



Metro Policy Advisory Committee

June 12, 2013

Metro Council Chamber

MEMBERS PRESENT

Annette Mattson
Bill Turlay
Bob Stacey
Craig Dirksen
Craig Prosser
Denny Doyle
Doug Neeley
Jerry Willey
Loretta Smith, *Chair*
Maxine Fitzpatrick
Peter Truax, *2nd Vice Chair*
Sam Chase
Tim Clark
Wilda Parks

AFFILIATION

David Douglas School Board, Governing Body of School Districts
City of Vancouver
Metro Council
Metro Council
TriMet
City of Beaverton, Washington Co. 2nd Largest City
City of Oregon City, Clackamas Co. 2nd Largest City
City of Hillsboro, Washington Co. Largest City
Multnomah County
Citizen, Representing Multnomah Co. Citizen
City of Forest Grove, Washington Co. Other Cities
Metro Council
City of Wood Village, Multnomah Co. Other Cities
Citizen, Representing Clackamas Co. Citizen

MEMBERS EXCUSED

Amanda Fritz
Andy Duyck
Bob Grover
Charlie Hales
Charlynn Newton
Jody Carson, *1st Vice Chair*
Josh Fuhrer
Kent Studebaker
Marilyn McWilliams
Martha Schrader
Steve Stuart
William Wild

AFFILIATION

City of Portland
Washington County
Citizen, Washington Co. Citizen
City of Portland
City of North Plains, City in Washington Co. Outside the UGB
City of West Linn, Clackamas Co. Other Cities
Multnomah County, 2nd Largest City
City of Lake Oswego, Clackamas Co. Largest City
Tualatin Valley Water District, Washington Co. Special Districts
Clackamas County
Clark County
Oak Lodge Sanitary District, Clackamas Co. Special Districts

ALTERNATES PRESENT

Carrie MacLaren
Gretchen Beuhner
Lise Glancy

AFFILIATION

Oregon Dept. of Land Conservation and Development
City of Tigard, Washington Co. Other Cities
Port of Portland

STAFF: Kelsey Newell, Andy Cotugno, Nikolai Ursin, Alison Kean-Campbell, Ina Zucker, Beth Cohen, John Williams, Robin McArthur, Joe Montanez

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Loretta Smith called the meeting to order at 5:07p.m.

2. SELF INTODUCTIONS & COMMUNICATIONS

All attendees introduced themselves.

3. CITEZEN COMMUNICATION ON NON-AGENDA ITEMS

Noting that Ms. Robin McArthur will be leaving Metro in the month of June, she was recognized and applauded for the regional impact of her achievements during her tenure at Metro.

4. COUNCIL UPDATE

Councilor Bob Stacey provided an update on the following items:

- With the recent approval from MPAC and JPACT, the Metro Council passed a resolution directing Climate Smart Communities staff to study strategies in the three draft scenarios. This fall, the results will provide more detail for a regional discussion on priorities and tradeoffs to consider in developing a final preferred scenario in 2014;
- JPACT has issued letters of support for two regional transportation projects that are seeking TIGER V federal grant funding - The Canyon Rd Safety and Complete Street Project and the Portland Marine Terminal Freight and Jobs Access Project;
- The Community Investment Initiative is hosting a special event on Monday, June 17. Tom Murphy, Urban Land Institute Fellow and former mayor of Pittsburgh will share his success in building public/private partnerships to leverage economic development. For more information and to RSVP, contact Maria Ellis at (503) 797-1732.

