



TRI-COUNTY PUBLIC TRANSPORTATION IMPROVEMENT PLAN



Investing the Keep Oregon Moving Act with Recommended Services and Facilities to Better Serve Low-Income Communities within the Tri-County Region

PUBLIC REVIEW DRAFT
3 **SEPTEMBER 2018**

Acknowledgements

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1. Executive Summary

The Oregon Legislature enacted House Bill 2017 (HB 2017), the Keep Oregon Moving act, in mid-2017. Keep Oregon Moving includes a new employee payroll tax that equates to less than \$1 per week for the average Oregon worker, and is dedicated to funding the expansion of public transportation services. The payroll tax became effective on July 1, 2018 and is administered through the Statewide Transportation Improvement Fund, or STIF. Ninety percent (90%) of the STIF funds will be disbursed by formula to Qualified Entities (QE) based on the amount of payroll tax generated in their area.

The Oregon Legislature designated TriMet as the Qualified Entity (QE) for the tri-county region for the purpose of administering the STIF planning process, and receiving and distributing STIF funds for Clackamas, Multnomah and Washington counties. As the QE, TriMet is responsible for submitting the Tri-County Public Transportation Improvement Plan (PTIP) for approval by the Oregon Transportation Commission.

This document serves as the region's PTIP, and is the culmination of extensive efforts put forth by the HB 2017 Transit Advisory Committee (Committee). The Committee was formed specifically to advise and assist in the plan's development.

Notable highlights of the PTIP development process and findings are summarized here.

Engaging the Community

The PTIP reflects extensive public engagement with transit riders and plan stakeholders at the local, grass-roots level throughout the region. Outcomes of public engagement efforts were used to establish transit improvement priorities and possible funding allocations. The public input formed the basis for further refinement of the plan by local committees representing interests outside of the TriMet district in Clackamas, Multnomah and Washington counties, and by the HB 2017 Transit Advisory Committee for interests inside the TriMet boundary.

Public input and the technical findings and recommendations contained in the PTIP reflect a broad consensus of the Committee with respect to transit service and program improvements within the TriMet service district. The Committee also embraced the individual plan recommendations from cities and transit districts that serve communities outside the TriMet service district, but within the tri-county area. The committee appointed a Regional Coordination Subcommittee to recommend specific improvements to enhance transit connections between service districts. Their recommendation was approved by the HB 2017 Transit Advisory Committee and included in the PTIP.

Charting the Allocation of HB 2017 Funds

The PTIP provides a 5-year roadmap for the roll-out of possible future services and programs to improve service in low-income communities. It also provides for planned revenue and service improvements and programs within the next 2 ½-years. The plan establishes a method to sub-allocate STIF Formula Fund moneys to the region's transit service providers, and carefully considers targets of expected HB 2017 revenue within each of the region's individual service areas and counties.

Within the next 2 ½ years the PTIP targets significant investment within specific areas of the tri-county region:

- **TriMet Service District** - nearly \$49 million in on-going, annual investments, including about \$3 million annually in the Regional Coordination Program; and, approximately \$50 million in one-time investments
- **Clackamas County** - almost \$4.4 million in investments outside of the TriMet service district, through the cities of Canby (CAT), Sandy (SAM) and Wilsonville (SMART), the South Clackamas Transportation District (Molalla) County and the remainder of rural Clackamas County
- **Multnomah County** - almost \$131,000 in investments outside the TriMet service district
- **Washington County** - almost \$1.3 million in investments outside of the TriMet service district, approximately half through the city of Wilsonville (SMART)

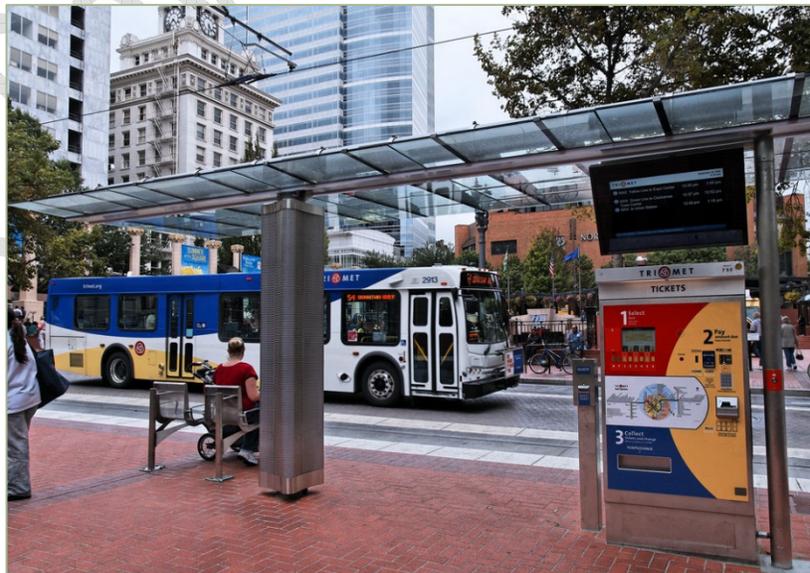
Defining Low-Income Communities for Plan Investments

A key objective of HB 2017 is to improve transit services in Oregon's low-income communities. The PTIP takes special effort to define what constitutes the low-income communities that will benefit from HB 2017 investments. The TriMet Transit Equity Advisory Committee helped develop the region's Diversity and Transit Equity Index (Index). The Index was approved by the HB 2017 Transit Advisory Committee and applied in the plan to guide improvement plans and programs that benefit low-income communities.

Assessing Need and Identifying Proposed Service and Capital Improvements

Reflecting legislative priorities identified in the Keep Oregon Moving act, the PTIP addresses the transportation needs of people residing and traveling within the region, especially those residents in low-income communities. Key project and program provisions of the PTIP include:

- Increasing the frequency and adding new or expanded bus service in low-income communities
- Implementing expanded reduced fare programs for low-income households
- Procuring low or no-emission electric buses
- Improving the frequency and reliability of service connections between communities inside and outside of the TriMet service district
- Fostering coordination between transit service providers to reduce fragmentation
- Expanding TriMet's Access Transit Program for students in Grades 9 through 12



Organization of the PTIP

The PTIP is organized into the following 10 chapters:

1	Executive Summary	Introduces the part of the Keep Oregon Moving act, the Statewide Transportation Improvement Fund (STIF), the rules outlined by the state guiding use of STIF funds, and the requirements of local STIF plans.
2	Introduction	Introduces the HB 2017 Transit Advisory Committee and its Guiding Statement for the purpose of advising development of the PTIP. Summarizes the projected STIF funding within the tri-county region and defines methods used by TriMet to allocate STIF funds to the region's sub-recipients.
3	Existing Public Transportation Services	Describes and maps the regional and local transit service providers that operate fixed-route and paratransit services within the tri-county region. Describes TriMet's current transportation funding and its reduced fare program for low-income riders. Describes community-based and long-distance transit service providers with service linking the region to other parts of Oregon.
4	Demographic Analysis	Describes the definition of poverty consistent with STIF Rules, and the region's effort in developing and mapping the Diversity and Transit Equity Index. The Index is used to support focused planning for improved services and facilities within the region's low-income communities.
5	TriMet District	Summarizes the public transportation needs assessment within the TriMet service district, historic factors affecting local ridership, and strategies to address changing demographics which include an expansion of the region's fare reduction program for low-income residents. Outlines the PTIP public outreach program. Summarizes the proposed funding levels in the PTIP for both on-going and one-time investments in service expansion, low income fares, school transportation, electric bus program, and other capital facility improvements. Outlines proposed service and capital improvements to be funded by STIF.
6	Clackamas County	Outlines projected PTIP funding totals for each county and for local service providers within Clackamas County. Summarizes each county's needs-assessment and public participation process.
7	Multnomah County	
8	Washington County	
9	Regional Coordination Program and Plan	Defines the role of the Regional Coordination Program (RCP), the RCP Committee and the RCP Project Selection process. Summarizes selected projects recommended by the RCP Committee to the HB 2017 Transit Advisory Committee.
10	Conclusion	

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2. Introduction

2.1 STIF Legislation

In mid-2017, the Oregon Legislature enacted House Bill 2017 (HB 2017), the Keep Oregon Moving act. Keep Oregon Moving established a significant increase - \$0.10 (per gallon) - in the state gasoline tax and also created three new taxes to fund public transportation, bicycle and pedestrian infrastructure, and other modes of travel.

- A 0.5% vehicle dealer privilege tax on new car sales will fund rebates to encourage sales of electric vehicles. This tax went into effect January 1, 2018.
- A \$15 tax on the sale of new bicycles (that cost at least \$200) will support Connect Oregon to fund off-road bicycle and pedestrian paths that serve commuters. This tax went into effect January 1, 2018.
- A **0.1% employee payroll tax** (\$1 for every \$1000 in payroll) will **improve public transportation service** in both rural and urban communities. This equates to less than \$1 per week for the average Oregon worker. This tax went into effect July 1, 2018.

The new employee payroll tax provides a dedicated source of funding for expanding public transportation service in Oregon. This new funding source, called the Statewide Transportation Improvement Fund (STIF), will be separated into *formula* and *discretionary* funds. Ninety percent (90%) of the STIF will be disbursed by *formula* to Qualified Entities (see below) based on the amount of transit payroll tax generated in their area. Although allocated by formula, the plan for using these funds must be approved by the Oregon Transportation Commission (OTC). Up to 9% of the STIF funds are *discretionary*, and will be disbursed to local public transportation providers through a competitive state-wide grant funding processes.

2.2 STIF Rules Regarding the Plan

As directed by the legislature, the Oregon Department of Transportation (ODOT) prepared the STIF Rules¹ in 2018 to guide the allocation, receipt and reporting of STIF funds by local agencies. The STIF Rules have been approved by OTC.

STIF Plan Approval

HB 2017 designates TriMet as the *Qualified Entity* (QE) for the purpose of administering the STIF planning process and receiving and distributing STIF funds for the Clackamas, Multnomah and Washington County region. As the QE, TriMet is responsible for submitting the Tri-County Public Transportation Improvement Plan (PTIP) for approval by the OTC. Once approved, TriMet will enter into an agreement with ODOT to receive STIF Formula Funds on behalf of the region, and will be responsible for distributing STIF Formula Fund moneys to the three counties noted above, as well as other public transportation service providers.

The Tri-County Public Transportation Improvement Plan (PTIP) will be submitted to the OTC for their approval for STIF Formula Funds for the three-county region.

¹ Statewide Transportation Improvement Fund Rules, Oregon Department of Transportation, approved by the Oregon Transportation Commission, June 22, 2018.

Purpose of STIF Formula Funds

STIF moneys are to be used to support effective planning, deployment, operation and administration of STIF-funded public transportation programs and projects, including:

1. Creation of new systems, facilities and services with origins, destinations or stops in Oregon.
2. Maintenance or continuation of systems and services.
3. Planning for, and development of a Local Plan or future STIF Plan to improve Public Transportation Service.

The Rules also state that STIF moneys are not to be used for new light rail capital expenses, but may be used for light rail operation expenses.

STIF Plan Requirements

The Tri-County PTIP meets the requirements outlined by the STIF Rules.

OTC - APPROVED STIF RULES

A STIF Plan will:

- ✓ Cover at least a Biennium, up to two Biennia w/ Commission approval
- ✓ Address needs of people residing in or travelling into/out of QE's area of responsibility
- ✓ Consider Public Transportation Services for the area outside the QE's district boundaries (TriMet) but within the remainder of the counties
- ✓ May be included in a QE's Local Plan or as a stand-alone plan (the PTIP)
- ✓ Contain explanation of how the Plan defines, identifies and serves communities with a high percentage of Low-Income Households
- ✓ Include a description of the QE's method to sub-allocate STIF Formula Funds to Public Transportation Service Providers (and other potential sub-recipients) and the process to develop the method

The STIF Rules require that each STIF plan include an explanation of how the plan defines, identifies and serves communities with high percentage of low-income households. Chapter 4 summarizes the PTIP definition of poverty, and how the PTIP identifies and maps communities with a high percentage of low-income households. Chapters 5-9 describe how the plan improves services to these areas.

The HB 2017 Transit Advisory Committee (Committee) was appointed in 2017 (see section 2.3 below) consistent with STIF Rules. The Committee's purpose is to advise and assist the QE (TriMet) in fulfilling the requirements of the STIF Rules and prioritize projects that will be funded by STIF moneys. The STIF Rules require the Committee to consider the following criteria when reviewing STIF Formula Fund projects:

STIF FORMULA FUND PROJECT EVALUATION CRITERIA

- ✓ Whether the Project would:
 - (A) Increase the frequency of bus service in communities with a high percentage of Low-Income Households.
 - (B) Expand bus routes and bus services to reach communities with a high percentage of Low-Income Households.
 - (C) Implement programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
 - (D) Procure buses that are powered by natural gas, electricity or other low or no-emission propulsion for use in areas with populations of 200,000 or more.
 - (E) Improve the frequency and reliability of service connections between communities inside and outside of the Qualified Entity's service area.
 - (F) Foster coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
 - (G) Provide student transit services for students in grades 9 through 12.
 - (H) Maintain and expand the existing system.
- ✓ The extent to which the Project goals meet public transportation needs and are a responsible use of public funds.
- ✓ Other factors to be determined by the HB2017 Advisory Committee.

