

## House Bill 2017 Transit Advisory Committee Meeting Minutes

April 26, 2024

### Attendees

- Reza Farhoodi — TriMet Board District 5 representative
- Emily Motter — Ride Connection
- April Bertelsen — Portland Bureau of Transportation
- Andrew Plambeck — Portland Streetcar
- Washington County Commissioner Roy Rogers
- Mary Lou Ritter — Accessible Transportation Funds Advisory Committee
- Adam Argo — TriMet Board District 4 representative
- Eve Nilenders — Multnomah County
- Jarvez Hall — TriMet Board District 6 representative
- Mariana Valenzuela — Centro Cultural
- Sarah Iannarone — The Street Trust
- Tammy Garcia
- Claudia Robertson
- Andrew Aebi — TriMet Board District 3 representative
- Dwight Brashear — Wilsonville SMART
- Dan Bower — Portland Streetcar
- Rich Eisenhauer — Portland Bureau of Transportation
- Phil Selinger — TriMet Board District 2 representative
- Clint Culpepper
- David Bouchard — TriMet
- Brandon Brezic - Central City Concern
- Eileen Collins Turvey — TriMet
- Sara Wright — City of Portland
- Jennifer White Regional Transit Coordinator, Region 1, Oregon Department of Transportation

- Michael Dohn — TriMet
- Dyami Valentine — Washington County - representing areas outside the TriMet district
- Julie Wilcke Pilmer — Ride Connection
- Sushmita Poddar — TriMet Board District 1 representative, (Atfalati Lands)
- Scott Gates
- Jan campbell — Chair, TriMet Committee on Accessible Transportation
- JP Gonzalez — TriMet
- Debbie Gregg — TriMet
- Joanne O'Connell — Multnomah County
- John Whitman — Ride Connection
- Karen Buehrig — Clackamas County
- Kristina Babcock — Clackamas County
- Tom Mills — TriMet
- Justin Trubiani — TriMeta

## Opening and Administrative Items

- Tom welcomed everyone to the meeting and provided instructions on using the WebEx meeting platform.
- The agenda included public comment, reviewing the meeting timeline, discussing the STIF equity map and population densities, an amendment to the current STIF plan, and discussing the budget outline for the FY 26-27 STIF plan.

## STIF Equity Map and Population Densities

- Last month, the committee approved a STIF equity index made up of 10 factors, with the top 25% referred to as STIF equity areas.
- Tom presented a map showing the population density within each equity area. East Multnomah County, the Tanasbourne/Amberglen area, and areas of Beaverton, Tigard and Clackamas Town Center had higher densities.
- April requested maps overlaying where STIF-funded projects and service improvements have been made in relation to the equity areas. Tom agreed to provide this.

- Andrew commented that the density map shows there is a population base in East Portland to make recent and planned service improvements successful. He suggested looking at commute patterns from East Portland.
- Sushmita noted that maps can be deceptive in hiding low-income populations due to small numbers of high-income residents raising the average. She also advocated for making youth transit passes universal rather than income-based.

### STIF Plan Amendment for FY 24-25

- TriMet received permission for a one-time amendment to the current FY 24-25 STIF plan to increase spending authority by \$38.9M due to higher than projected revenues and carryover.
- The amendment allows spending the funds but not creating new projects. TriMet's board approved it but there wasn't time for input from this committee.
- Committee members expressed frustration with the process and not being able to provide input to the board. They recommended establishing contingency plans and priorities in advance for spending unanticipated revenues in the future.

### FY 26-27 STIF Plan Budget Outline

- Tom outlined TriMet's priorities for the next STIF plan as a "back to basics" budget focused on service preservation and expansion, vehicles, and continuing existing programs. Large capital projects would be funded through TriMet's general budget instead.
- TriMet also proposed no longer participating in the competitive process for STIF population-based funds and state 5310 funds for services for seniors and people with disabilities. This would leave about \$2-3M more for other transportation providers to pursue.
- Committee members requested more information and discussion on the impacts of this change at the next meeting.

### Next Steps

- Tom will work on providing the requested information on mapping projects to equity areas, anticipated revenues, and regular reports on TriMet's capital investments.

- Further discussion will occur next month on the proposal for TriMet to opt out of the STIF funds for seniors and people with disabilities.