Councilor Bob Stacey provided a legislative update on the following items:

- The May revenue forecast was positive, but not enough to resolve the impasse between Republicans and Democrats over PERS and tax increases, which threatens to push the session into July;
- Land Use
 - SB 845, relating to the Azalea Project, currently in the Senate Rules Committee;
 - SB 462, relating to composting facilities, was amended to prohibit Metro and DEQ to approve composting facilities within 1500 feet of schools in rural residential areas. This bill is awaiting vote in the House;
 - HB 3067, Area 93, passed both chambers and was signed by the Governor last Thursday;
 - HB 2657, relating to local governments industrial land rezoning, passed the House and died in the Senate;
- Transportation
 - Senator Starr is reportedly seeking \$2 million for a study of Westside transportation needs possibly relating to a Westside Corridor project;
 - Connect Oregon is in Ways and Means in two different forms and is under negotiation;

- HB 3316, relating to the TriMet Board, is expected to be the vehicle to require an audit of TriMet by the Secretary of State;
- HB 2453, relating to a mileage based fee for 55MPG or better vehicles, is in Ways and Means and is gaining Republican support;
- HB 2945, creating an Area Commission on Transpiration for rural Clackamas County, is in the House Rules Committee, but is under negotiation;
- Other
 - The Willamette Falls Legacy Project seems to have significant support, but the lottery bond bill, where it would be included, is likely to be acted upon late in the session;
 - HB 2639, relation to Section 8 housing, is sitting in Ways and Means and is expected to move in the next week;
 - SB 246 and SB 253, industrial site readiness, will likely have a work session next Monday in Ways and Means;
 - HB 3030, Brownfields Redevelopment Fund, has a possibility of passing, however, at a much lower funding level.

5. CONSENT AGENDA

- Consideration of the May 8, 2013 minutes

MOTION: Mayor Doug Neeley moved, Mayor Pete Truax seconded, to approve adoption of the May 8, 2013 minutes.

ACTION: With all in favor, the motion passed.

- Consideration of the May 22, 2013 minutes

Ms. Annette Mattson recommended the following amendments to the May 22, 2013 minutes:

- Members suggested that social equity factors be added as indicators, specifically relating to concentrated poverty in certain districts. Members stated that one of the goals of this tool needs to be supporting and placing ~~displacing~~ these children equitably across multiple schools districts;
- Members expressed concern with about one smaller jurisdiction in which there are two school districts, but more importantly, no high school. ~~multiple school districts in one jurisdiction.~~ Members stated that This situation could lead to true community divisiveness ~~division~~;

MOTION: Mayor Pete Truax moved, Ms. Annette Mattson seconded, to approve adoption of the May 22, 2013 minutes as amended.

ACTION: With all in favor and 3 abstentions (Beuhner, Doyle Prosser), the motion passed.

6. DELIVERING THE REGION'S VISION FOR TRANSIT NOW AND IN THE FUTURE

Mr. Craig Prosser and Mr. Eric Hesse presented on TriMet's short-term and long-term budget outlook and what that means for how TriMet is planning to deliver the region's vision for transit

service as expressed through the Clime Smart Communities Scenarios project and the Regional Transportation Plan.

Mr. Craig Prosser began by stating that TriMet is being looked upon as a key partner to provide quality transit for the region, but the last few year have been challenging. There have been unavoidable and unsustainable health care costs, freezing of non-representative employee salaries, and the cutting of over 200 positions. Mr. Prosser stated that TriMet is and will be making adjustments to address these issues. A sustainable commercial strategy has been developed to reform the agency's cost structure as well as define a new vision for transit service. He stated that the region must work together to implement the shared vision for transit.

Mr. Eric Hesse began by stating that the main issues being addressed at TriMet is how transit is going to be delivered now and how it will be delivered in the future. TriMet has to be grounded in the long-term budget situation to ultimately deliver more and better service throughout the region. This will be accomplished through focusing on customer service, enhancing fiscal stability, and building on partnerships for transit growth.

Mr. Hesse stated that TriMet wants to extend the reach of service while providing the best pedestrian access possible. Focusing on making the rider experience as convenient and user friendly as possible will be accomplished through comfortable, attractive buses, better waiting areas, and transit tracking platforms, such as smart phone applications. Mr. Hesse stated that there is a need for reinvestment.

