

DIVISION TRANSIT PROJECT COMMUNITY ADVISORY COMMITTEE MEETING

Thursday September 21, 6:00 p.m. - 7:30 p.m.
Portland Community College, 2305 SE 82nd Ave, Portland, OR 97216

CAC MEMBERS PRESENT

Chabre Vickers, Portland Community College Southeast (PCC) (Committee Chair)
Claudia Robertson, TriMet Committee on Accessible Transportation (CAT)
Michael Harrison, Oregon Health Science University (OHSU)
John Carr, Southeast Uplift Neighborhood Coalition (SEUL); Portland Clean Air Sydney Mead
Jef Kaiser Gresham Coalition of Neighborhoods
Rick Bartko, Division Midway Alliance
Thuy Tu, Jade District/APANO

Absent

Sydney Mead, Division Clinton Business Association (DCBA)
Carol Fenstermacher, Centennial School District
Kem Marks, East Portland Action Plan (EPAP)
Cory Price, Gresham Business Owner

Welcome

Chabre Vickers opened the meeting. She started by asking the committee to review the summary notes from the previous CAC meeting in August

The committee approved the notes without any changes.

Chabre opened the floor to public comment.

Comments from the Public

Doug Allen

Mr. Allen is from SE Portland, near Belmont and Stark and he has two ideas he wanted to share with the committee. First, he would like the committee to continue to push TriMet to purchase electric buses for this project. Second, he would like the committee to consider increasing service to the new line at 162nd Avenue to every 15 minutes on weekdays and every 20 minutes on weekends. Mr. Allen stated that he has experience owning an intercity bus group for several years, who looked at Greyhound. After doubling the frequency of service, the ridership quadrupled, seven days a week. 365 days a year.

Division Transit Project Scope & Budget

Michael Kiser, Project Manager for Division Transit Project, gave the committee an update on the 30% milestone coming in October, the updated project budget, and next steps after 30% design. Michael let the committee know that there would be a 30% design draft that would be shared internally to TriMet and jurisdictional partners during the first week of October. They would have the draft for three weeks. Then all comments would be incorporated into the process.

Michael discussed the use of the 30% design set for the NEPA Environmental analysis. FTA requires some certainty around station placement. He clarified that the use of 30% did not mean that everything was nailed down. The team will continue to do outreach.

He also brought up another milestone; the submittal to the federal government for a project rating. FTA looks at ridership and finance as the two indicators to determine rating on a scale of low to high. The higher the rating, the greater the chance to be granted funding from the government. The project funding directly affects the project's potential to get into the President's budget in February 2018. Right now, the team is looking at a funding breakdown of 50% federal and 50% local match. This was reformed to be more competitive. Therefore, for the \$175 million, the local match would be half, \$87,500,000.

Michael finished his presentation with updates on next steps and work being done in the public, through city committees, and the Policy and Budget Committee. He then opened the floor to questions.

Jef Kaiser asked how the President's budget works and if funding is usually given as an all-or-nothing, or can it be given at a smaller amount than asked.

Michael responded that funding is all or nothing. He mentioned that there is a lot of competition from projects that did not get funding last year.

Electric Bus Update

Brenda Martin, Community Affairs Representative, gave the committee an update on electric buses. She stated that TriMet had contracted with a consultant, CTE, to conduct work on the analysis of operating electrified vehicles on Division. The consultant would be completing their work as a comparison of diesel, hybrid and battery electric buses. They would specifically be looking at energy cost, charging and fuel requirements, the number of charging infrastructures, their recommendations of spare ratios, and air quality effects, along with general costs for operation of the line.

Michael Harrison asked does the price of vehicles reflect anything in consideration of electric vehicles?

Brenda answered that it did not. This reflects the number of buses that TriMet has considered purchasing and how it has gone up from 23 to 32 vehicles due to frequency goals for the new line.

A Community member asked if noise was part of the analysis.

Brenda answered that noise is not part of the analysis that the consultant is doing with this contract. The way the environmental analysis looks at changes in noise is only whether the new project will make noise worse along the corridor. In reference to noise, the changes that DTP will make should actually make less noise overall, with the new diesel buses or electric. Therefore, this is not something that will make a good case for the FTA to get electric over diesel.

Rick Bartko asked if noise and air quality were both issues addressed in NEPA documents.

