

**HB 2017 Transit Advisory Committee
Meeting Minutes September 28, 2018**

Members present include:

Dan Bower
Dwight Brashear
Jan Campbell
Aron Carlson
Chris Carpenter
Pat Daniels
Jillian Detweiler
Bob Stacey
Reza Farhoodi
Esmeralda Flores
Renata Frantum
Chris Hagerbaumer
Nathaniel Brown (Marion Haynes' alternate)
Barbara Bernstien
Anneliese Koeler
Ben Johnson
Huy Ong
Julie Wilcke (Elaine Wells' alternate)
Nate McCoy
Diane McKeel, Co-Chair
Deanna Palm, Co-Chair
Art Pearce
Jessica Vega Pederson
Paul Savas
Andrew Singalakas (Roy Rogers' alternate)

Facilitator: Jeanne Lawson, Principle, JLA Associates

Public Comment

1. Krista Van Barren, PSU student – technology can be helpful, but it doesn't get us far if behavior change doesn't happen. Fully funding Youth Pass will help change behavior. I urge you to fully fund Youth Pass.
2. Kem Marks, Director, Transportation Equity, Rosewood Initiative – I request that we reconsider the level of funding for Youth Pass. Youth Pass has two purposes: 1) to get students to school for those who don't have access to or miss the school bus. 2) Low income and youth of color are often put into parental position and also must work. If

you currently can't benefit in Youth Pass, then that shouldn't be a reason not to vote for Youth Pass. The alternative is to get more money for service to your high school.

3. Angus Duncan, Oregon Environmental Council – Transportation emissions are increasing. TriMet is a contributor. The TriMet Board committed to electric buses on a policy basis. It is important that this committee back that up. We were able to get this funding at the legislature in part to a promise to pursue electric buses.
4. Adrian Cato, Youth Environmental Justice Alliance Organizer - \$5 mil equates to 5-6 electric buses per year. The same funding could be used for low income youth and the expansion of elderly and disabled operations, expanding access for youth. PPS currently offers Youth Pass. It was extended to David Douglas and Parkrose high schools, but then the City of Portland pulled out of the program. We request \$1.6 mil for Youth Pass and \$3.4 mil for expanded elderly and disabled services.
5. David Van't Hoff, Climate Solutions – I recognize that there are limited funds and it is difficult to make a decision. We're talking about 10% of funds going to electric buses. We think this is a fair balance, with 90% of the funds going to fare mitigation and service expansion. This reflects the priorities set out in the legislation. There was resounding support for the investments throughout the community.
6. Tristan _____, OPAL Member – I recommend that the committee reconsider funding for Youth Pass. Electric buses are great, but it's far better to put 1,000 people in diesel buses than much fewer people in electric buses. Transit's contribution to pollution is relatively small. Transit should be free.
7. Rep. Ken Helm, State Representative, House District 34 (Beaverton), Chair, House Advisory Committee on the Environment – The HB 2017 package was very carefully crafted with difficult negotiations. Electric buses were a key component in the package. It was part of the intent of the legislation. A lot of us voted for the package to get a start on decarbonizing the transit system.
8. Jeff Bissonette, Union of Concerned Scientists – no pot of money goes as far as you would like it to. You are on the right track with a balanced plan. \$5 mil per year is not enough to rebuild the bus fleet, but it's a start. You have to plan for the future. Come up with a plan that meets most of the needs.
9. Lisa Caballero, Chair, Transportation Committee, Southwest Heights Neighborhood Association – Thank you for all of your hard work. The inner southwest neighborhoods have been left out of the plan. If you're serious, you need to address the inner southwest neighborhoods. Grocery stores, parent/teacher conferences, etc. are trips to Downtown. We don't have enough service.

10. Katherine Miller – Today we're talking about Youth Pass. We are here asking, do we want to pit environment & health vs. equity? What happens if we get to a point where we have more priorities than we have money for? That is where we are today. We should re-examine the pie.

11. Deanza _____ - HB 2017 creates an opportunity to build equity by funding Youth Pass. Asking TriMet and this community to reconsider the \$5 mil per year for electric bus and the whole pie. I started this process in favor of electric buses. However, after speaking to committee members and listening, I believe we can have them both.

Recommended Funding Allocation and Plan Outreach

Esmeralda Flores – There wasn't enough language interpretation at the meeting I attended. The meeting wasn't catered to non-English speaking people.

Paul Savas – Has TriMet looked at unmet need throughout the region?

Bernie Bottomly – TriMet currently discounts fare:

- ½ price ticket and 72% off pass for honored citizens and youth.
- 1/3rd of cost of passes to any school district that comes up with the other 2/3rds
- The Access Transit Program supports free and discounted fares to community based organizations (\$300,000)
- Summer Scholar Program – free passes for students needing to finish up credits to graduate (\$45,000)
- Field trips (\$10,000)
- Proposing and additional \$200,000 for Youth Pass on top of the \$490,000 in HB 2017 funding for Youth Pass.

