

**HB 2017 Transit Advisory Committee  
Meeting Minutes May 18, 2018**

Members present include:

Deanna Palm, Co-Chair  
Julie Wilcke Pilmer (Elaine Wells' alternate)  
Bob Stacey  
Jan Campbell  
April Bertelsen (Art Pearce's alternate)  
Barbara Bernstein  
Chris Fick (Jessica Vega Pederson's alternate)  
Jillian Detweiler  
Johnathan Leeper  
Paul Savas  
Reza Farhoodi  
Andrew Singalakas (Roy Rogers' alternate)  
Dan Bower  
Orlando Lopez (Huy Ong's alternate)  
Dwight Brashear  
Aron Carlson  
Chris Carpenter  
Renata Frantum  
Ben Johnson

**Public Comment:**

1. Kem Marks, Director, Transportation Equity, Rosewood Initiative – While the Rosewood Initiative supports the electrification of the bus fleet, we would like TriMet to look at other pots of money than HB2017 for electrification and other capital improvements. Don't put out less service for these projects. If we wait too long, gentrification will push people out of East Portland before new service can reach them, and TriMet will continue to chase the people who need transit the most. Last month's presentation on electrification showed information on diesel cost trends, but didn't include information on electricity cost trends. Additionally, there was no trend for TriMet's existing diesel futures contract. TriMet purchases diesel on a contract. What has TriMet been paying and what does TriMet expect to pay in the future? Regarding high poverty areas, we recommend that the committee deem census block groups with 50% of households earning 200% of poverty or less as high poverty.
2. Julie Wilcke Pilmer, Deputy Director, Ride Connection – As we discuss equity and inclusion, we should also consider demand response services. Fixed route service is not always the best mode for seniors and people with disabilities. Demand response services tends to go unnoticed, but is very important. There were 1.65 million demand response rides on Ride Connections services last year, but that still doesn't meet demand. Ride Connection had over 40,000 turn downs in 2017). The current biennium saw significant decreased in two pots of funds for demand response services both in and outside the TriMet district. The decreases represent \$21 million less in funding for demand response services. Ride Connection proposes that demand response services be included in proposals for improved services.
3. Katherine Muller – A few months ago, commenters asked to move the Public Comment period from the end of the meeting to the beginning of the meeting with presentation materials posted ahead of time. This was to allow people to comment on issues before they were discussed.

However, I would like to be able to comment on the committee's discussion of the issues. I request that you ask for comment from the audience before taking a vote. TriMet should be doing everything they can to get youth to ride transit. There needs to be a youth pass to get youth to be riders at an early age. My children ride TriMet because they had access to youth pass as teenagers. TriMet should be free for all youth.

### **Timeline**

A draft plan is due at the end of Aug. We only have two meetings left between now and Aug. Time is getting short and big decisions are still ahead of us. Future meetings will be 3 hours long to allow for more time to make decisions.

### **High Poverty/Equity Areas**

Past discussions of where high poverty areas in the region focused on:

- Poverty by census block group ranging from 30% to 50% of the population earning 200% of the federal poverty level
- Raw numbers, and
- Poverty on a people per acre basis.

Past discussions suggested including destinations and a level of service overlay. These suggestions led TriMet staff to develop a methodology using the Equity Index tool developed by TriMet's Transit Equity Advisory Committee. The Equity Index measures equity using 10 factors:

- People of color
- Low income population (200% of fpl)
- Limited English proficiency
- Youth population
- Senior population
- People with disabilities
- Limited vehicle access
- Affordable housing units
- Low and medium wage jobs
- Key retail/human/social services

Methodology:

- Use the Equity Index tool to identify equity communities
- Determine where people living in equity communities are going for work, school, shopping, and health/human/social services.
- Overlay the existing TriMet service to determine how well equity communities connect to the places people want to go.
- Identify connections that need to be made or improved upon.

Results of Equity Index Analysis – Staff showed two maps:

- The first map showed the top 20% of census block groups with the highest equity index scores.
- The second map showed the top 25% of census block groups with the highest equity index scores.
- A third map showed census block groups where 40% or more of the people earned 200% of poverty or less. This map illustrated that many of the same general areas keep showing up in the analyses.