Brenda answered that yes, air quality and noise are both NEPA subjects.

John Carr asked in reference to air quality, are they looking at carbon?

Brenda answered that she was not sure on what air quality analysis was being completed, but she would get back to him about that.

John Carr mentioned that he had been informed that the analysis would be dependent on only one bus manufacturer, New Flyer. He wanted to know if the consultant would be looking at BYD information for the analysis as well.

Brenda answered that in order to get a quicker turnaround from the consultant on their analysis, they would only be looking at New Flyer. However, she had informed the planning division about the difference that John has brought up in a previous meeting.

Line 4 Service Update

Kerry Ayres Palanuk, TriMet Service Planning Manager, presented information about the potential of splitting the Line 4 Division to the committee. The current Line 4 is one of the longer bus lines in the TriMet system, making it difficult to maintain a schedule. TriMet is proposing that the line be split prior to the Division Transit Project. TriMet conducted a survey and found that less than 4% of all Line 4 riders go through downtown.

Chabre Vickers wanted to know when a survey was performed.

Kerry responded that there was a person onboard the buses as they were going along. She did not know that information and would find out more for the committee. She did know that they did a sample of day trips and Saturday trips.

Chabre Vickers mentioned that she had not been made aware of any survey and recommends that the survey be redone and more inclusive. She recommends a second survey.

Kerry said that if someone had to go downtown to transfer to the new Line 4, the stops would be at the same location. She also clarified that the proposal was for FY19 service changes. This could happen as early as September 2018 or March 2019.

John Carr asked how many of the stops downtown would overlap the two lines.

Kerry answered that every stop on 5th and 6th Avenue would share both lines.

Thuy Tu asked what TriMet was accomplishing by splitting the line.

Kerry answered that splitting the line would help keep the buses on time per the schedule.

Thuy Tu mentioned that she traveled from Gresham to North Portland the week prior and it took her nearly two and half hours from door to door. She asked that if TriMet breaks up the Line 4, will that reduce time.

Kerry answered that the transfer would take you from one frequent service line to another frequent service. It may reduce time or it may be the same amount of time. TriMet is looking at maintaining a schedule.

Michael Harrison asked if TriMet gets a lot of complaints on the Line 4.

Kerry responded that comments about schedule is something that TriMet hears about in the whole system, not just the Line 4.

Claudia Robertson said that the breaking of lines with TriMet has been shoddy in the past. Sometimes one fare does not cover the amount of time for the bus ride. This will affect low-income riders who cannot afford to pay more than one fare.

Kerry responded that TriMet conducted the survey to find out how many people would be impacted by traveling through downtown. The survey found that only 4% of weekday riders and 3% of weekend riders would need to transfer to their destinations.

Chabre Vickers asked that there be information shared on that survey and the breaking of Line 4 and maybe a new survey.

Kerry responded that there would be an open house on November 1st for all proposed service changes. The location is not yet specified, but would be shared with the committee.

Segment Workshops Summary

Coral Egnew, Senior Community Affairs Coordinator, presented the topic of the segment workshops held in the month of September for committee members. She asked **Brenda Martin and Wendy Serrano, Community Affairs Representatives**, to present on their respective segments and the major takeaways from the preliminary changes shown to the committee from 15% design towards 30% design.

After presenting major takeaways, the committee asked questions.

Claudia Robertson mentioned that she forgot to bring up the need for TriMet Lift vehicle drop offs along Inner Division. If you the project takes out parking and curb area that may create a problem.

Rick Bartko felt that safety should be the major takeaway from the conversations in Outer Division.

A community member wanted to know more about freight movement around 11th and 12th Avenue, in Inner Division. She was concerned that there are no bullet points or illustrations on the impacted for this area in the presentation.

Brenda mentioned that freight movements was not a topic that came up in the workshops, but that she would be working with the community to talk about future changes.

Committee Roundtable

Chabre Vickers opened the floor to the committee for a round table.

Thuy Tu and Michael Harrison both voiced concern about the break being proposed for the current Line 4. They would like to see more data and information on how this decision was reached.

Coral explained that staff will make sure to invite Kerry Ayres Palanuk back for more clarity on the topic.

Chabre Vickers asked for more community communications with the potential split, and using the Community Affairs team to make this request clear.