

PTIP MEETING NOTES  
October 26<sup>th</sup>, 2017  
White Stag Building

CHAIRS

Diane McKeel, Board of Directors, Mt. Hood Community College – Educational institution  
Deanna Palm, ED, Hillsboro Chamber of Commerce/PCC Board of Directors – Business  
community/Educational institution

COMMITTEE MEMBERS PRESENT

Barbara Bernstein, ED, Elders in Action  
Jan Campbell, Chair, CAT Committee (via speaker phone)  
Chris Carpenter, Director, Oregon & Southern Idaho District Council of Laborers  
Jillian Detweiler, ED, The Street Trust  
Reza Farhoodi, Pearl District Neighborhood Assn.  
Chris Hagerbaumer, Deputy Director, OEC  
Anneliese Koeler, Public Policy Advocate, Oregon Food Bank  
Jonathan Leeper, Student, PCC – Student representative  
Jessica Vega Pederson, Commissioner, Multnomah County – Jurisdictional – Multnomah County/JPACT  
Andrew Singelakis for Commissioner Rogers, Washington  
Paul Savas, Commissioner, Clackamas County – Jurisdictional – Clackamas County/JPACT  
Bob Stacey, Councilor, Metro – Jurisdictional – Metro/JPACT  
Elaine Wells, Director, Ride Connection – Other transit providers

STAFF

Neil McFarlane  
Bernie Bottomly  
Tom Markgraf  
Tom Mills  
Kerry Ayres-Palanuk  
Aaron Deas  
Clay Thompson  
Eve Nilenders  
Dana Quinn

Staff reviewed major elements of HB 2017, including:

- Comprehensive transportation package
- 1/10<sup>th</sup> of 1 percent payroll tax on individuals
- 90 percent of funds raised are returned to the district based on grants, not formula
- Tax is in effect July 1, 2018
- 1<sup>st</sup> funds received are January 2017
- FY 2019 ~ \$26 million, FY 2020 ~ \$50 million

- The plan must include descriptions of amount used for
  - Increased frequency to low-income areas
  - Natural gas or electric buses
  - Fare reduction for low-income
  - Expansion of bus routes and service to low-income areas
  - Improved connections inside/outside districts
  - Reduced fragmentation of services

Statute requires the Committee to include people who represent:

- Geographic representation and elected officials
- Seniors
- People with disabilities
- Students
- Regular riders
- Communities of color
- Environmental
- Employers
- Education
- Labor
- Other modes and providers

Committee members and discussion included the following observations and questions:

- The desire to see regional maps of low-income areas
- Recognition of ensuring people of color are included and possibly expanding the current committee membership
- Interest in the daily ridership for each county not going to downtown Portland
- It would be helpful to see a map that captures service levels

90 percent of revenue will be returned to the area where it is generated.

The definition of low income is 200 percent of the federal poverty level, which is \$24,120 annual income for a single person and \$49,200 for a family of four.

All counties appear to have “last mile” issues. It would be useful to include these as a means of measure demand and possible untapped ridership.

Providing transit before needed can be essential in capturing future ridership. Being late in providing transit means people establish their “riding habits” so that when transit is provided later – like to a new subdivision or work site – it’s too late. People have found other alternatives.

The committee is actually advising the TriMet Board and is a formal committee created by the board.

The committee would like to hear more about natural gas and electric buses at the next meeting.

Recognition that there is infrastructure and capital improvements needed to expand bus stops like concrete pads, shelters, seats and lighting.

#### LOW INCOME FARE

In the legislative process, TriMet committed to implement a low-income fare with the new funds:

- TriMet's Low Income Fare Advisory Committee recommended that the fare be a 50 percent price reduction and apply to people whose income is 200 percent of federal poverty level.
- This means about 70,000 people could qualify for this fare.
- Approximately \$12 million plus administration annual cost at full implementation.

#### FUNDING FLOW

The rules have not been written yet, but here is the presumption that the three counties' funds will go to TriMet. TriMet will retain its share and allocate to the counties the funds for the areas that are not within the TriMet district.

#### PUBLIC COMMENT

There is support for additional transit funding. The Oregon Transportation Commission will question and review transit plans. Therefore, TriMet needs to ensure their planning is sincere and robust. This committee needs to do more than "review and advise" the TriMet Board. The committee should feel free to make policy recommendations. The committee should feel free to go beyond staff recommendations.

#### FUTURE MEETING

The committee will meet in December 12, 2017