2.3 HB 2017 Transit Advisory Committee

In late 2017, the HB 2017 Transit Advisory Committee was appointed by the TriMet board of directors² with the specific purpose of advising, assisting and reviewing the PTIP. The Committee adopted its own Guiding Statement and actively advised on how to spend STIF revenue for purposes consistent with STIF rules.

The Committee's Guiding Statement:

HB 2017 provides much-needed investment in transit service. For the first time, employees in Oregon will be taxed to pay for transit, and low-income workers will contribute proportionately more of their incomes as a result. Annual per capita income in the Portland metropolitan areas is below the U.S. average and a lack of affordable housing has pushed low-income residents to areas with lower transit services. It is therefore critical that investment of this funding serve the needs of low-income people to have affordable, reliable, convenient transit service that connects them to jobs and services. A modern, well-funded transportation system that is planned, built, and operated with equity as a guiding principle will benefit everyone through reduced air toxics, carbon output, and congestion, and shape our region for generations to come. Therefore, the committee will advise TriMet on a public transportation improvement plan to spend HB 2017 funds for the following purposes:

Programs to reduce transit fares for communities with a high percentage of low-income households

Procurement of buses powered by natural gas or electricity

Capital projects required for the creation, expansion and improvement of transit services, including projects intended to improve speed and reliability, with consideration for communities with a high percentage of low-income households and responsible contracting and workforce utilization

Expansion of existing/creation of new transit services (including last mile services) in communities outside the TriMet service district, but inside in Clackamas, Multnomah, and Washington counties

Regional coordination/reduction of fragmentation between TriMet and communities outside the TriMet service district, but inside Clackamas, Multnomah, and Washington counties

Attachment A lists the members of the HB 2017 Transit Advisory Committee.

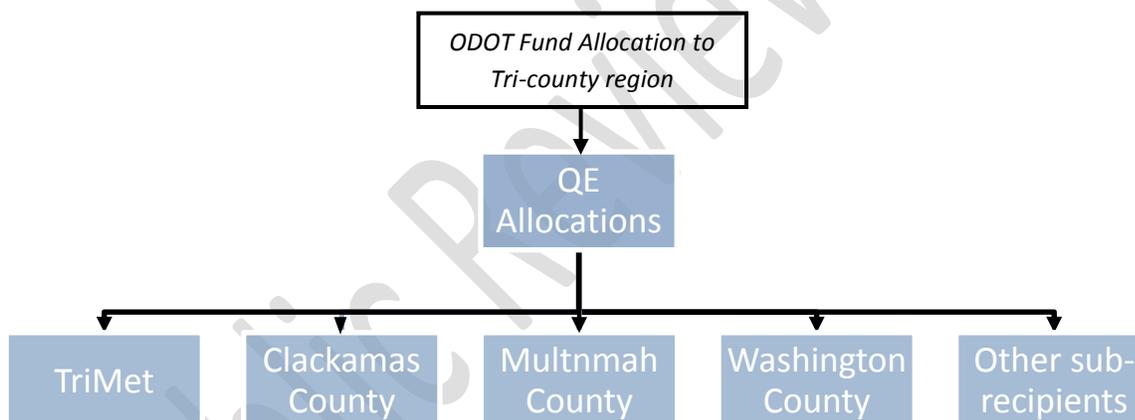
² The HB 2017 Transit Advisory Committee was established and the initial members appointed by TriMet board resolution on October 25, 2017, prior to the publication and adoption of ODOT's final STIF rules in June 2018. The board took the action of establishing the committee prior to the final rule to allow the implementation of a low income fare program to coincide with the effective date of the new payroll tax on July 1, 2018. Because of the long lead time needed to plan, budget and hire staff for service expansions, TriMet also asked the committee to approve the allocation of STIF funds to allow HB 2017-funded service expansions slated for September 2018 and March 2019. Based on feedback from the initial appointees and other community stakeholders, the TriMet board expanded the membership of the committee on December 13, 2017.

The advisory committee met monthly over the course of a year to provide guidance on how the STIF funds should be spent. In doing so, the committee:

- Reviewed and approved a standard for determining the concentration of people earning a low-income (note, ODOT determined that low-income was defined as 200% of the federal poverty level, but left it to the QE advisory committees to define a high concentration of low-income earners).
- Reviewed the results of the public outreach process.
- Reviewed and approved the transit improvement programs to be funded and at what levels.
- Appointed a subcommittee to allocate funding for the Regional Coordination program.
- Reviewed the results of the draft plan outreach.
- Approved the final plan.

2.4 Projected STIF Funding

STIF payroll tax receipts will be collected by the state and distributed to Qualified Entities (QE) to fund public transportation capital improvements and operations within their geographic areas. TriMet, acting as the legislatively designated QE for the Tri-county region, is tasked with distributing STIF payroll tax receipts to the counties or other public transportation service providers (sub-recipients) within the three-county region. In the first full year of implementation (FY2020), the state and TriMet estimate that HB2017 revenue will be distributed to the region as follows:



2.4.1 HB 2017 Fund Allocation

HB 2017 requires TriMet, acting as the QE for the region, to recommend an appropriate process of allocating funds among the sub-recipients in the region. STIF Rules state:

To the extent possible, using the best available data, the sub-allocation method used by Qualified Entities must be proportionate to the amount of employee payroll tax revenue generated within the geographic territory of each Public Transportation Service Provider.

To meet this requirement, TriMet used ODOT’s Formula Fund Allocation Estimates, DRAFT, April 11, 2018, to determine the allocation of funds between TriMet and the areas of Washington, Clackamas and Multnomah counties outside of the TriMet district.

Clackamas and Washington counties have sub-recipients that cover portions of the areas outside of TriMet’s district. Therefore a process was needed to determine the appropriate allocations for these sub-recipients. TriMet used the 2016 Quarterly Census Employer and Wage dataset (QCEW) and geo-coded the location of each employer within the dataset. This enabled TriMet to estimate the reported revenue generation by employer location for each of the sub-recipients. These estimated allocations were shared with the sub-recipients and comments and feedback were sought. Based on suggestions from the sub-recipients in Clackamas County, TriMet analyzed actual payroll tax receipts for those sub-recipient areas with existing payroll tax authority. It was noted that in some areas actual historical payroll tax collections are lower than what would be predicted based on the QCEW. Based on this, TriMet suggested, and the stakeholders agreed, to adjust the proposed allocations of HB 2017 funds to reflect historical averages. These experience-based changes only impacted sub-recipients in Clackamas County.

TriMet converted the revenue estimates to percentages representing the relative share of regional revenue generated by each sub-recipient. Based on this approach, the relative shares for each sub-recipient are listed in **Table 1**.

Table 1: Tri-County Region Sub-Recipient Allocation Shares

TriMet	95.63%
Canby	0.49%
Sandy	0.23%
SCTD	0.27%
Clackamas County	0.75%
Multnomah County	0.10%
Washington County	0.50%
SMART	2.04%

To provide a revenue target for each sub-recipient to use in developing their respective STIF plans, TriMet used a total of 115 percent of the ODOT April 11 revenue estimates as a base. Although ODOT allows QEs to assume up to 130 percent of projected revenue, TriMet’s analysis of historical payroll tax receipts suggested the 115 percent target was more likely to reflect actual revenues for the region. To generate estimates for sub-recipients within counties, TriMet used the revenue shares in **Table 1** above.

This approach resulted in the following 115 percent plan targets as shown in **Table 2**.

Table 2: Base and Plan Target Revenue for Tri-County Region Sub-Recipients

	FY 2019 – FY 2021	
	Base	115% Plan Target
Clackamas County	\$3,811,000	\$4,382,650
City of Canby	\$562,123	\$646,441
City of Sandy	\$260,672	\$299,773
City of Wilsonville – Clackamas only	\$1,809,463	\$2,080,882
South Clackamas Transportation District	\$309,453	\$355,871
Remainder Clackamas County	\$870,051	\$1,000,559
Multnomah County	\$114,000	\$131,100
Washington County		
City of Wilsonville – Washington only	\$544,453	\$626,121
Remainder of Washington County	\$569,547	\$654,979
Total Wilsonville	\$2,353,916	\$2,707,004

Because of the lead time needed to order and receive new buses, hire and train new operators and mechanics and plan and conduct public outreach on new routes and stops, TriMet determined that it would be most efficient to phase in added HB 2017 funded services over the next five years to most efficiently and effectively utilize these new funds. To facilitate that process, the STIF Advisory Committee elected to develop a five-year plan to provide the overall framework for the allocation of these new funds. This approach results in the availability of some one-time-only revenues generated during the phase in of service increases and anticipated adoption of the low-income fare program. The STIF advisory committee recommended allocations for both the ongoing and one-time funds.

Chapter 5 further describes how the Committee helped establish the HB 2017 funding allocation of public transit operation and capital investments made possible by new HB 2017 funds.

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3. Existing Public Transportation Services

One of the goals enumerated in HB 2017 is to reduce the fragmentation of public transit services. This section summarizes the existing transit services within the three-county region, including recent or ongoing planning efforts to identify gaps or fragmentation between various services. Existing transit services are illustrated in **Figure 1** and summarized below by type and provider: regional transit, last mile shuttle, and community-based transit.

3.1 Regional and Local Transit Service Providers

Several agencies provide either fixed-route transit and/or paratransit service within the three-county area, including:

- Tri-County Metropolitan Transportation District (TriMet)
- South Metro Area Regional Transit (SMART)
- City of Portland
- Canby Area Transit (CAT)
- Clackamas County – Mount Hood Express
- Sandy Area Metro (SAM)
- South Clackamas Transit District (SCTD)
- ODOT – Columbia Gorge Express
- C-Tran
- Columbia County Rider

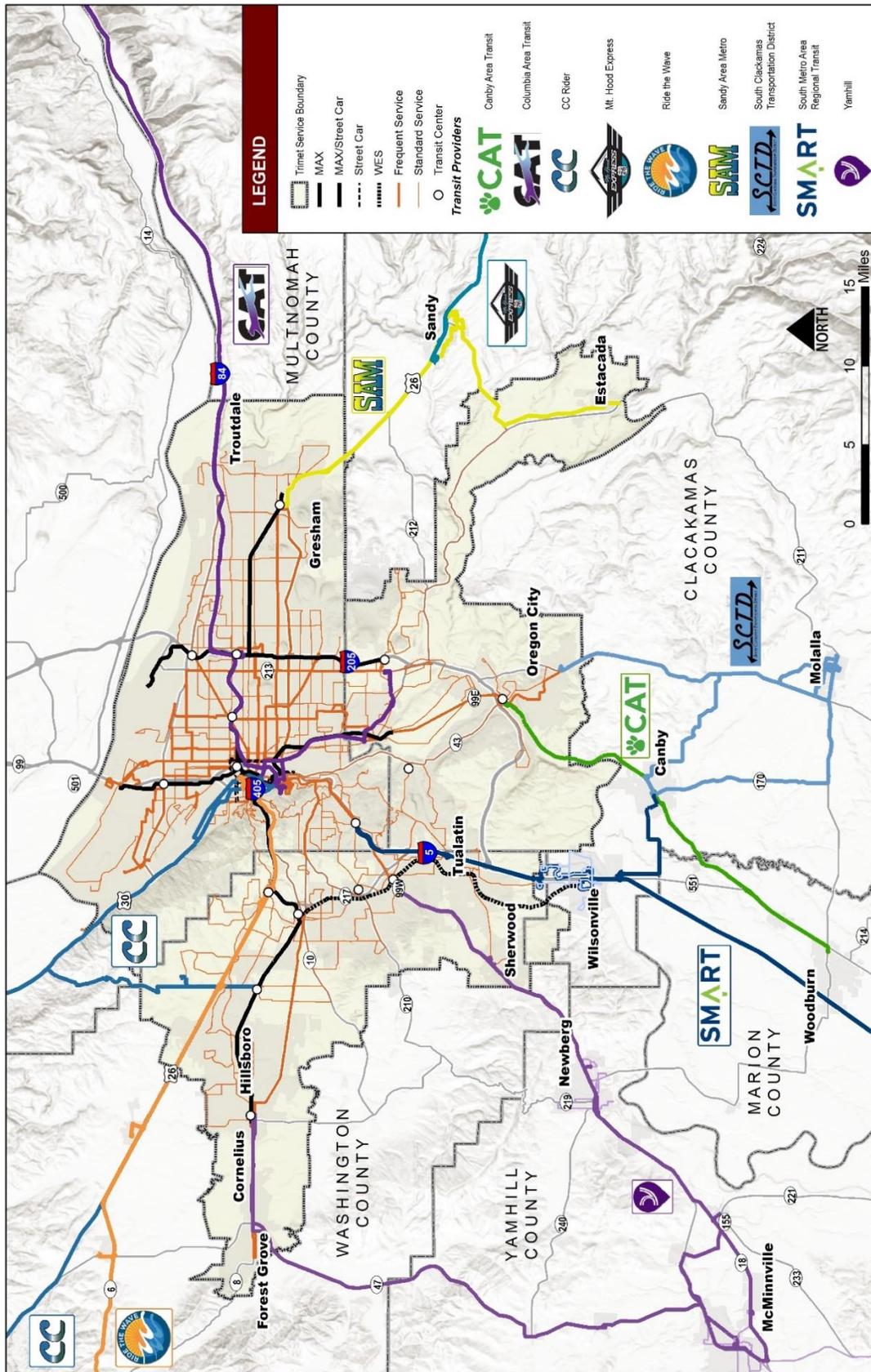
3.1.3 TriMet

Fixed Route and Paratransit Services

TriMet operates a fixed-route network that consists of a fleet of 688 buses on 85 bus lines, a 60-mile, 97-station MAX light rail system and a 14.7 mile commuter rail service. Frequent Service (every 15 minutes, all day) is provided on 14 of 85 bus lines. Over 58% of all bus trips are on the Frequent Service lines.

