

**HB 2017 Transit Advisory Committee  
Meeting Minutes November 15, 2019**

Members present include:

Adam Argo  
Dwight Brashear  
Dan Bower  
Jan Campbell  
Jillian Detweiler  
Reza Farhoodi  
Chris Fick  
Deanna Palm  
Art Pearce  
Sushmita Poddar  
Mary Lou Ritter  
Walter Robinson  
Roy Rogers  
Paul Savas  
Julie Wilcke  
Kiley Wilson  
Sara Wright

**Public Comment**

No public comment provided.

**Discussion**

Committee Changes

New committee members were welcomed. New members include:

Adam Argo, Clackamas County Rider Representative  
Jodi Guetzloe-Parker, Oregon-Idaho Council of Laborers  
Sushmitta Poddar, Washington County Rider Representative  
Mary Lou Ritter, Special Transportation Funds Committee  
Walter Robinson II, WLR Consulting  
Coi Vu, IRCO  
Julie Wilcke, Ride Connection  
Kiley Wilson, Portland Business Alliance  
Sara Wright, Oregon Environmental Council

Members leaving the committee include

Barbara Bernstein, Elders in Action  
Chris Carpenter, Oregon-Idaho Council of Laborers  
Lee Po Cha, IRCO  
Esmeralda Flores, Washington County Rider Representative  
Renata Frantum, East Portland/East Multnomah County Rider Representative  
Chris Hagerbaumer, Oregon Environmental Council  
Marion Haynes, Portland Business Alliance  
Ben Johnson, Clackamas County Rider Representative  
Anneliese Koehler, Oregon Food Bank  
Johnathan Leeper, PCC Student  
Nate McCoy, National Association of Minority Contractors  
Diane McKeel, Mt. Hood Community College  
Diane Nunez, Hispanic Chamber of Commerce  
Elaine Wells, Ride Connection

There are still four spots open on the committee that TriMet staff is still trying to fill. They include:

East Portland/East Multnomah County Rider Representative  
Organizational representative based in East Multnomah County  
Representative serving low-income communities  
Representative serving non-English speaking communities

New representatives on the committee are not official members of the committee until the new committee has been approved by the TriMet Board of Directors (expected to occur in Jan. 2020).

### Funding Update

FY19 funds came in at 86% of the plan amount (\$25.7 mil came in instead of the \$29.8 mil plan amount.)

FY20 funds came in at 50% of the plan amount during the first two quarters of the year (\$21.8 mil came in of the \$43.6 mil plan amount). Approximately \$5 mil of additional funding would have disbursed to the QE, however the Legislature redirected the funds to the STF program. If funds continue to be disbursed at the same rate, then the QE should receive slightly more than what was planned for the plan period.

The Special Transportation Funds Program (STF) pays for senior and disabled transportation throughout the state. Funds are allocated by a citizen's committee – the Special Transportation Funds Allocation Committee.

STF funds come from multiple sources: cigarette tax, non-auto gasoline taxes (e.g., lawn mowers, etc.), and ID cards. The Legislature also commits general fund revenue every biennium to STF.

During the 2019 legislative session, the Legislature required that ODOT submit a proposal for merging the STF program with the STIF program. The proposal will be submitted by ODOT and the Oregon Transportation Commission during the 2020 legislative session. A committee met during the summer and fall of 2019 to develop recommendations for merging the two programs.

More information from ODOT can be found [here](#).

Jillian Detweiler: How did the STIF/STF merge come about?

Karyn Criswell: It came from the Transportation Committee of the Joint Ways and Means Committee.

Bernie Bottomly: Every year, the Joint Ways and Means Committee has more requests than they can fill. The committee decided to unburden the Legislature by shifting the state's general fund share of STF to STIF.

Paul Savas: How will this impact the subrecipients in areas outside the TriMet district.

Tom Mills: The existing formula for allocating STIF funds will still apply. However, many of the subrecipients are eligible to apply for STF funding.

Walter Robinson: How sustainable are the "legacy revenues".

Bernie Bottomly: The "legacy revenues" have been stable for several years.

Karyn Criswell: There may be a measure on the 2020 ballot that raises cigarette taxes. If the measure passes, then we can expect a decline in the "legacy revenues".

Roy Rogers: Are the STIF revenues are based on where payroll is originated?

Karyn Criswell: Oregon Department of Transportation, Oregon Department of Revenue, and the Oregon Department of Employment determined that there isn't adequate data on payroll based home locations. Therefore, payroll is based on employment location.

Bernie Bottomly: The Department of Revenue didn't feel like they had the data to determine payroll by home location. If payroll was calculated by home location, then revenue from Clark County residents wouldn't be collected, resulting in less revenue.

Roy Rogers: Are we disadvantaging some parts of the region for other parts? It would be nice to see the data that shows where people are working from home.

Bernie Bottomly: The information we receive is by county. We look at where payroll tax is generated and use that information to apply where to disburse funds for areas outside the TriMet district.

Jillian Detweiler: Making transportation improvements based on where revenue is generated is not a good practice anyway.

Paul Savas: The spirit of HB2017 was to disburse funds based on where employees are residing. If there is a way to do it by home location, then we should do that.

Bernie Bottomly: Oregon Department of Revenue has told us that they don't have an ability to match revenue by home location.

Walter Robinson: Would that require a legislative change?

Sara Wright: Can you give us an example of a project that significantly benefits the statewide network?

Karyn Criswell: 1) Google mapping for trip planning purposes; 2) ADA eligibility determinations (didn't get full statement)

### Formula and Discretionary Funds Project Updates

#### *Low-Income Fare Program*

Jillian Detweiler: Can we see a map of people who are on the Low-Income Fare program? Can you provide evidence that having to go to the Downtown TriMet Ticket Office isn't a barrier to folks living far away from Downtown.?

Bernie Bottomly: Yes, we can provide a map to the committee.

#### *Digital Information Displays (DID)*

Person Not Recorded: Do the DIDs provide voice activated information?

#### *Bus Shelter Deployments*

Reza Farhoodi: Can you provide us with a map showing where new downtown Portland shelters will be deployed.

Tom Mills: Yes, we can do that.