

## **TriMet HB2017 Transit Advisory Committee Meeting Minutes**

Date: September 27, 2024

Location: Virtual (WebEx)

### **Attendees**

Adam Argo — TriMet Board District 4 Representative

Andrew Aebi — TriMet Board District 3 Representative

Andrew Plambeck — Portland Streetcar

April Bertelsen — Portland Bureau of Transportation

Aron Carleson — Hillsboro Schools Foundation

Brandon Brezic — Central City Concern

Claudia Robertson

Dan Bower — Portland Streetcar, Inc.

Dave Daley

David Bouchard — TriMet

Debbie Gregg — TriMet

Deanna Palm — Washington County Chamber of Commerce

Dyami Valentine — Washington County, representing areas outside TriMet district

Dwight Brashear — Wilsonville SMART

Eileen Collins-Turvey — TriMet

Emily Motter — Ride Connection

Erika Turney — TriMet

Eve Nilenders — Multnomah County

Felicia Montejano — Portland Streetcar

Heidi Muller — City of Canby

Jarvez Hall — Committee Co-Chair, TriMet Board District 6 Representative

Jan Campbell — Committee on Accessible Transportation

Jamie Surface — TriMet

Jennifer Cooper — ODOT Region 1

JP Gonzalez — TriMet

Karen Buehrig — Clackamas County

Kelsey Lewis — Wilsonville SMART

Kittie Kong — TriMet

Kristina Babcock — Clackamas County

Luke Norman — TriMet

Margi Bradway

Michael Dohn — TriMet

Michael Morrow — Committee Co-Chair, TriMet Board District 7 Representative

Michelle Wyffels — TriMet

Paul Savas — Clackamas County Board of Commissioners

Phil Selinger — TriMet Board District 2 Representative

Reza Farhoodi — TriMet Board District 5 Representative

Rich Eisenhauer — Portland Bureau of Transportation

Sara Wright

Sushmita Poddar — TriMet Board District 1 Representative

Teresa Christopherson — Clackamas County

Todd Wood — Canby Area Transit

Tom Mills — TriMet

John Whitman — Ride Connection

## **1. Public Comment**

Dave Daley provided a public comment, expressing concerns regarding a funding shortfall for services for older adults and people with disabilities. The projected shortfall for STF-related services was around \$11.4 million. He urged the committee to find flexibility in their

plans to ensure continued mobility services for vulnerable populations. He emphasized the importance of ensuring that STIF funds could stabilize services for these vulnerable populations, as had been the intention when STF and STIF were merged.

Commissioner Paul Savas raised questions about the merger of STF and STIF and emphasized the importance of discussing these concerns during the STIF plan budget discussion.

## **2. Timeline Check**

Tom reviewed the committee's timeline. October will see a presentation to the TriMet Board (no vote). November will be the committee vote on the FY26-27 STIF plan, followed by the TriMet Board's approval in December. The final plan is due January 16, 2025.

## **3. Committee Stipend Program**

Kittie Kong introduced the new committee stipend program for advisory committees. Members were reminded to fill out the form regardless of whether they opt in or out. This ensures compliance with auditing records. Kittie offered technical assistance to those needing help with the process.

## **4. FY26-27 STIF Plan Budget Overview**

Tom presented the updated projected payroll-based formula fund revenues, now estimated at \$120 million, down from previous projections of \$135 million. This decline was attributed to lower payroll tax collection projections.

Allocation Focus:

- Fixed Route Service expansion remains the primary area of focus, aimed at absorbing any overage or carryover.
- Other areas of funding include subsidized fare programs, student fares, Lift vehicles, regional coordination programs, and Portland Streetcar funding.

There was a discussion on shifting to a cost-reimbursement model for the regional coordination program, which sparked concerns among service providers regarding the risk and cash flow impact. Dyami Valentine and April Bertelsen voiced concerns about the process and the lack of transparency in how the funding model was communicated.

## **5. STIF Population-Based Formula Funds**

Tom highlighted the reduction in population-based formula funds, now projected at \$10.1 million, down from \$10.5 million. This funding supports the Accessible Transportation Fund

Advisory Committee (ATFAC), which is experiencing a shortfall due to higher-than-expected funding requests from human services providers.

## **6. Long-Term Financial Concerns**

Phil Sellinger raised concerns about the long-term fiscal outlook, pointing to the upcoming fiscal cliff in 2030 and the rising costs for maintaining services. He asked for continuous monitoring of the financial projections and potential legislative efforts to increase STIF funding.

## **7. STIF Discretionary Proposal Presentations**

Clackamas County presented a request for \$300,000 to update their Transit Development Plan, \$350,000 for two commuter buses to expand the Mount Hood Express service, and \$450,000 for park-and-ride development and infrastructure on Mount Hood.

City of Sandy requested \$4 million for the expansion of their operations center, including additional maintenance bays, office space, and electrification capabilities for future electric vehicles.

Canby Area Transit (CAT) requested \$10 million to build a new facility, including office space and maintenance bays. CAT has \$3 million in funding secured but requires additional funds to complete the project.

Portland Streetcar presented a \$500,000 request to fund their Rider Ambassador Program, which focuses on safety, de-escalation, and community assistance.

Washington County proposed three projects: a \$100,000 request for a consolidated trip-planning website, a scalable project for access to transit and signage improvements, and vehicle replacement for Ride Connection, also scalable based on available funding.

## **8. Final Wrap-Up Discussion**

Commissioner Paul Savas revisited Dave Daley's comments on the STF-STIF merger, seeking clarification on the potential shortfall. Tom confirmed that the shortfall was due to oversubscription of applications rather than a reduction in available STF funds, a common occurrence in this process. Tom also emphasized the importance of refining the funding requests through further discussions with applicants to prioritize essential services.

April Bertelsen inquired whether future STF discretionary grant applications could be pursued by human services providers experiencing shortfalls in funding. Tom agreed this could be a valuable option for future rounds, particularly for capital needs such as vehicle purchases.