Although TriMet's services are well above its peers, there are major issues that need to be addressed in terms of fiscal sustainability – union retirees, medical benefits, and an enhanced state of good repair. Mr. Hesse stated that the biggest fiscal issue is healthcare costs. Over the last decade, the administrative operating costs dedicated to providing health care benefits have doubled. If a major financial restructuring does not occur, over the next 7 years, 50% of TriMet's administrative operating costs will be dedicated solely to medical benefits. If the trend continues, by FY 27, 70% of services will have to be cut. Mr. Hesse stated that even with these projections, TriMet is confident that the agency can move forward positively.

Mr. Hesse also expressed the need for regional partners throughout this process. The Portland-Milwaukie light-rail is an example of public/private partnerships at the local, state and federal level. High capacity bonding will allow for better bus stop development, safer access to transit and enhancement of the region's livable communities.

For more information, contact Eric Hesse at hesssee@trimet.org.

Member discussion included:

- Members expressed concerns with smaller jurisdictions not being adequately served by TriMet. Mr. Hesse stated that he looks forward to addressing the issue of increased service lines in smaller jurisdictions;
- Mayor Jerry Willey noted his appreciation for TriMet's work in curving the costs of operation, but ultimately feels that their outlook is optimistic at best. He stated that the economic success of many jurisdictions, depend on the success of TriMet. Mayor Willey then asked what the jurisdictions can do to help in this process. Mr. Prosser stated that jurisdictions can help by contacting state legislators to encourage their support of binding arbitration legislation in dealing with union contracts. Mr. Hesse stated that there are also

some opportunities to look into other services outside of TriMet to provide public transit in the region;

- Members expressed concern with the validity and viability of TriMet’s proposals as it relates to the current economic climate. Mr. Craig Prosser stated that there is a large level of services the region is requesting and a conversation needs to take place, focusing on the financial aspects of providing those services;
- Members suggested that TriMet delineate what could actually be funded within the current funding structure to see the dollar amount is actually needed in additional revenue to fund service increases;
- Members asked when citizens will see the costs TriMet will incur to get to the levels predicted in the Climate Smart Communities Scenarios project. It was stated that TriMet may have to go to the Oregon Legislature to meet the funding goals. Mr. Hesse stated that TriMet is currently in the evaluation phase of the project, having just given the numbers to Metro. In October, Metro will have costs of the scenarios project;
- Members asked about partnerships in this process. Mr. Hesse stated that working with local jurisdictions, the federal Department of Transportation, and private partners, those that can be of financial help, will all need to work together to accomplish TriMet’s goals.

7. OVERVIEW OF TRANSIT EQUITY

Mr. Johnell Bell, Director of Diversity and Transit Equity at TriMet, gave an overview of Transit Equity and how new Title VI and Environmental Justice (EJ) circulars impact transit planning and operations. Mr. Bell focused on the agency’s ridership and demographics; how TriMet implements transit equity policies; new programs that help low-income riders and next steps.

Mr. Bell began by stating that TriMet defines equity as policies that promote equitable distribution of burdens and benefits, while promoting equal access to contracting opportunities and jobs. He also emphasized the importance of engaging transit-dependent groups in the decision making process. He stated that Title VI refers to the Civil Right Act of 1964, noting the non-discrimination of federal financial assistance toward any people group. He stated that the region has become more racially diverse in the last 30 years. It is projected that by 2040, our region will be only 54% white, with the fastest growing population being Latinos. This demographic change is also showing up in the suburbs, which brings up issues from a transit-supportiveness perspective. These communities have historically wanted more transit, but are moving to areas where it is harder to provide. 35% of overall riders earn less than \$20,000/year and minority riders make up 25% of total ridership.