TriMet's LIFT paratransit service is a shared-ride public transportation service for people who are unable to use regular buses or trains due to a disability, or a disabling health condition. A fleet of 253 buses and 15 vans serve the LIFT program. Rides are facilitated by reservation, with subscription service available.

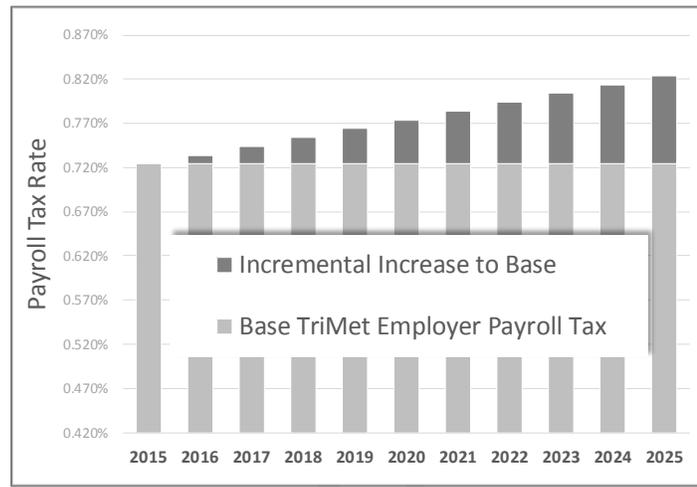
Figure 1: Tri-County Region Public Transportation Service Providers



Current Public Transportation Funding

Major funding of TriMet's operations, capital improvements and administration come from three primary sources:

1. **Employer and Self-Employed Payroll Tax** – TriMet is in the third year of a 10-year expansion plan funded by an incremental increase to the base employer payroll tax. In early 2017, the base employer payroll tax increased to 0.7437 percent of the wages paid by employers and the net-earnings from self-employment for services performed within the TriMet service district. See **Figure 2** Revenue from the base payroll tax was slightly more than \$156 million in 2017.



**Figure 2: Employer and Self-Employed Payroll Tax
TriMet Service District**

2. **Farebox** – Fares paid by TriMet riders totaled almost \$53 million in 2017 and account for approximately 18% of all revenue.
3. **Federal/State/Local Grants** – Though they may vary, federal, state, and local grants provide important funding resources for capital improvements and supporting operations. As an example, a \$3.4 million federal grant enabled TriMet to partner with Portland General Electric and purchase five new battery electric buses and charging system. The electric bus pilot project on Line 62 (Murray Boulevard) is planned to begin in fall of 2018. In 2017, total grant revenue received by TriMet was about \$84 million.

Impact of the HB 2017 Employee Payroll Tax

On July 1, 2018, HB 2017 went into effect, implementing the statewide employee payroll tax. The new employee payroll tax rate is equivalent to \$1 for every \$1,000 in employee payroll, and is estimated to provide about \$55 million annually within the TriMet service district. HB 2017 revenue will be used to improve or expand transit service within the TriMet service district (see Chapter 5).

Reduced Fare Program for Low-Income Riders

TriMet currently offers reduced fares for two important rider groups:

- **Honored Citizens** - Low-income riders who are seniors age 65+, Medicare beneficiaries, or riders with a mental or physical disability. Honored Citizen riders pay half the price of an Adult 2½-Hour Ticket, and less than one-third the price of an Adult 1-Month Pass.
- **Youth** - Riders age 7–17, and students in high school or those pursuing a GED also pay half the price of an Adult 2½-hour ticket. Proof of eligibility required for those who are ages 15-17, and high school/GED. Children 6 and under ride free with a paying passenger.

Rides are free for all reduced fare riders after spending \$2.50 per day, or \$28 per month.

Chapter 5 summarizes the near-term expansion of TriMet's reduced fare program for Low-Income riders in the three-county region. See **Attachment B**, TriMet's Low-Income Fare Program.

3.1.4 South Metro Area Regional Transit (SMART)

SMART, operated by the City of Wilsonville, maintains a fleet of over 35 vehicles and has 8 fixed routes operating both within Wilsonville and to the Barbur, Salem and Canby Transit Centers. A transfer to TriMet WES Commuter Rail is possible at SMART Central at the Wilsonville Station. SMART operates on weekdays - generally from 5 a.m. to 9 p.m., on Saturday from 8:30 a.m. to 5:30 p.m., and on select holidays.

SMART also operates Dial-a-Ride, which provides door-to-door service within Wilsonville, and medical transport services to Portland and other nearby cities for seniors, and for people with disabilities.

SMART is currently implementing its 2017 Transit Master Plan (TMP). The TMP is essentially cost-neutral and provides improved intercity transit services and expansion of local service hours through route improvements as follows:

Route 2x	Switch service from Barbur TC to Tigard TC and add stop at Tualatin Park & Rid	Increases connections to TriMet system
Route 3	Separate Canby and Charbonneau service Pilot Charbonneau Shuttle service	Increases connections to CAT Funding from Dial-a-Ride resources
Route 4	Streamline route service and expand evening service	Expands evening service
Route 4	Expand Saturday service	Adds two extra service hours on Saturdays
Villebois/ Route 7	Route reconfiguration	Mileage and hours remain the same
Dial-a-Ride	ADA Required Paratransit	Service enhancement to meet ADA guidelines

3.1.5 Canby Area Transit (CAT)

Canby Area Transit (CAT) provides fixed route bus service via Route 99, from the Canby Transit Center with 26 daily trips north to Oregon City (north), and 8 daily trips south through Aurora and Hubbard, to Woodburn. Route 99 provides local transit circulation within the city along the Highway 99E corridor.

With advanced registration or eligibility approval, CAT Dial-A-Ride program also provides:

- **Complementary Paratransit Service** (for eligible seniors and persons with disabilities) within ¼ mile of the local Canby Fixed-Route, and extends to all locations within the Canby Urban Growth Boundary.
- **Premium Dial-A-Ride Service** for customers who are eligible for complementary paratransit services. This service transports individuals to and from destinations within the Oregon City limits. It is limited to medical, education, employment, legal services and social service appointments.
- **General Public Dial-A-Ride Service** for morning and afternoon shopping shuttle service, and local demand responsive rides to the general public. This service is open to anyone traveling in Canby and is provided on a space-available basis (first-come first-serve).

Canby's 2017 Transit Master Plan identifies several improvements to its system, subject to new funding capacity:

- Route 99 service enhancements (pulse or timed connections) and staffing improvements
- Increasing Route 99 service frequency (additional 7 services hours with increased morning runs, and later evening runs)
- Added structure to Premium Paratransit services
- Added weekend service to Route 99
- New weekday local circulator route (10 hours per weekday)
- Weekend local circulator route service (not expected to be funded with increased STIF funding)

3.1.6 *Mt. Hood Express*

Clackamas County administers the Mt. Hood Express with two separate routes:

- The Express, a public bus service linking communities along Highway 26, running from the city of Sandy east to Government Camp and Timberline, and
- Villages Shuttle, a deviated fixed route service between Sandy and Rhododendron.

There are 6 daily trips along each route, Sunday through Saturday.

3.1.7 *Sandy Area Metro (SAM)*

Sandy Area Metro (SAM) provides service within the City of Sandy via a fixed route in the commercial corridor and a dial-a-ride service which is available to the general public up to and within a 3-mile radius of the city. SAM also operates 2 commuter routes and an elderly and disabled program that provides out of town non-emergency medical rides to Medicaid-ineligible, frail, elderly and disabled persons.

The SAM Gresham route operates along Highway 26 to the Gresham Transit Center with connections to the greater Metro area via TriMet system. SAM Gresham makes 30 weekday trips to the Gresham Transit Center, 17 Saturday trips and 8 trips Sundays and most holidays.

The SAM Estacada route travels south along Highway 211 via Sandy, Eagle Creek and Estacada where SAM connects with TriMet bus service (Route 30). SAM Estacada provides 4 daily trips to Eagle Creek and Estacada, Monday through Saturday.

Sandy has implemented all of the 2009 Sandy Transit Master Plan recommendations and is currently undertaking its Transit Master Plan Update in 2018.

3.1.8 *South Clackamas Transit District (SCTD)*

South Clackamas Transportation District (SCTD) operates 3 routes within and from the Molalla area:

- The Molalla City bus is a fare-less, deviated route which makes 10 weekday trips throughout Molalla and connections to the SCTD commuter route and Clackamas Community College (CCC) commuter route.
- The CCC commuter route terminates at the Clackamas Community College campus. The CCC bus makes 21 weekday and 9 Saturday trips to the campus where it connects with the TriMet bus system.
- Canby commuter route provides connection to both the Canby (CAT) and Wilsonville (SMART) bus services. The Canby commuter route makes 8 weekday trips, no service on Saturdays.

SCTD is beginning to prepare its transit master plan in 2018-2019.

3.1.9 Columbia Gorge Express (ODOT)

ODOT operates daily bus service on the Columbia Gorge Express from the end of May through September, and on holidays. Metro area passengers connect to the Express Bus at Gateway Transit Center, with links to Multnomah Falls and Rooster Rock State Park. The shuttle is free from Rooster Rock State Park (there is a park day-use permit fee) and \$5 from the Gateway Transit Center. Weekday service is coordinated with Columbia Area Transit, which provides limited service (3 trips per day) between Gateway Transit Center, Rooster Rock, Multnomah Falls, Cascade Locks and Hood River.

3.1.10 City of Portland

Portland Streetcar

Portland Streetcar service operates two lines: the NS Line and the bidirectional Loop lines “A” (running clockwise) and “B” (running counter-clockwise). The 3.9-mile NS Line links Northwest Portland with the South Waterfront via Downtown and the Pearl District. The “A” and “B” loop lines link Downtown Portland with the Oregon Museum of Science and Industry, the Central Eastside Industrial District, the Lloyd District and Pearl District. The City of Portland developed a City-wide Streetcar System Concept Plan in 2009 which identifies corridors for consideration for future expansions of the streetcar system.

Portland Aerial Tram

The Portland Aerial Tram is part of Portland's public transportation system and operates in coordination with TriMet and Portland Streetcar. The tram operates “load-n-go.” The lower tram terminal is at the intersection of SW Moody & Gibbs. The upper terminal is located on Marquam Hill at Oregon Health and Sciences University.

3.1.11 Clark County Public Transit Benefit Area Authority (C-TRAN)

C-TRAN offers regional connecting bus service between: (a) downtown Vancouver, Delta Park and Vanport MAX station, and, (b) Fisher’s Landing Transit Center and the Parkrose/Sumner MAX station. From these locations, riders can transfer to other C-TRAN routes, MAX, or TriMet bus routes for continued travel to destinations including Rose Quarter, Lloyd District, Swan Island, and downtown Portland. Service is provided on weekdays, Saturdays and Sundays.

C-TRAN offers Clark County residents Express bus service to Lloyd District, the downtown Portland Transit Mall, and the OHSU campus on Marquam Hill. Express service is available only during weekday peak commute times from all major park and ride and transit center locations in Clark County, except on the Route 105 I-5 Express which provides service throughout the day, Monday through Friday.

3.1.12 Yamhill Country Transit

Yamhill County Transit Area (YCTA) provides local public transit service in Yamhill County and connections to the TriMet system. Local service is provided in McMinnville and Newberg on weekdays only. In addition to local services, Yamhill County Transit provides several routes connecting communities in the area to TriMet services in the Portland metropolitan area.

Route 33 (McMinnville - Hillsboro): Connects McMinnville to Carlton, Yamhill, Gaston, Forest Grove and to the MAX light rail (Blue Line) in Hillsboro with two morning, a midday, and two afternoon round trips on weekdays.

Route 44 (McMinnville – 99W): Connects McMinnville to Lafayette, Dundee, Newberg, Sherwood, and Tigard. Route 44 operates ten weekday round trips, which includes an express route (Route 45x), and four Saturday round trips (Route 46s).

