

## TRANSIT EQUITY ADVISORY COMMITTEE MEETING NOTES 6-16-16

### Committee members in attendance

Andre Baugh  
Dylan Kenney  
Anneliese Koehler  
Judi Martin  
Nicole Phillips  
Rebecca Stavenjord  
Holly Sullins  
Tiffany Thompson

### Staff in attendance

Shelley Devine, General Counsel  
Erik Van Hagen, Deputy General Counsel  
John Gardner, Diversity & Transit Equity  
Jake Warr, Diversity & Transit Equity

### Guests in attendance

David Bouchard, OPAL/BRU  
Orlando Lopez, OPAL/BRU  
Eavan Moore, OPAL/BRU  
Laura Wolfgram, Four Nines Consulting

### **Fare Enforcement Update**

Shelley Devine and Erik Van Hagen from TriMet's legal department presented on options being explored regarding administrative alternatives for fare enforcement. This work has involved/will involve:

- Reviewing current processes
- Reviewing TriMet code
- Researching peer agency practice
- Data and costing analysis
- Community outreach (listening sessions)

This foundational work has led to potential options such as community service for first-time offenders, handling certain elements in-house, providing better information at time of citation (e.g. refer to social services), reduced fees for early payment.

TEAC was supportive of the idea of community service for first time offenders, but it was also expressed that expanding access was a better approach than punishing evasion.

Committee focused on the importance of providing info/education, including at the time of citation, and suggested customizing information provided depending on the rider.

One idea to direct chronic offenders to social services was to partner with 211 Information & Referral.

Overall the committee supported the idea of less criminality regarding fare evasion, doing more in-house, and focusing on de-escalating situations.

### **Low-income Fare Research**

Laura Wolfram from Four Nines Consulting presented the results from a peer review of programs implemented by transit agencies to address fare affordability (see PowerPoint).

The committee discussed the findings as well as next steps in the process. Four Nines will be analyzing cost models using a variety of data, following which TriMet will be convening stakeholders and community members to try to determine funding, administration, eligibility, etc.

TEAC will remain involved throughout the process.

### **Defining “transit dependent” from recent survey research**

TriMet recently completed an onboard rider survey. A few of the questions focused on riders’ other options besides TriMet and access to a vehicle. Jake presented 5 options for how TriMet might categorize responses as given by transit dependent riders (see Word doc) and asked for TEAC feedback.

Committee members expressed that how people answered the question about other options besides TriMet (which included an option of “I would not be able to go where I need to go”) might not necessarily reflect whether they are transit dependent. This is because people are resourceful and often find a way to meet their transportation needs in a variety of ways.

Although this definition would just be used to categorize responses for analysis purposes, committee members felt it should not leave anybody out who might consider themselves transit dependent.