In terms of transit equity, TriMet complies with a number of new federal guidelines relating to Environmental Justice and Title VI. When considering whether to increase or decrease service, TriMet looks at how services align with minority, low-income populations. TriMet communicates closely with the Federal Transit Administration and guidance is provided by the FTA when required. The TriMet board has also directed staff to look at the potential mitigation options to help offset the impact on low-income persons.

Mr. Bell stated that there is a lot of important work that lies ahead. TriMet has partnered with PSU and OTREC to better define “transit-dependent” and to expand the knowledge of transit-dependent riders, particularly focusing on barriers to transit access. Mr. Bell stated that TriMet is also partnered with Metro to develop Title VI and Environmental Justice training, for the region. A Transit Equity Advisory Committee has also been established as a sounding board to TriMet on transit equity issues.

For more information, contact Johnell Bell at bellj@trimet.org.

Member discussion included:

- Members expressed the need to better serve low income populations through better transit service access;
- Members asked about the new federal guidelines TriMet adheres to. Mr. Bell stated that the new guidelines pertain to federal transit funds;
- Members asked how low income populations are affected by transit, specifically in terms of forced migration and gentrification. Mr. Bell stated that how affordable housing connects to regional transit plans is something to be considered in all future decision making. This issue is being addressed by both the Friends of Equity Advisory Committee and the Transit Equity Advisory Committee;
- Members expressed concern about citizens with unsustainable incomes paying full price for access to basic transit needs. It was suggested that a sliding scale of transit fares be created for low income riders. Mr. Bell noted the difficulty of this issue, stating that many different models are being considered to improve the fare system for low income riders;
- Members asked about local jurisdictions assisting low income residents with their transit needs. Mr. Prosser and Mr. Bell both overwhelmingly stated that any help is very much welcome and appreciated; and that pursuing local leadership is a very attractive option;
- Members noted the increased focus on Westside transit needs, but asked when more focus would be placed on the Eastside. Mr. Eric Hesse stated that TriMet has planned to look at this issue next month in collaboration with the East Portland Action Plan;
- Members suggested that fare assistance be bundled together in a package that includes other government assistance programs.

8. MPAC MEMBER COMMUNICATION

Mayor Doug Neeley encouraged jurisdictions to take a tour of the Willamette Falls facility. He stated that more work has been done on the project and it is worth seeing again, if you have already seen it.

9. ADJOURN

Chair Smith adjourned the meeting at 6:58 p.m.

Respectfully Submitted,



Joe Montanez
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 12, 2013

The following have been included as part of the official public record:

| <u>Item</u> | <u>Doc. Type</u> | <u>Doc. Date</u> | <u>Doc. Description</u> | <u>Doc. Number</u> |
|--------------------|-------------------------|-------------------------|---|---------------------------|
| 6 | Handout | Summer 2013 | CSC: The Road to 2040 Choices for our Future | 61213m-01 |
| 6 | Handout | Spring 2013 | CSC: Timeline for Engaging Cities, Counties and Communities | 61213m-02 |
| 6 | Handout | Spring 2013 | CSC: Beaverton | 61213m-03 |
| 6 | Handout | Spring 2013 | CSC: 82 nd Ave. Corridor | 61213m-04 |
| 6 | Handout | Spring 2013 | CSC: Gateway | 61213m-05 |
| 6 | Handout | Spring 2013 | CSC: Hillsboro | 61213m-06 |
| 6 | Handout | Spring 2013 | CSC: Rockwood | 61213m-07 |
| 6 | Handout | Spring 2013 | CSC: Wilsonville | 61213m-08 |
| 6 | Handout | Spring 2013 | CSC: Employer-based Commuter Programs | 61213m-09 |
| 6 | Handout | Spring 2013 | CSC: Neighborhood-based Travel Options | 61213m-10 |
| 7 | Handout | N/A | Access Transit: Programs | 61213m-11 |
| 7 | Handout | N/A | Access Transit: Partners | 61213m-12 |
| 7 | Handout | N/A | Access Transit: Recipients | 61213m-13 |