3.1.13 Columbia County Rider

Columbia County Rider (CCR) provides public transit services in Columbia County and connections to TriMet. CCR has two bus lines that connect riders to TriMet routes. Line 1 operates between downtown Portland and the St. Helens Transit Center with 13 roundtrips on weekdays, and one round trip on weekends. Line 2 operates Monday through Friday with six round trips between Portland Community College’s Rock Creek campus and the St. Helens Transit Center.

3.2 Community-Based and Long Distance Transit Service Providers

There are several community-based transit providers within the region:

- Tillamook WAVE
- Central Oregon Breeze
- Northwest POINT
- Washington County Community Bus

3.2.1 Tillamook WAVE

Tillamook County Transportation District (TCTD) provides a twice-daily service from Tillamook to Portland’s Union Station downtown where passengers may connect with Amtrak and Greyhound. Prior to downtown Portland, the service stops at Banks, North Plains, NW 185th Ave and the Sunset Transit Center to connect with TriMet’s MAX light rail system, which provides connections to Portland International Airport as well as all destinations in TriMet’s bus, light rail, and commuter rail system. Bus service runs from 8:00 a.m. to 6:00 p.m. All vehicles are accessible and can accommodate wheelchairs.

3.2.2 Central Oregon Breeze

Central Oregon Breeze provides daily bus service with two roundtrips between Bend, Redmond and Madras, and Sandy, Gresham, the Portland Airport and downtown Portland.

3.2.3 Northwest Point

Northwest POINT (Public Oregon Intercity Transit) is one of three inter-city shuttle bus routes in Oregon operated by the private sector OC&W Coachways, with supplemental funding from ODOT. This particular route provides twice-daily round trips between Portland Union Station, Cannon Beach, and Astoria. The service includes a “flag stop” in Manning along Highway 26 in western Washington County.

3.2.4 Washington County Community Bus

Washington County Community Bus (soon to be rebranded as West Link) is a deviated fixed-route transit service that connects Forest Grove, North Plains, Banks and Hillsboro. The WestLink currently serves as a lifeline support for people reliant on transit in the rural communities of Banks and North Plains to access jobs, support services, and daily necessities in the cities of Forest Grove and Hillsboro.

3.3 Ride Connection

Ride Connection is a private non-profit organization, located in Portland, Oregon, that coordinates transportation operations, mobility management activities provided by community-based organizations and groups, and provides direct service when a partner cannot be found. Ride Connection provides

demand-responsive and a fixed-route transit service in rural Washington County. Ride Connection is funded through an agreement with TriMet, and with grants from federal, state, foundation, corporate and individual entities. The majority of Ride Connection customers are seniors or persons with disabilities. In recent years, Ride Connection services have also expanded to include more community-connector shuttle services and fare assistance for low-income individuals.

Demand response service is provided in all areas of Washington County that are west of 185th Avenue in Hillsboro and outside the TriMet service district. All rural unincorporated communities including Buxton, Gales Creek, Scholls and Timber are included in addition to the cities of Gaston, Banks and North Plains. Pick up or drop off, for trips that begin or end outside of the TriMet service district, can occur at locations inside the TriMet service district in Forest Grove, Cornelius and Hillsboro.

4. Demographic Analysis

4.1 STIF Definition of Poverty

STIF Plans must contain an explanation of how the Plan defines and identifies “communities with a high percentage of Low-Income Households.” Furthermore, these definitions are to be incorporated in the HB 2017 Transit Advisory Committee bylaws, so the members can consider these criteria in decision making.

In communities with high percentages of low-income populations, the STIF Plan

must demonstrate, and specify, the anticipated benefits and discrete measurable outcomes associated with each Project, including:

- An increase in frequency of bus service (schedules) in low-income population areas
- Expansion of bus routes and bus services
- Implementation of programs to reduce fares for public transportation

Findings of benefit to low-income populations and measurable outcomes associated with individual STIF projects are reported separately for the TriMet Service District (Chapter 5) and individual counties (Chapters 6-8).

4.2 Demographic Indicators of Low-Income Communities

The TriMet Transit Equity Advisory Committee developed the Diversity and Transit Equity Index (Index) to aid in planning transit service investments. The Index scoring regimen includes measures of Low Income Populations summarized by individual Census block groups. Ten factors are normalized, scored and integrated into the Diversity and Transit Equity Index to describe and identify locations of high concentrations of Low-Income Populations for the three-county region (urban and rural areas), including:

People of Color	Low Income Population*
Limited English Proficiency	Senior Population
Youth Population	People with Disabilities
Limited Vehicle Access	Low and Medium Wage Jobs
Affordable Housing Units	Key Retail/Human/Social Services

* Persons Reporting Income Below 200% of Federal Poverty Level

For each of the region’s Census block groups, the composite Index values are divided into quartiles. **Figure 3** maps the Diversity and Transit Equity Index (top quartile - 25%) by Census block group. The Transit Equity Advisory Committee determined these areas to be served by the Public Transportation Improvement Plan and Regional Coordination Program.

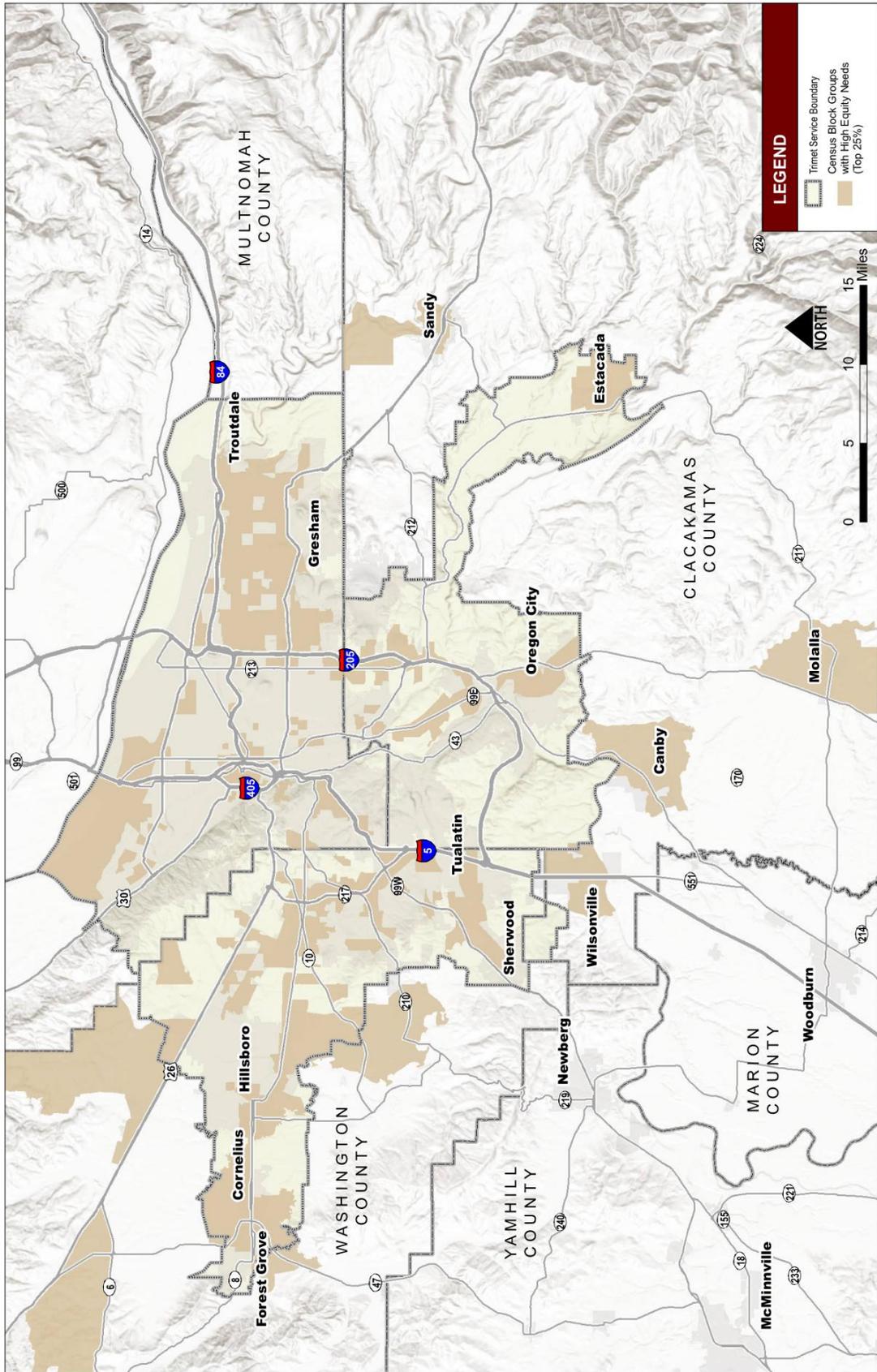
The Diversity and Transit Equity Index and map was reviewed and approved by the HB 2017 Transit Advisory Committee in May, 2018. See **Attachment C** for a full description and data source of each Index factor.

THE TRI-COUNTY PUBLIC TRANSPORTATION IMPROVEMENT PLAN IMPLEMENTS THE STIF RULES BY DEFINING POVERTY AS:

... a household with a total income that does not exceed 200% of the (Federal) poverty guidelines*

*as updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of 42 U.S.C. 9902(2) for the 48 Contiguous States and the District of Columbia.

Figure 3: Diversity and Transit Equity Index



5 TriMet District

5.1 Needs Assessment

The region has completed extensive public outreach and assessments to determine necessary public transportation systems improvements and expansion. This section summarizes three components:

- TriMet’s examination of the multiple factors affecting bus ridership, and the strategies TriMet has deployed to address changing demographics and economic conditions.
- Planning and programming efforts completed in the region that help outline candidate public transportation improvements to be considered for STIF funding and included in the PTIP.
- TriMet’s public outreach efforts to engage the community to help identify and affirm support for necessary service improvements in the TriMet Service District (District).

5.1.1 Factors Affecting TriMet Ridership

In late 2017, TriMet completed its examination of local and national economic trends and other factors affecting its light rail and bus systems ridership. As shown in **Figure 4**, while MAX ridership has shown a steady increase since 2001, bus ridership has plateaued, and in recent years, decreased. Since 2008, ridership loss has been particularly noticeable in weekend and off-peak bus trips.

Though no clear culprit stands out, a number of factors are thought to affect recent decline in bus ridership:

- Falling gas prices since 2012 (but now rising since mid-2016)
- Reduced TriMet operating hours following the 2008 recession (that have now been restored to 2005 levels)
- Elimination of Fareless Square (2010), particularly affecting off-peak bus ridership
- Increased overall traffic congestion (affecting on-time bus performance)
- Growing popularity of bicycle use, bike share, Lyft/Uber and car share

Key findings also indicate a geographical shift of lower income residents within the region. Historically, central eastside Portland neighborhoods were home to lower and middle-income residents who often required access to the TriMet bus and MAX systems for work and other travel needs. Trends indicate these residents are moving to more affordable housing in the far east and outlier city neighborhoods within the region, or even to the satellite cities outside the Portland metro area, and likely taking transit less often. It is also likely that newer residents in the central eastside are not taking transit as frequently and for as many purposes.

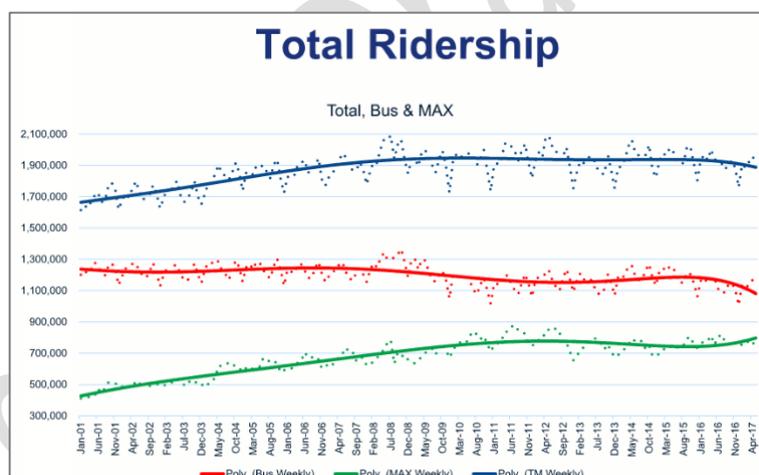


Figure 4: TriMet Bus and MAX Ridership History

Figure 5 superimposes the highest levels of home value increases in the region, with transit ridership losses. The two factors overlap in the inner southeast, northeast and north Portland neighborhoods.

A comprehensive charting of transit ridership change within the TriMet district, from 2001 to 2016, is illustrated in **Figure 6**. As shown, increased transit ridership is foremost found along MAX corridors and in far east Portland, Gresham, Beaverton and Hillsboro. Other cities also indicate growing transit use, including Oregon City, Canby Wilsonville and Sherwood.

