

**HB 2017 Transit Advisory Committee Minutes
January 19, 2018**

8 a.m.

Committee Members or Alternates Attending

Anneliese Koehler
Art Pearce
Ben Johnson
Bob Stacey
Chris Fick
Chris Carpenter
Chris Hagerbaumer
Dan Bower
Deanna Palm
Diana Nunez
Diane McKeel
Elaine Wells
Esmeralda Flores
Jan Campbell
Jillian Detweiler
Johnathan Leeper
Nate McCoy
Pat Daniels
Commissioner Paul Savas
Renata Frantum
Reza Farhoodi
Andrew Singelakis
Jean Palmateer

The Committee reviewed the Guiding Statement and asked that a high-level introductory statement encompassing the committee's purpose and priorities be added.

The Committee reviewed and approved the usage of HB 2017 funds for a Low Income Fare program.

- Commissioner Savas asked about fare reciprocity with the other transit providers in the region.
 - Responses from TriMet staff:

- The HOP Fastpass makes fare reciprocity easier, so it should be possible to include other districts.
 - TriMet already has fare reciprocity arrangements with C-Tran and Portland Streetcar through the HOP Fastpass.
- Jillian Detweiler asked about plans for data collection.
 - Responses from TriMet staff:
 - The HOP Fastpass will allow for data collection
 - TriMet will also work with the agencies that verify eligibility and register participants to collect data.
- Jan Campbell asked if the Low Income Fare would apply to LIFT.
 - Responses from TriMet staff:
 - Because the Low Income Fare will be the same cost as the Honored Citizen Fare, there wouldn't be a need to use the Low Income Fare for a LIFT ride.
- Nate McCoy asked if the Low Income Fare would apply to youth.
 - Response from TriMet:
 - Because the Low Income Fare will be the same cost as the Youth Fare, there wouldn't be a need for youths to use the Low Income Fare.
- Dan Bower said that Streetcar intends to honor the Low Income Fare, assuming there is a fix to the legislation during the 2018 legislative session.
- Anneliese Koehler asked if there was currently a cap on the number of Honored Citizen Fares sold and if there would be one on Low Income Fare.
 - Response from TriMet staff:
 - No there is not a cap on the number of Honored Citizen Fares sold, nor would there be one on the number of Low Income Fare sold.

Kerry Ayres Palanuk, Director of Planning and Policy, presented the proposed service improvements for FY19.

- The committee is being asked to approve using HB 2017 funding on the FY19 service improvements prior to seeing the rest of the plan in order for TriMet to meet the lead times necessary to deploy service in FY19 (beginning in July 2018).
- Paul Savas asked about areas in the district that are overserved compared to areas that are underserved. He would like to see the current service levels in the lowest income areas of each community.
- Question was asked about the percent of the total HB2017 funding that would go towards the FY19 service improvements.
 - Response from staff: 7% of total.
- Dan Bower and Chris Fick expressed concern about approving the FY19 service plan without seeing the rest of the service plan, but also understood the need to make this early decision to get service on the street as soon as possible.
- Elaine Wells expressed concern that the disbursement of HB2017 funds may be lower than we currently project. The Dept. of Revenue is projecting a 60% collection rate.

- Chris Hagerbaumer noted that we have to trust that the FY19 service improvements are good for the region without this group developing a deep understanding of what other options are available. Other groups and committees have significantly reviewed this plan and concluded to endorse the efforts.
- Jillian Detweiler asked what TriMet's Transit Equity Advisory Committee and TriMet's Committee on Accessible Transportation thought of the proposal.
- There is significant public input into the proposal including public review and input from seven open houses, Title 6 review, and review and endorsement by the TEAC and CAT committees.
- Anneliese Koehler, TEAC Chair, then re-affirmed these facts, saying that TEAC supported the service proposal.
- TriMet staff reported that both committees felt comfortable with seeing the FY19 service improvements implemented.
- Given this review, Art Pearce and Andrew Singelakis encouraged the committee to vote in favor of the FY19 service improvements. The Committee agreed to show tentative support for FY19 service improvements. They will circle back to that at the next meeting.

Public Comment:

Piper Wyrick: Implementation of electric buses is vital to our region and climate.

Annika Mayne: Supports electric buses and would like to see them deployed in low income areas where air quality is unhealthy.

Isabelle Braman: Asked TriMet to convert to electric buses and prioritize low income areas for initial deployment.

Jay Weil: Encourages conversion to electric buses, and says compressed natural gas buses are no better than diesel buses.

Jay Zuckerman: TriMet has the opportunity to invest in electric buses now. TriMet should prioritize communities that are polluted when deploying the electric buses.

Dave Vantoff: Supports the conversion to electric buses. TriMet should catch up with other West Coast transit agencies.

Ginny Stern: Supports the conversion to electric buses and encourages TriMet to deploy them in low income areas. TriMet needs to overcome its space challenges. Think about partnering with other agencies and businesses on locations for the buses, particularly locations that need to mitigate their own pollution.

The committee adjourned at 9:45 a.m.