Discussion:

- Commissioner Savas asked if the analysis could be done by school district and expressed concern about an over-reliance on density. Bernie Bottomly stated that the analysis doesn't penalize low density areas.
- Jillian Detweiller asked about how affordable housing was measured. Tom Mills responded that affordable housing included rental housing with rent under \$800.00 and owner occupied and for sale valued at \$175,000 or less.
- April Bertelsen said that though the City of Portland would approach the analysis differently, she wanted to respect the process that TriMet's Transit Equity Advisory Committee developed. She said she was struck by the fact that the Central City isn't shown much on the map with the top 20% of census block groups and would prefer the map with the top 25% of census block groups.
- Andrew Singelakis said that he sees the same general areas showing up in all the maps. He would prefer the map with the top 25% of census block groups.
- Reza Farhoodi said that he agreed with April's sentiments and preferred the map with the top 25% of census block groups.
- Bob Stacy said there were other factors at play. He would like to understand the value of these areas vs. areas that are served.
- Ben Johnson stated that he preferred the map showing the top 25% of census block groups because the McLoughlin corridor shows up on it as opposed to the 20% map.
- Dwight Brashear asked what the out of district areas should look at. Bernie Bottomly said that the out of district areas could use a different percentage.
- Damon Moretz-Storey urged specificity on what would be in the "contingency funds".
- Commissioner Savas said he preferred the map showing the top 25% of census block groups, and that he appreciated everyone's insights.

Vote: Co-chair, Deanna Palm, called for a vote and the committee voted unanimously in favor of the map showing the top 25% of census block groups.

### **Regional Coordination Selection Process Subcommittee**

Staff presented the process, timeline and subcommittee roster. Co-chair, Deanna Palm, called for a vote and the committee voted unanimously in favor of the subcommittee roster.

#### Discussion:

- Commissioner Savas asked approximately how much the Forest Grove GroveLink shuttle, operated by Ride Connection and funded by a federal grant cost annually. Tom Mills said that it cost between \$250,000 and \$275,000 per year.
- Dwight Brashear asked how much it will cost to administer the program.
- April Bertelsen asked for a more specific term than "Regional Coordination". Bernie Bottomly said that the term comes from legislation and rules. April suggested Regional Connection Service as an alternative.

Transit 101 Presentation by Michelle Poyourow, Senior Associate, Jarrett Walker & Associates

See slides at [www.trimet.org/hb2017](http://www.trimet.org/hb2017)

- Elaine Wells suggested that the committee base coverage goals on what people want, not what planners want.
- Orlando Lopez reminded everyone that we are getting the funding to improve service and increase rides. That should be our primary goal. Ridership has been going down, while the population has been going up. The old hub and spoke system serves inner Portland, but not

other areas as well. East Portland can generate ridership, but needs to be part of a connected network.

- Dwight Brashear asked Michelle the best way to get at these issues. Michelle said that working with the public is the best way to get at the issues.
- Commissioner Savas noted that it's a conundrum: people want coverage, but we need to balance our books. Where do we have good coverage and where do we have low coverage.

### **Public Workshops**

Upcoming public workshops will be on:

- May 23<sup>rd</sup> at Milwaukie High School from 6 p.m. to 8:30 p.m.
- May 24<sup>th</sup> at Self-Enhancement Inc. from 6 p.m. to 8:30 p.m.
- June 6<sup>th</sup> at IRCO from 6 p.m. to 8:30 p.m.
- June 7<sup>th</sup> at the Hillsboro Civic Center from 6 p.m. to 8:30 p.m.

Public workshops are already full.

The online survey is up and can be accessed at [www.trimet.org/futureservice](http://www.trimet.org/futureservice)

Discussion:

Orlando Lopez asked if there could be a 5<sup>th</sup> public workshop due to the overwhelming popularity. Tom Mills said that TriMet staff were already looking into it.

**The next meeting is on June 22<sup>nd</sup>, from 8 a.m. to 11 a.m. Location to be determined.**