The coverage and frequency of public transportation in these areas is far less than the inner southeast, northeast and north Portland areas.

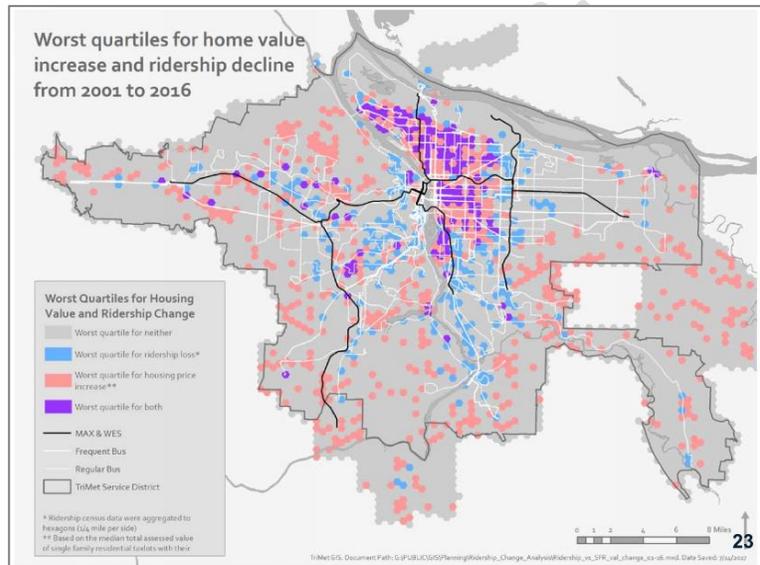


Figure 5: Comparing Home Value Increases and Transit Ridership Loss Within the TriMet Service District

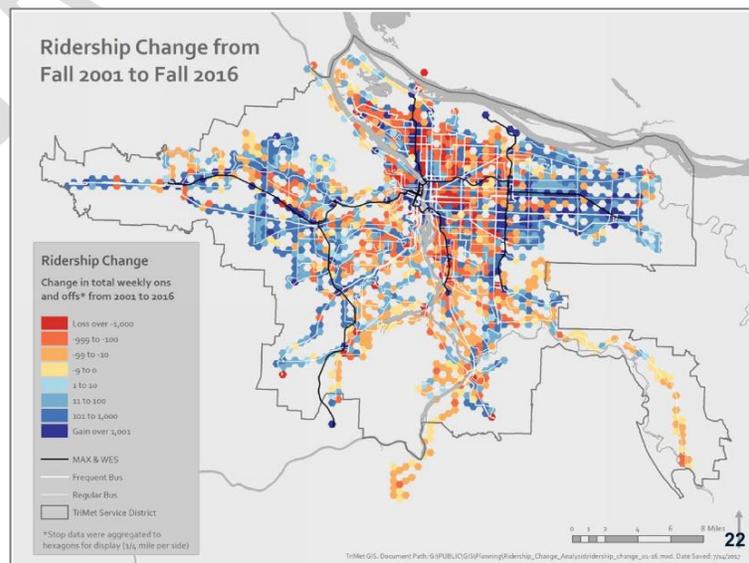


Figure 6: Change in TriMet Ridership- 2001 to 2016

TriMet Strategies to Address Changing Demographics

TriMet is actively implementing a number of strategies to address these emerging trends by:

- Adding service to areas with lower cost housing and connecting to job centers (see page 22 for Service Enhancement Plans)
- Improving bus travel speeds and on-time performance (Enhanced Transit program and coordination with City of Portland)
- Increasing affordability and integrating services, such as launching the Hop program
- Conducting customer research and implementing marketing programs and incentives

The service enhancements to be funded by STIF and included in the PTIP (see Chapters 5-9) will significantly advance and implement these strategies.

5.1.2 Public Transportation Needs Assessments

TriMet has completed important studies with its regional planning partners and the greater community to help identify future public transportation needs within the service district. This section summarizes these key studies, including TriMet's Fare Reduction Program, Service Area Enhancement Plans and Portland's Enhanced Transit Corridor Plan.

Expanding the Region's Fare Reduction Program for Low-Income Residents

In 2017, Metro Councilor Sam Chase and TriMet's General Manager convened a regional Low-Income Fare Taskforce (Taskforce) to explore the feasibility of a local program through a regional collaborative effort. The Taskforce included 22 members from across the tri-county area. Members included local elected officials, community-based organizations, business associations and stakeholders from secondary and post-secondary education institutions.

The Taskforce was informed by the Transit Equity Advisory Committee (TEAC), who helped draft the region's vision and initiative to establish a regional Low-Income Fare program, and championed the need for important policy research and passage of HB 2017. TriMet's Diversity and Transit Equity team used a variety of community outreach efforts (see above) to gather feedback, understanding and input for the development of the Low-Income Fare Reduction program and inform the Taskforce.

The Taskforce met over the course of five months, identifying the need for a regional Low-Income Fare Program equivalent to the Honored Citizen and Youth fare structures. The Taskforce's findings included a funding strategy to prioritize a portion of new transit funds under HB 2017 to fund the Low-Income Fare Reduction program. The Taskforce's recommendations were adopted by TriMet in December 2017 under Ordinance 347.

LOW-INCOME FARE PROGRAM IMPLEMENTATION SUMMER 2018

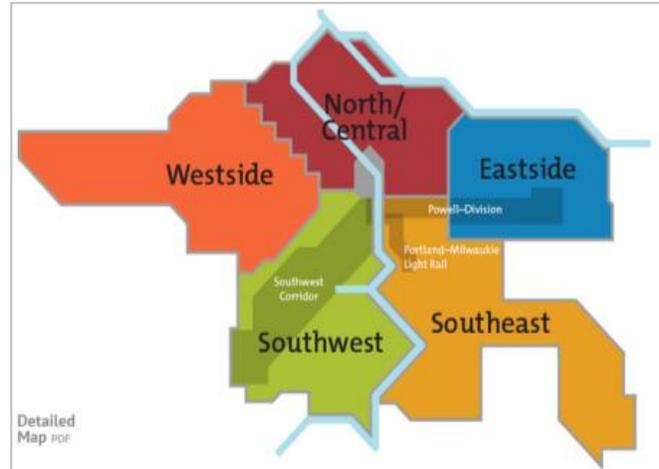
TriMet is implementing Ordinance 347 by expanding its fare reduction program to include low-income residents.

- + Oregon residents earning less than double the federal poverty level qualify, who are ages 18-64 years old and not already using the Honored Citizen fares.
- + Riders are automatically eligible for reduced fares if they are already enrolled in the Oregon Health Plan/Medicaid or other federal or state assistance programs.
- + Riders must apply and verify their age and income to receive personalized Hop cards.
- + Reduced fare rates are 50% off single rides or day passes, or 72% off a monthly pass.

Sub-regional Assessments to Expand TriMet Bus Service through Service Enhancement Plans

Between 2011 and 2016, TriMet engaged Portland area communities in a process to envision a 20-year expansion of TriMet’s bus service. The process divided the region into five sub-areas – Eastside, Westside, Southeast, Southwest, and North/Central – and developed Service Enhancement Plans for each area. The process relied on significant stakeholder outreach which included current riders; neighborhood associations; business organizations and large companies; social service providers; institutions like schools, colleges, and hospitals; and jurisdictions. To supplement the plan development, TriMet staff looked at demographic and trip pattern data for the region. Finally, individual jurisdictions provided short and long-term growth and redevelopment plans.

Brief summaries of the service needs within each sub-area of the region follows.



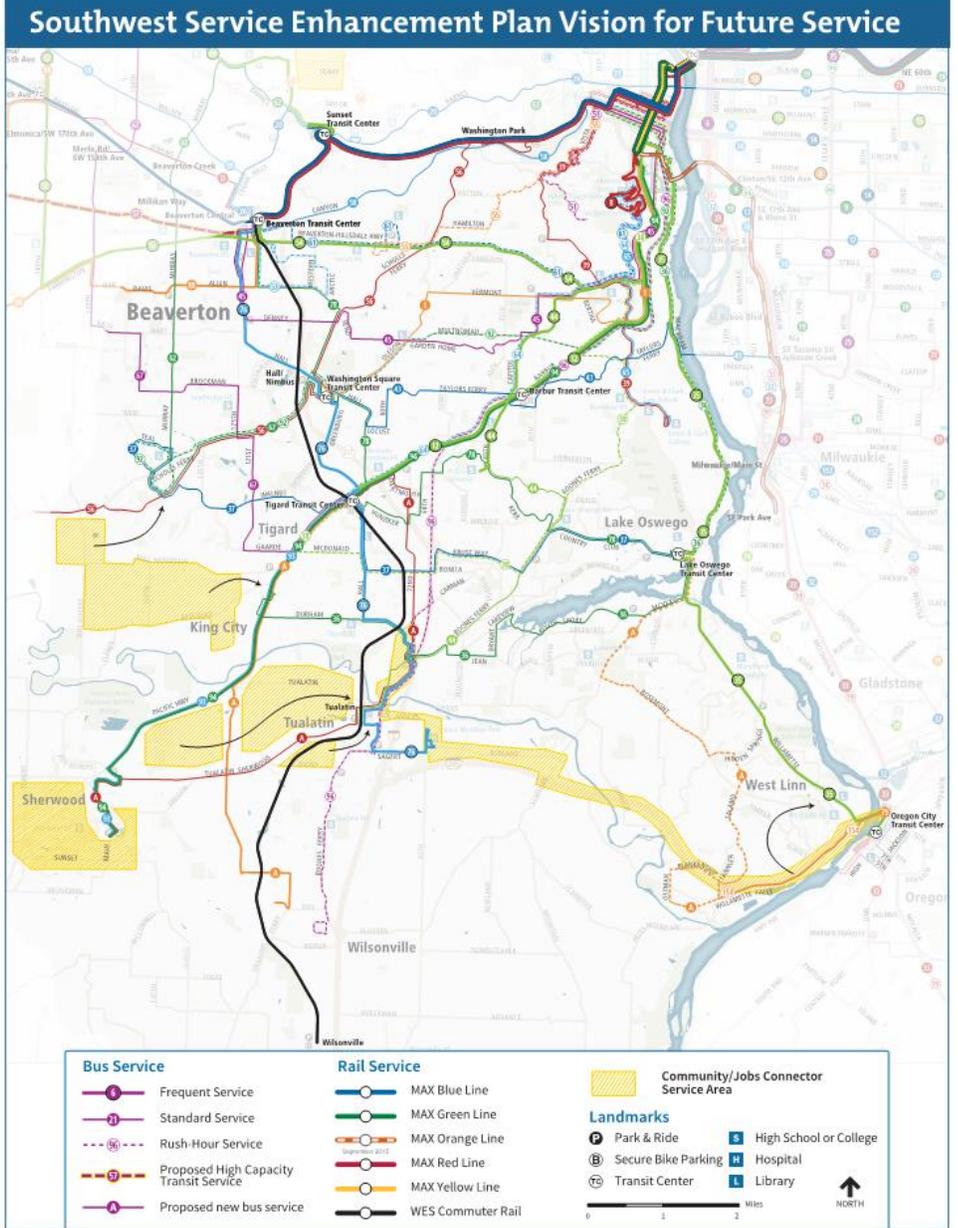
TriMet’s Five Service Development Plans help identify geographic and service gaps in the system that can be targeted for PTIP project planning and expanded service

Southwest Service Enhancement Plan

SW Portland, Tigard, Tualatin, Sherwood, King City, Durham, Lake Oswego, and West Linn.

Key Recommendations

- ✓ Route reconfigurations that serve growing job centers areas other than Downtown Portland. This is especially true for east/west service.
- ✓ Increased service levels where existing bus service significantly lacks frequency and service only runs during commuter hours.
- ✓ Community shuttles for some communities where traditional fixed-route service is not cost-effective to offer, yet some demand for bus service still exists.



North/Central Service Enhancement Plan

Key Recommendations

Majority of the land area within the City of Portland:

- I-205 to the east,
- The Multnomah County/Washington County border to the west,
- Division Street to the south on the east side of the Willamette River, and I-405/US 26 to the south on the west side of the Willamette River.

- ✓ New routes and more coverage on existing routes for the neighborhoods not served as comprehensively as others.
- ✓ More frequency and hours of service on existing routes to help relieve overcrowding and to add more service at the beginning and ends of the day.
- ✓ Community shuttles for some communities where traditional fixed-route service is not cost-effective to offer, yet some demand for bus service still exists.

