan builds upon previous community engagement and collaborative efforts by local agencies, non-profit organizations, and stakeholders. It addresses regional growth, changing demographics, economic opportunities, traffic management, safety, cost of living, and public health.
- The TOD Plan supports TOD projects, guides resource allocation and project prioritization for TriMet, and establishes a process for considering unsolicited bids.
- Emphasizing equity in TOD systems and processes is a priority for TriMet. Without an equity lens, TOD can negatively impact current residents and lead to gentrification and displacement. By adopting an equity lens, TOD can ensure that transit benefits like affordability, job access, and walkable neighborhoods are distributed to those in need.
- Thoughtful policy decisions, investments, and program placements aligned with equity values can benefit disadvantaged communities that rely heavily on transit.

### **Examples of TOD Projects:**

- Fuller Road Park & Ride
- Dean River- SE 17TH
- Hazelwood- SE 124TH
- Renaissance Commons
- Hollywood Transit Center

### **Questions:**

- What is the equity lens used for TOD Projects? -
  - Database screening: Demographics and social-economic data
  - Dynamic screening: Working with community partners, where would this be more impactful.

### **Fare Subsidy Workgroup Report out on the first Fare Subsidy Workgroup meeting.**

During the meeting, we discussed new models and funding sources for subsidizing transit, focusing on zero fare transit systems. Our main points of discussion revolved around two key questions:

- What do you want to learn about subsidized fare programs across the country?
- What questions do you have about potential funding sources that could be used to support riders or new rider programs?

Participants raised several important points and questions, including access to transit programs, the effectiveness of current programs, coverage for different populations, sustainability of funding sources, benefits and drawbacks of zero fare systems, and the impact on ridership and community. We also touched on other topics like the time cost to passengers, scheduling, equity considerations, constitutional restrictions, environmental measures, and grant funding possibilities.