TriMet assumes funding will be dispersed on a needs basis. There are approximately 20,000 free and reduced lunch students in the region.

Huy Ong – Does this mean fare increases?

Bernie Bottomly – No

Art Pearce – We should tell the TriMet Board that the Youth Pass Program shouldn't turn away any low-income youth.

Anneliese Koehler – What is the need for senior and disabled citizens?

Bernie Bottomly – We're mandated to provide complementary service for people with disabilities, but not for seniors.

Julie Wilcke – Ride Connection turned down 40,000 rides last year. There is a big need and it is growing. A lot of partners contribute to our program. Our services are free of charge because the act of collecting fares is expensive.

Bernie Bottomly – In addition to the \$1 mil in funding we provide in free fares, we also support Ride Connections' services.

Julie Wilcke – TriMet gives Ride Connection \$2.5 mil per year.

Huy Ong – If you base Youth Pass on just income, you are erasing the history and experience of students of color. This allocation falls short of the amount that the City of Portland was providing to David Douglas and Parkrose high schools before they pulled out of the program.

Facilitation with Jeanne Lawson

Jeanne Laswson – The committee will work towards consensus. Consensus means, "I can live with this, even if my preferred choice doesn't win the day." If you can't come to consensus, you will want to vote. You can make a recommendation that won't be acceptable to the decisionmakers as long as you know the decisionmakers won't accept it.

Huy Ong – There was confusion in the voting process during the Aug. meeting.

Paul Savas – the pie char we have here is similar to the pie chart at the beginning of the last meeting. Electric bus was allocated during that process.

Huy Ong – The ongoing funds should go towards operating programs and capital funds should go to capital programs. We should discuss the electric bus funding – not just for Youth Pass.

Jeanne Lawson – Can the electric bus funding be reduced?

Bernie Bottomly – If this group reduces this amount of funding for electric buses, then I can't recommend the TriMet Board move forward with an electric bus program.

Huy Ong – If you don't say "yes" then it's a "no". It's amazing that the program can't move forward. It feels like a threat, and that is inappropriate.

Bob Stacey – Is this the bare minimum you need to allocate to electric buses. Is \$5 mil an irreducible amount?

Bernie Bottomly – TriMet will fund the incremental difference between the electric fleet and the diesel fleet. To get there, it is \$500 mil. This is not enough.

Jessica Vega Pederson – This has been a 10-month process. We've all compromised and we've done great things together. My vote is based on TriMet saying we can't have an electric bus

program that is less than \$5 mil per year. We have to fix what we can. We should look at the highway trust fund.

Jillian Detweiler – The electric bus plan gave the program a leg up. I would like to see a plan to serve all youth – both with fares and service.

Bob Stacey – A lot of capital money is in this plan. Change is on the horizon. There is likely to be climate legislation. Voices in this committee should be enabled to participate. We should always be working for more.

Jeanne Lawson – Need to determine if we move forward with all \$5 mil for electric bus

Consensus Process

- 1) Eliminate funding for electric bus program and reallocate the funds?
 - a. 6 votes in favor
 - b. 20 votes against

- 2) Reduce funding for electric bus and reallocate
 - a. 10 votes in favor
 - b. 12 votes against
 - c. 4 abstentions

\$5 mil per year remains in the plan for electric buses.

Art Pearce – There should be a policy statement that says no student in need should be turned away from transit. The committee recommends to the TriMet Board to find funding in some other form to fill in any gaps to the low-income student transportation program.

Dan Bower – We don't know how much that would cost.

Aaron Carleson – Our first priority is service.

Huy Ong. – Service is a priority, but how did folks vote for electric buses when that could go to service. If \$5 mil is in place, then I recommend that there is a statement that says if the \$5 mil is replaced with other money, then it goes to getting service to schools that don't have service, including Youth Pass and elderly and disabled services.

Paul Savas – We have unmet needs that we want the TriMet Board to work on. Maybe we recommend that TriMet work to address all these needs.

Esmeralda Flores – Writing this out is finalizing our vote. Echo that service is very needed in Washington County, but deciding that we can't reallocate makes it so we can't upgrade service or Youth Pass.

Jeanne Lawson – The committee agrees to send a message to the TriMet Board that all three issues – more funding for service, youth pass, and elderly and disabled transportation – should be found.

Roundtable

Jeanne Lawson – Can you accept the pie chart and go forward?

Nathaniel Brown – With the inclusion of Art Pearce’s policy recommendation.

Vote to accept the funding levels as portrayed in the pie chart.

24 votes in favor

2 votes against

Meet in Oct. to discuss the policy statement to go to the TriMet Board of Directors.