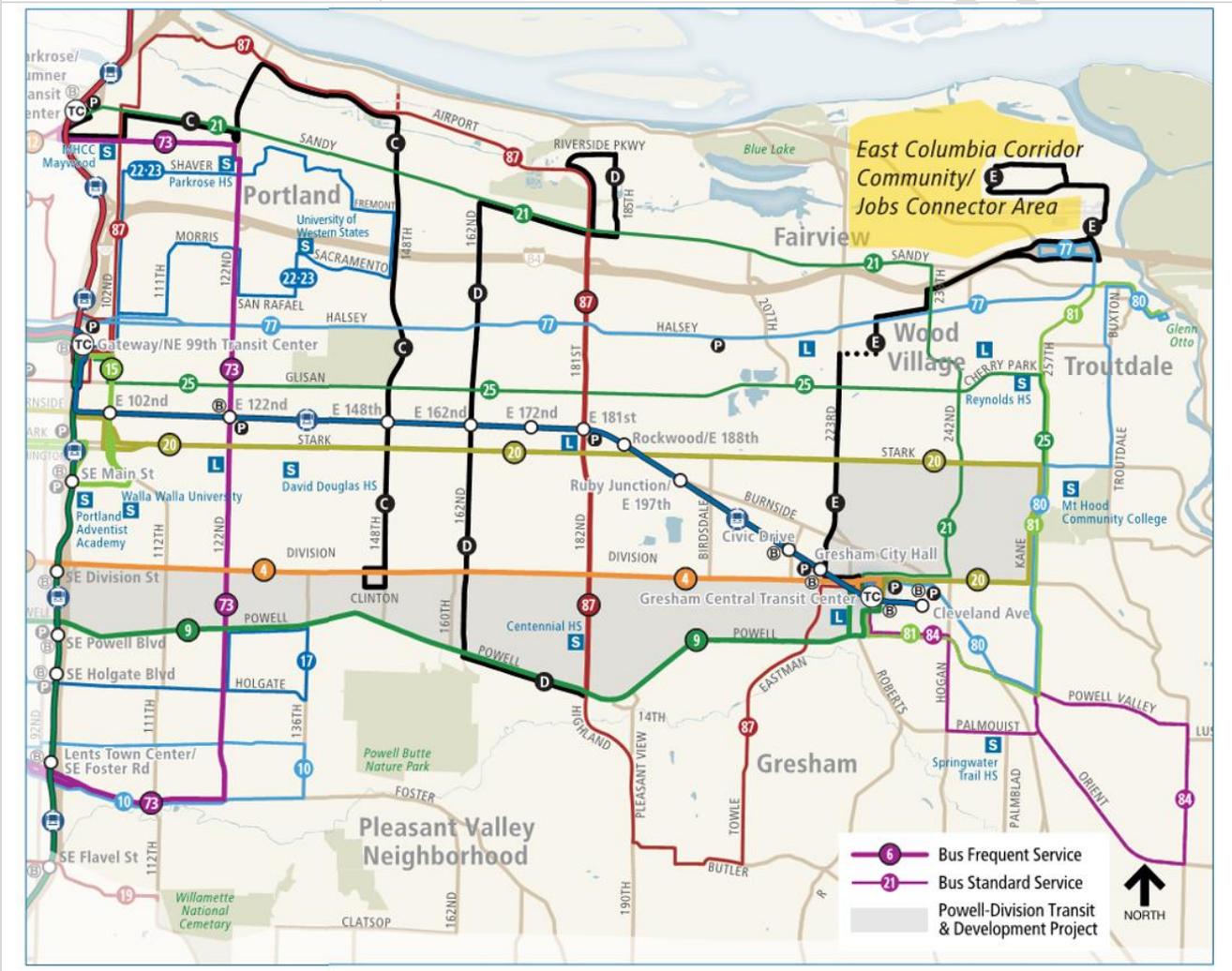


Eastside Service Enhancement Plan

Key Recommendations

East Portland (east of I-205),
Gresham, Troutdale,
Fairview, and Wood Village

- ✓ More north/south service that improves regional connections to jobs, education, health care, affordable housing, and essential services.
- ✓ Improving service on existing routes to provide more frequency, longer hours of service, and better schedule adjustments.
- ✓ Community shuttles for some communities where traditional fixed-route service is not cost-effective to offer, yet some demand for bus service still exists.

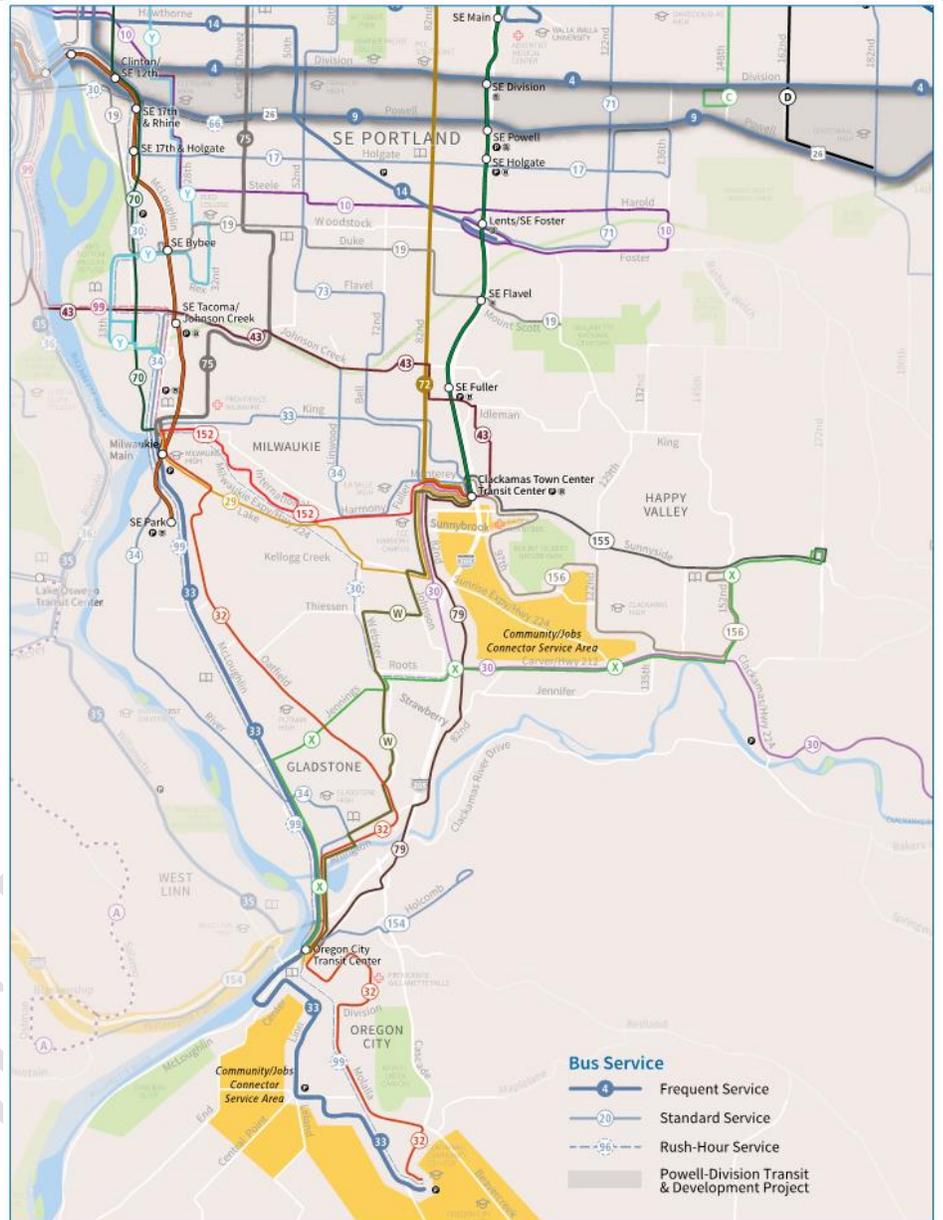


Southeast Service Enhancement Plan

Southeast Portland (South of SE Division), Estacada, Gladstone, Happy Valley, Milwaukie, Oregon City, and Clackamas County.

Key Recommendations

- ✓ More east/west service to provide new access for growing communities and employment centers.
- ✓ Community shuttles for some communities where traditional fixed-route service is not cost-effective to offer, yet some demand for bus service still exists.
- ✓ Improving service on existing routes to provide more frequency, longer hours of service, and better schedule adjustments.



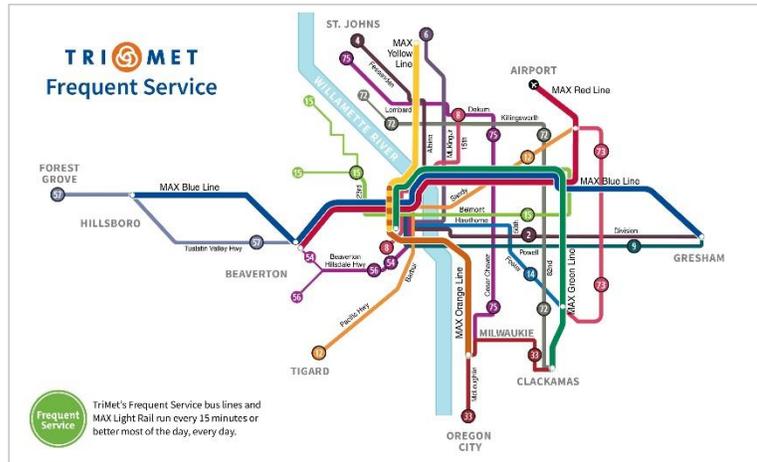
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Portland’s Enhanced Transit Corridors Plan

The Enhanced Transit Corridors Plan (ETC) reflects the City of Portland’s commitment to develop and fund street design improvements that increase the capacity, reliability and speed of transit. The ETC Plan was developed in 2017 and recently adopted by Council in June, 2018.

Key ETC recommendations:

- **Establish an Enhanced Transit performance monitoring program** – that establishes transit peak delay thresholds to trigger actionable transit performance improvements.
- **Refocus transit on serving longer trips** – by strategically moving bus stops further apart in key corridors and using street design and traffic signal priority treatments to increase bus speeds and schedule reliability.



Enhanced Transit Corridors are portions of TriMet’s Frequent Service network that are high priorities for transit speed and reliability improvements

- **Regularly commit city funds to plan and implement Enhanced Transit** – with a recommended annual city budget of \$500,000 to help fund ETC Line projects.
- **Include Enhanced Transit projects** in the RTP for federal and regional funding.
- **Consider impacts to transit speed and reliability in every project** – initiates city policy to consider transit speed and reliability improvements as part of any plan or project along a Frequent Service street.

Enhanced Transit improvements share common characteristics - they are moderate, capital and operational investments, and they are flexible and sensitive to surrounding land uses. Enhanced Transit projects can be deployed relatively quickly and serve either bus or streetcar transit operations. Enhance Transit project treatments can also be applied in specific corridor segments, along a full bus or streetcar line, or within local ‘hot spot’ locations. **Figure 7** maps the pilot projects identified in the ETC Plan.

Figure 7: Enhanced Transit Corridor Plan Pilot Projects

Pilot Projects Identified in the Enhanced Transit Corridors Plan



5.1.3 Public Outreach

In Spring 2018, TriMet staff asked the public to set priorities for improvements to the transit system. Outreach to the public was conducted via an online survey exercise and 5 public workshops held across the TriMet district. People were asked during both the online survey and during the public workshops to prioritize improvements to the following areas:

- Service
 - More service coverage
 - Increased frequency on existing bus lines
 - Later and earlier service
 - More weekend service
- Reliability and Capacity
 - Getting buses through traffic faster
 - Larger buses
 - Faster buses with fewer stops
 - Bus Rapid Transit
- Capital
 - Non-diesel buses (electric or compressed natural gas)
 - Bus stop amenities
 - Digital displays
- Safety and Security
 - Physical safety improvements at transit centers
 - Additional customer service staff
 - Additional security personnel
- Fares
 - Reduced fares for low income youth, seniors and people with disabilities
 - Further reduce fares for all youth, seniors and people with disabilities
 - More partnerships with high schools

Online Outreach

The online survey exercise had more than 5,000 respondents and was available in English and Spanish. Participants in the survey were tasked with allocating an imaginary \$100.00 among the possible transit improvements. Each transit improvement was assigned a price relative to its actual cost (e.g., Bus Rapid Transit cost \$40.00 in the survey exercise due to its high real-world cost compared to bus stop amenities which only cost \$5.00). Survey respondents were not allowed to exceed \$100.00 in their allocation. The survey also asked participants to provide demographic information and gave respondents the opportunity to write in other improvements they would like to see to the transit system. All responses were automatically recorded into a spreadsheet that allowed staff to analyze the results by various demographic categories.

The top choices among respondents of the online survey included getting buses through traffic faster, bus stop amenities, more early and late bus service, more weekend bus service, more frequent bus

service, physical safety improvements at transit centers, more digital displays, more service coverage, and additional security personnel.

Public Workshops

During late spring/early summer of 2018, staff held five public workshops to ask community members who may not engage with TriMet via the online survey how they would prioritize transit improvements in the region. Public workshops were held in Milwaukie, Hillsboro, North Portland, and East Portland. Two workshops were held in East Portland due to the strong demand for input from the community. Altogether, 258 people participated in the public workshops.

