

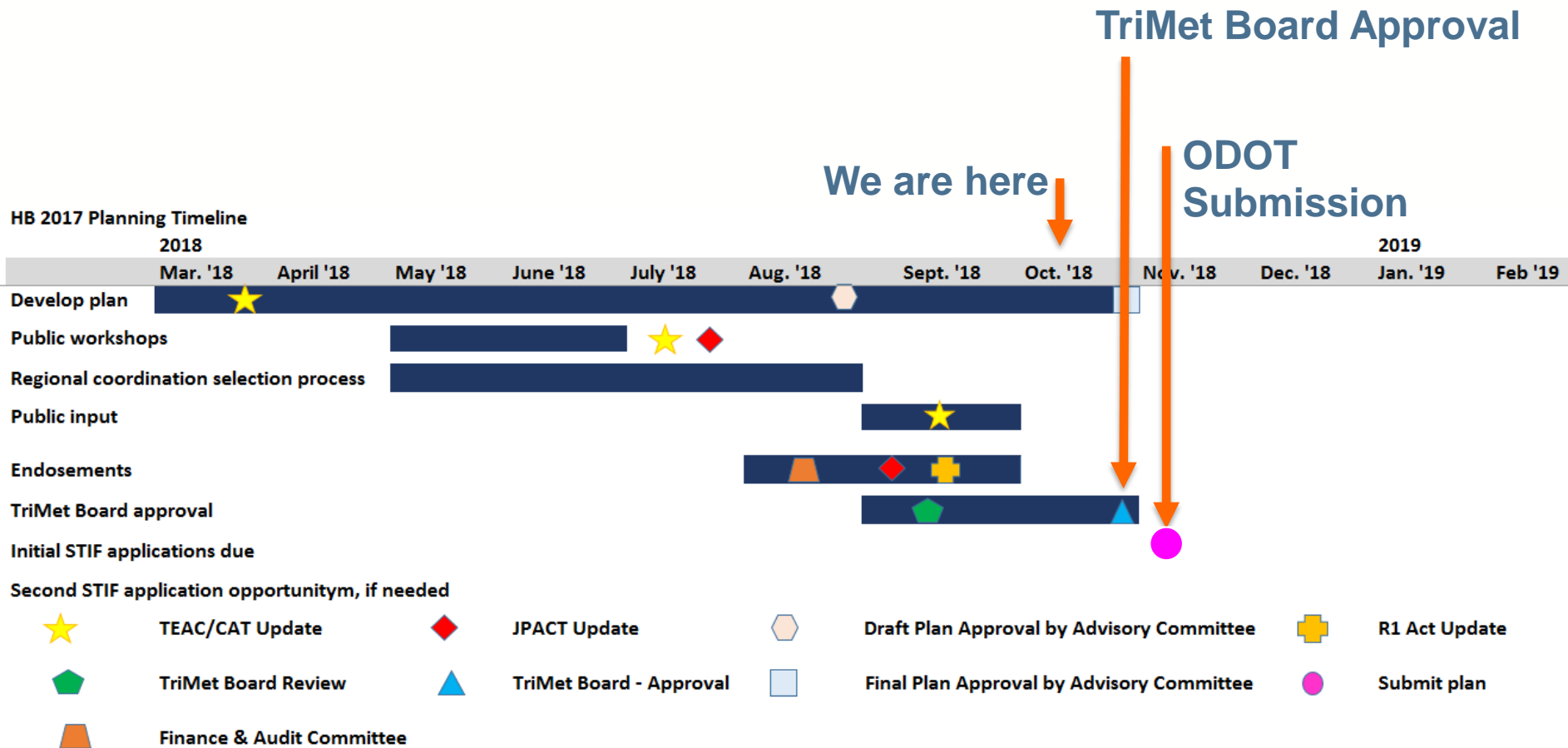
HB 2017 Transit Advisory Committee

October 16, 2018

Meeting Agenda

Agenda & Timeline	8:00 a.m.
Public Comment	8:05 am.
Transit Programs for Youth	8:35 a.m.
Transit Programs for Elderly & Disabled	8:50 a.m.
Discussion	9:00 a.m.
Final Recommendation to TriMet Board	9:50 a.m.
Meeting Adjourns	10:00 a.m.

HB2017 Planning Timeline



Public Comment



TriMet Student Programs

PPS (1/3rd - 2/3rd) Program	\$960,000	Existing
Access Transit youth programs	\$300,000	
David Douglas & Parkrose (1/3rd - 2/3rd)	\$170,000	
Summer Scholar	\$45,000	
Class Pass (field trip discounts)	\$10,000	
TriMet additional General Fund	\$200,000	New
HB 2017	\$490,000	
Total	\$2,175,000	

Youth Pass History

- Thru 1980's: By state law, Portland Public Schools (PPS) provides school bus service to all high school students.
- 1990's: The state gives PPS an exemption from school bus service.
 - PPS provides transit passes to all free/reduced lunch students living more than 1.5 miles away from the high school.
 - Unlike school districts, the state does not reimburse TriMet the 70% of the additional cost to transport students to school (more than \$500,000/year).
- 2009: PPS and City of Portland create Youth Pass program available to all PPS high school students regardless of income level or eligibility for free/reduced lunch.
 - PPS share is equivalent to the pre-existing program.
 - Portland's share is funded via state's Business Energy Tax Credit program (BETC).

Youth Pass History

- 2011: The state legislature eliminates the BETC program. Agreement is struck to maintain the program with TriMet/PPS/Portland each funding 1/3rd of the cost of the program. Program is eventually offered to all high schools in the TriMet district that can find funding partners.
- 2014: TriMet Board of Directors reduced Youth Fares district-wide.
- 2017: City of Portland agrees to fund 2/3rd cost to expand Youth Pass to DDHS and PHS. TriMet funds 1/3rd of the program per commitment.
 - David Douglas and Parkrose school districts provide school bus service; they don't provide funding to the program.
- 2018: City of Portland decides to discontinue its participation in the Youth Pass program for PPS, DDHS, and PHS for the 2019/20 school year.
 - PPS commits to pick up City of Portland's share of the program.
 - Neither David Douglas nor Parkrose school districts offer to provide funding for the program; both districts continue to provide school bus service.

TriMet's Existing Investment in Transportation for Seniors & People with Disabilities

- TriMet LIFT
 - \$39.5 mil for curb-to-curb paratransit service for people with disabilities within $\frac{3}{4}$ of a mile of every TriMet fixed route bus line.
 - LIFT boundary and hours of operation would expand with route extensions, service span increase, and new weekend service.
 - Federal mandate per the American with Disabilities Act.
 - Future HB2017 service improvements include LIFT expansion.
- TriMet funding for Ride Connection
 - FY19: \$4 mil to provide transportation services for seniors, people with disabilities, and people who earn low incomes.
 - Ride Connection is able to provide paratransit services at a lower cost than TriMet LIFT.

Policy Decision Making Process

- Policy statements proposed by the committee to be forwarded to the TriMet Board of Directors will be displayed on the screen for discussion.
- Committee will discuss the policy.
- Consensus will be sought by the committee chairs.
- If no consensus, the committee will vote on whether to forward the policy statement to the TriMet Board of Directors.

Discussion

Meeting Adjourned