For the workshops, TriMet partnered with the Immigrant and Refugee Community Organization (IRCO) to design, promote, and facilitate the workshops. IRCO also partnered with Centro Cultural de Washington County, Native American Youth and Family Center, Self-Enhancement, Inc., Elders in Action, Portland Opportunities Industrialization Center, and Ride Connection to promote the workshops to traditionally underserved communities in the region. IRCO also provided dinner, child care, and interpretive services at the workshops. Attendees who had RSVP'd prior to the meetings also received a \$25.00 Fred Meyer gift card for their participation. As a result of these efforts, workshop participants were more racially diverse than the TriMet district, with 52% of attendees being people of color.

Similar to the online survey exercise, workshop participants were asked to prioritize the list of possible transit improvements. Posters showing each service improvement description along with a high, medium, low cost estimate were placed around the room. With the help of facilitators, participants broke up into small groups and expressed their preferences using dot stickers. Everyone reviewed and discussed the final results at the end of the exercise.

The most commonly preferred improvements among workshop participants included non-diesel buses, bus stop amenities, more service coverage, fare reduction for youth and honored citizens with low incomes, getting buses through traffic faster, buses coming more often on existing bus lines, and physical safety improvements at transit centers.

Staff also asked participants to rate how much of the HB 2017 funding should go towards transit service improvements versus all other improvements. On average, respondents said approximately 50% of funds should go towards service improvements and 50% should go to all other improvements.

Finally, workshop participants were able to record additional improvements to TriMet service that they would like to see. These responses were recorded and included in the final analysis.

Final Results

In order to develop a final priority list of potential improvements for the advisory committee to consider, staff analyzed the online responses by the following demographic data: people of color, youth, seniors, at or below the federal poverty level, and English as a second language. Staff also reviewed the data by the Service Enhancement Plan areas (Westside, Eastside, Southwest, Southeast, and North/Central). Remarkably, participants from the various demographic groups and the Service Enhancement Plan (SEP) areas prioritized the list of improvements quite similarly.

TriMet staff combined the top choices for each demographic group and SEP area with the most common preferences from the public workshops to develop three proposed tiers of transit improvements. In

many cases, the on-line survey results matched the public workshop results. **Table 3** illustrates the three tiers of improvements derived from the online survey and the public workshops.

Table 3: Transit Improvement Priority Tiers

Tier I Improvements	Tier II Improvements	Tier III Improvements
More service coverage	More weekend service	Bus Rapid Transit
Buses come more often	More early and late service	Faster buses with fewer stops
Get buses through traffic	Larger buses	More customer service staff
Bus stop amenities	Non-diesel buses	More school partnerships
Physical safety improvements at transit centers	Digital displays	
Additional security staff	Reduce fares for low income youth and honored citizens	
	Reduce fares for all youth and honored citizens	

Staff used the above transit improvement priority tiers in developing possible final funding allocations for consideration by the HB 2017 Transit Advisory Committee.

5.2 Proposed Funding Level

During the summer, the HB 2017 Advisory Committee allocated ongoing funding towards six programs and one-time capital funding for other programs. As shown in **Figure 8**, the funding allocation includes important investments to expand services in low-income communities:

Ongoing Funding (FY 2020 revenues at full program implementation)

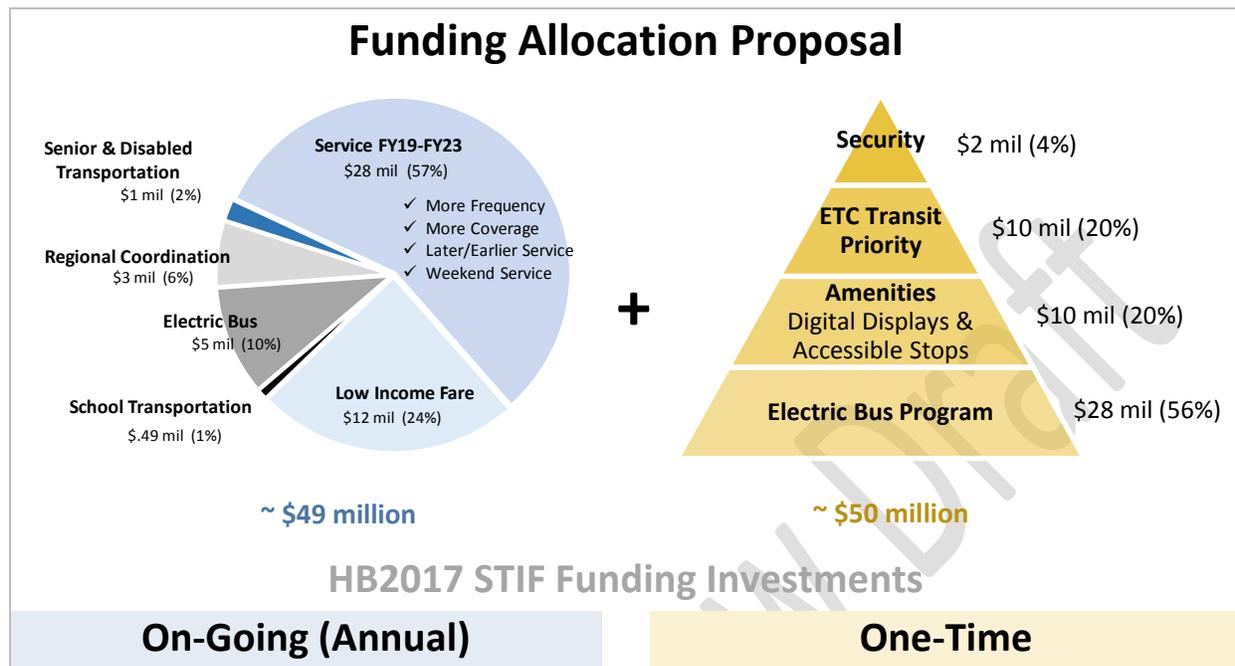
- TriMet Fixed route Service Expansion improvements throughout the district (\$28 million, 57%)
- Low Income Fare (\$12 million, 24%)
- School Transportation – a new student Transit Access Grant Program (\$0.49 million, 1%),
- Community based demand response Senior and Disabled Transportation (\$1 million, 2%)
- Electric Bus Program (\$5 million, 10%)
- Non-TriMet Regional Coordination Program (\$3 million, or 6%, whichever greater) in support of existing and new shuttle bus service to low income communities within the district and between other service providers in the region.

One-Time Only Capital Funding (percentage of estimated one-time only funds over the first five years)

- Electric Bus (\$28 million, 56%)
- Bus Stop Amenities (\$10 million, 20%)
- Enhanced Transit Priority Treatment (\$10 million, 20%)
- Physical Security Improvements (\$2 million, 4%).

These programs will help to ensure that transit service and amenities are expanded and improved throughout the region.

Figure 8: HB 2017 Funding Allocation



5.3 5-Year Ramp-Up

TriMet will be challenged to put \$49 million in new HB 2017 funds and the additional employer payroll tax funding into transit service, fare mitigation, and a new electric bus program within one year of receiving the funds. In order to implement new services and programs funded by HB 2017, TriMet will have to:

- Purchase new buses:** Once ordered, it takes up to two years for manufacturers to deliver new buses to TriMet. This is due to the large demand for new buses and the small number of manufacturers in the United States. TriMet annually orders new buses for both replacement and service expansion, but the new funding will require an even larger order than has been placed in the past.
- Hire new operators and mechanics:** The expansion of service will require the hiring of new bus operators and mechanics. While it takes approximately 6 weeks to train operators, most TriMet mechanics must enter a 2-year apprentice program. TriMet is regularly hiring operators and mechanics for both replacement due to staff retirement and expansion of bus service.
- Open a new bus garage:** TriMet's bus garages are nearly full. The purchase of new buses will require TriMet to open a fourth bus garage with maintenance facilities. TriMet is currently working to locate a new bus garage for the expected expansion of bus service.
- Enroll thousands of Low-Income Fare customers:** TriMet expects to enroll thousands of customers in the Low-Income Fare program. The Low-Income Fare program may not be fully utilized for several years.

- **Install electric bus charging infrastructure:** The order and deployment of new electric buses will require the installation of charging facilities and maintenance garage upgrades. This may take additional time to design and build.

Because of the lead time needed to complete the above requirements, TriMet determined that it would be most efficient to phase in added HB 2017 funded services over the next five years. To facilitate that process, the STIF Advisory Committee elected to develop a five-year plan to provide the overall framework for the allocation of these new funds. This approach results in the availability of some one-time-only revenues generated during the phase in of service increases and anticipated adoption of the Low-Income Fare program. The STIF advisory committee recommended allocations for both the ongoing and one-time funds.

5.4 Proposed Service and Capital Improvements

5.4.1 Ongoing Transit Service Expansion and Improvements

The largest share of funding will serve a significant expansion of transit service in the region as well as service improvements to the existing system (see **Attachment D** for a complete, line by line list of expansions and improvements).

Expansion

The draft plan calls for new bus lines in East Portland, Clackamas, and Washington Counties to serve growing areas and make new connections. The plan also includes route changes and extensions to provide transit service to areas that do not currently have any bus lines.

\$28 million in ongoing STIF Formula Funds will be dedicated to new or expanded bus routes or increased frequencies on existing routes to serve low-income communities. Investments include new buses and system capital improvements. An additional \$4 million in ongoing funds will support expansion of community shuttle and Elderly & Disabled services.

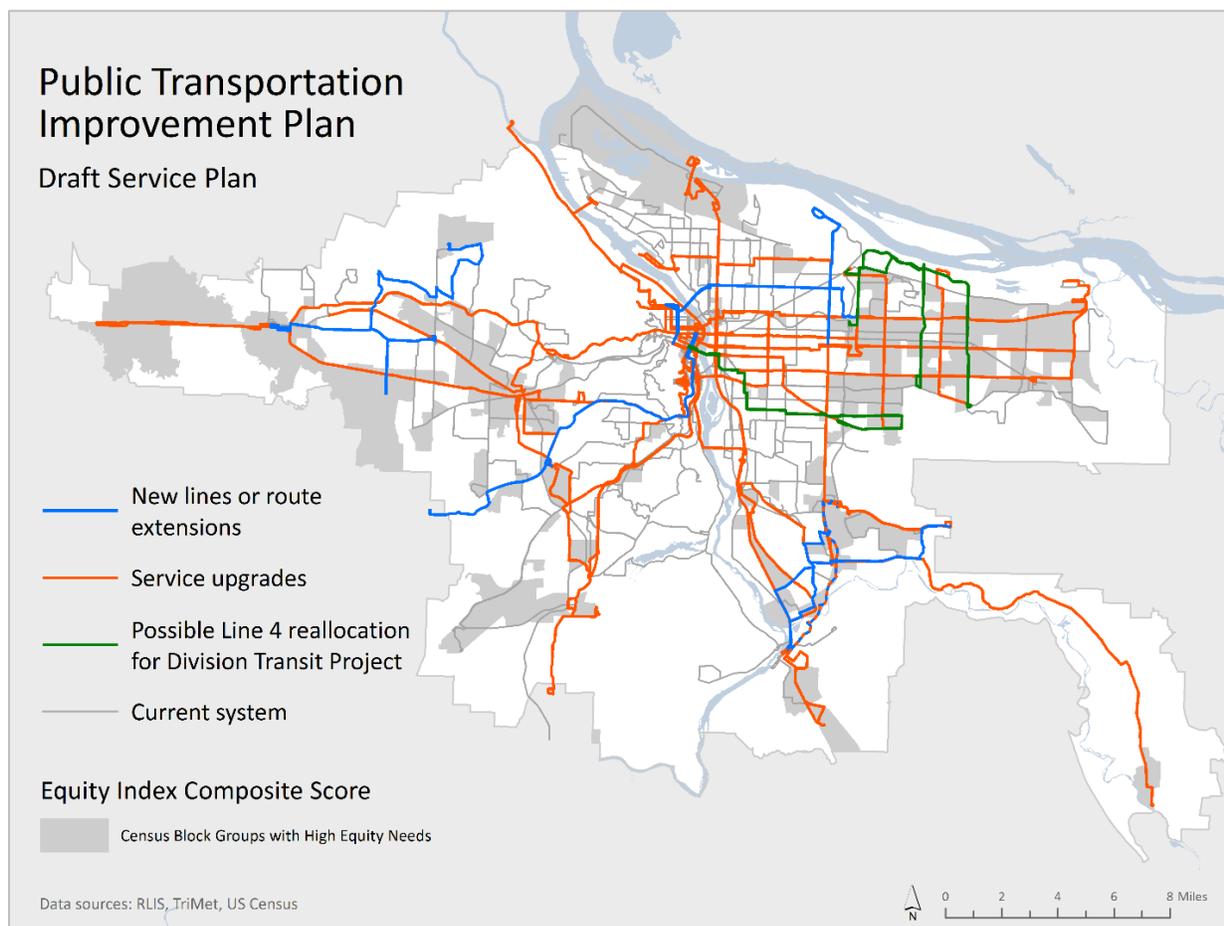
Improvements

Improving the quality of bus service is just as important as providing bus service to areas that do not currently have any transit service. Included in the plan are recommendations to:

- Increase the number of trips on bus lines to reduce wait times between buses. Long waits between buses can be a deterrent for transit customers, especially if they miss their preferred bus.
- Upgrade bus lines to 15-minute Frequent Service so buses arrive every 15 minutes or better most of the day, seven days a week.
- Introduce 12-minute Frequent Service on the highest ridership bus lines and Portland Streetcar so busses and streetcars arrive every 12 minutes or better most of the day, seven days of the week.
- Bring back 24-hour bus service to the region.
- Begin new, late-night bus service to Portland International Airport when the MAX Red Line isn't running.
- Begin service earlier and end service later on some bus lines, as well as add some new service in the middle of the day on lines that don't have any.
- Add more weekend service on the system to help people make trips during all days of the week.

All transit expansions and improvements in the plan serve areas identified by the committee as having a high equity need (see Chapter 4 for definition of equity needs areas), as shown in **Figure 9**.

Figure 9: Draft PTIP Service Plan



Low-Income Fare

The committee also approved funding a low-income fare program with the HB 2017 funding. This program allows low-income TriMet customers to pay an Honored Citizen fare once registered for the program. The Honored Citizen fare is half off the price of a full adult fare, and 73% off a monthly pass. Low income is defined as 200% of the federal poverty level, which for 2018 equals an annual income of \$24,276 for an individual, or \$50,196 for a family of four.

It is projected that about \$12 million in STIF Formula Funds will be dedicated annually to the Low-Income Fare program when fully implemented.

Additionally, members of the following programs are automatically eligible to receive an Honored Citizens Fare:

- Oregon Health Plan/Medicaid
- SNAP/EBT (Electronic Benefits Transfer) Card
- Temporary Assistance for Needy Families (TANF)
- Free and Reduced-Price Lunch
- HUD Housing Choice Voucher
- LIHEAP (Home Energy Assistance)
- Employment Related Daycare
- Women Infants and Children (WIC)

TriMet's Low-Income Fare program began in July 2018; over 2,000 customers are currently registered for the program (go to <https://trimet.org/lowincome/index.htm>).

Regional Coordination and Community/Job Shuttles

The HB 2017 legislation required that funding be used to help facilitate trips between the TriMet district and areas outside the TriMet district. Additionally, the committee set aside funding for community and job shuttles in areas that are not cost effective for TriMet to serve but could be served via a 3rd party operator. A subcommittee developed a solicitation process whereby communities could apply for funds to operate their own shuttle services. The following are the areas where the subcommittee recommends shuttle services to operate:

3% of STIF Formula Funds will be dedicated annually to the Regional Coordination Program.

- Gresham to the Troutdale Reynolds Industrial Park
- Oregon City
- Airport Way/Columbia Corridor
- Clackamas Town Center to Clackamas Industrial Area
- Wilsonville to Bridgeport/Tualatin Park & Ride
- Clackamas Town Center to Clackamas Community College
- Columbia County to the TriMet District
- Forest Grove
- Tualatin Industrial Area
- North Hillsboro Industrial Area
- Swan Islands

Funding for planning further shuttles will be directed to:

- Milwaukie Industrial Areas
- South Cooper Mountain to Hillsboro
- Tualatin to West Linn to Oregon City

See **Chapter 9** to learn more about the Regional Coordination Selection Process.

Senior and Disabled Transportation Services

The committee elected to set aside funds for community-based transportation services for seniors and people with disabilities. These may include shopping and medical shuttles, on-demand services and transportation provided by volunteers with mileage reimbursement. The services would be operated by private, third parties (i.e., non-TriMet services) that would fill the gap between regular fixed route service and TriMet LIFT service. Funding for specific services will be allocated via a solicitation or bid process.

1% of STIF Formula Funds will be dedicated annually to expand transportation services for seniors and people with disabilities.

School Transportation

The committee is required to set aside a minimum of 1% of funds for School Transportation for grades 9 through 12. The committee proposes to use 1% of funds to expand TriMet's existing Access Transit Program to include high school students enrolled in free and reduced lunch programs.

Slightly more than 1% of STIF Formula Funds in the TriMet service district will be dedicated annually to expanding TriMet's Access Grant Program to area high schools for low-income students in grades 9 through 12.

High schools throughout the TriMet District could apply for funds to buy discounted transit tickets and passes for students. The amount of funds available to high schools would depend on the schools share of students enrolled in free and reduced lunch programs within the region. Schools that participate in

TriMet's Youth Pass program would not be eligible for the Access Transit program. If unallocated passes remain unclaimed after the initial solicitation of interest, those passes will be made available to schools with unmet demand on a proportional basis. For more information on TriMet's Access Transit Program, go to <https://trimet.org/accesstransit/relief.htm>.

Electric Buses

The allocated funding (ongoing and one-time only capital funds) will allow TriMet to initiate a pilot program that will result in 60 new battery electric buses deployed into the fleet. The funds will go towards the purchase of the buses, charging infrastructure, maintenance garage modifications, and repair equipment. Battery electric buses are zero emission vehicles and have the potential to reduce maintenance and fuel costs. However, the impact of the region's climate and terrain on electric bus operations has yet to be determined. The allocation of these funds represent a commitment by the committee to a long-term strategy to convert TriMet's bus fleet to a non-diesel power platform. If the pilot program is successful, TriMet and the region will require additional funding to implement a complete conversion of the remainder of the bus fleet. TriMet's electric bus strategy calls for the deployment of the initial electric bus fleet in high equity areas.

An estimated \$5 million in annual and \$28 million in one-time only STIF Formula Funds will be dedicated to the Electric Bus Program.

5.4.2 One-Time Only Capital Funding

Electric Buses

The ongoing electric bus funding would be supplemented with one-time only capital funds to help with infrastructure costs and to buy additional vehicles. These funds ensure that a robust effort is made to investigate whether electric buses are viable in the Portland region.

Approximately \$28 million in one-time STIF Formula Funds will be dedicated to the Electric Bus Program.

Bus Stop Amenities

Improved bus stop amenities like shelters, benches, and lighting make riding transit more comfortable and encourage continued ridership among customers. The committee proposes funding an expansion of transit amenities, especially in areas with high equity needs. In

About \$10 million in one-time STIF funds will be dedicated to purchase and install new shelters, digital displays and making bus stops fully accessible.

addition, the committee proposes to install new digital arrival displays in transit centers and MAX stations. Finally, the committee recommends using funding to make some bus stops ADA compliant where possible. These could include concrete bus stop landing pads and sidewalk ramps. TriMet staff would partner with local jurisdictions to advance improvements and leverage existing funding. These investments would be distributed throughout the TriMet district and targeted toward areas with notable equity needs.

Transit Priority

In order for transit to be successful, it is imperative to reduce the travel time of buses, especially as the region grows and traffic congestion increases. The committee recommends using this funding, combined with funding from local jurisdictions to develop bus queue jump lanes and install traffic signals that give transit priority over auto traffic.

About \$10 million in one-time STIF Formula Funds will be dedicated to implementing priority ETC capital improvements in partnership with the City of Portland.

These improvements would be targeted towards bus lines that serve equity needs communities.

Physical Security Improvements

Often, improvements in physical surroundings produce improved security. The Plan calls for spending funds to add cameras, lighting and improve sightlines at stops and transit centers that need additional security improvements. These improvements would be spent on projects located in equity needs areas.

About \$2 million in one-time STIF Formula Funds will be dedicated to installing user information systems, cameras and lighting to improve rider security along bus routes serving low-income communities.

6 Clackamas County

6.1 Projected Funding

The projected HB 2017 funding within Clackamas County, outside of the TriMet Service, is summarized in this section for the 2.5-year period of FY 2019 – FY 2021 (FY 2019 includes only the months July through December). **Table 4** lists the projected HB 2017 funding for Clackamas County in total, for the individual transit service providers within Clackamas County, and for the remaining portion of rural Clackamas County. HB 2017 funding for Clackamas County in FY 2019 – FY 2021 is estimated at slightly more than \$3.8 million.

Much of Wilsonville is located in Clackamas County, but a portion lies within Washington County where the new employee tax is collected. Thus, HB 2017 funding to the City (SMART) will be allocated through both Clackamas and Washington counties. **Table 4** also lists the funding allocated to Wilsonville through Washington County, and a summary total of all HB 2017 funding allocated to Wilsonville (approximately \$2.35 million in FY 2019 – FY 2021).

Table 4: Projected HB 2017 Funding – Clackamas County

	FY2019	FY2020	FY2021	FY2019-2021
Clackamas County	\$649,000	\$1,474,000	\$1,688,000	\$3,811,000
115% plan target	\$746,350	\$1,695,100	\$1,941,200	\$4,382,650
<u>Clackamas County Sub-Areas</u>				
City of Canby (CAT)	\$95,728	\$217,415	\$248,980	\$562,123
Canby plan target	\$110,087	\$250,027	\$286,327	\$646,441
City of Sandy (SAM)	\$44,392	\$100,822	\$115,459	\$260,672
Sandy plan target	\$51,050	\$115,945	\$132,778	\$299,773
South Clackamas Transportation District	\$52,699	\$119,689	\$137,066	\$309,453
SCTD plan target	\$60,604	\$137,642	\$157,625	\$355,871
Remainder of Clackamas County	\$148,167	\$336,514	\$385,370	\$870,051
Rest of Clackamas Co. plan target	\$170,392	\$386,991	\$443,176	\$1,000,559
City of Wilsonville (SMART) - Clackamas only	\$308,145	\$699,855	\$801,462	\$1,809,463
Wilsonville Clackamas Co. plan target	\$354,367	\$804,833	\$921,682	\$2,080,882
City of Wilsonville (SMART) - Washington only	\$93,349	\$221,623	\$239,481	\$544,453
Wilsonville Washington Co. plan target	\$107,351	\$243,367	\$275,404	\$626,121
Total Wilsonville	\$410,494	\$911,478	\$1,040,944	\$2,353,916
Total Wilsonville plan target	\$461,718	\$1,048,200	\$1,197,085	\$2,707,004

The base HB 2017 funding figures are a conservative projection. Payroll tax receipts have historically returned higher revenue than conservative projections, reflecting higher compliance rates of tax reporting. For planning purposes, a “plan target” estimate of projected HB 2017 funds is also included in **Table 4**, and assumes 115% of the base projection. The Clackamas County 115% plan target of HB 2017 funding is about \$4.38 million. Similar plan targets are listed in the table for the individual service providers within Clackamas County and for the City of Wilsonville in total.

6.2 Needs Assessment

6.2.1 Stakeholder Outreach - Public Participation

Each of the five Clackamas County local service providers conducted their own individual public outreach for their projects, using a combination of the following techniques:

- Presentations to their advisory boards and city councils
- Gathered input from their communities through one-on-one and other small meetings
- Surveys of bus riders and others
- Workshops and public meetings
- Presentations to the Clackamas County Coordinating Committee (C4)

The Clackamas County HB 2017 Transit Advisory Committee (CC HB 2017 TAC) was established through an intergovernmental agreement (IGA) between the service providers. This joint advisory committee was created to develop a specific recommendation for the projects to be included in the overall TriMet HB 2017 Public Transportation Improvement Plan. The committee includes representation from seniors, persons with disabilities, low income households, educational institutions and a transit provider outside of Clackamas County, as well as the transit providers within Clackamas County.

The CC HB 2017 TAC met on July 10 and July 24, 2018. The meetings were publicized in advance through traditional news media, on social media, and on county and transit provider websites. Each meeting included a public comment period. At these meetings, the service providers reviewed their existing service and provided background for their project proposals. After discussion, the committee recommended the full suite of projects be moved forward to the full TriMet HB 2017 PTIF Committee.

CC HB 2017 TAC reviewed and recommended projects to be included in TriCounty PTIP.

6.2.2 Transportation Needs

All the projects emerged from various planning processes. The specific plans that the projects were drawn from include:

- TriMet Coordinated Transportation Plan for Seniors & Persons with Disabilities, 2016 (three-year plan)
- Molalla Transportation System Plan Update, 2018 (20-year plan)
- Sandy Transit Master Plan (implemented to identify future transit plans and goals)
- SMART 2017 Transit Master Plan
- Canby Transit Master Plan
- Mt Hood Multi-Modal Plan

6.2.3 Coordination with Other Districts

Transit service providers in Clackamas County have a long history coordinating planning and operations. Canby is a central point of coordinated bus services between CAT, SMART (Wilsonville) and SCTD (Molalla). SAM coordinates local bus service with the Mt. Hood Express (Clackamas County) with linkages in Sandy, and with TriMet on connections to Estacada.

Local transit service providers have a long history coordinating transit services within and beyond Clackamas County. Their continued efforts are helping improve the frequency and reliability of service connections between Oregon communities, especially those with low-income residents.

Clackamas County is continuing its coordination efforts to consider expanded systems connectivity between the Mt. Hood Express and new, "Around the Mountain" bus service to Hood River. SMART provides connections between Wilsonville and Salem and coordinates service with Cherriots. CAT coordinates bus service along Highway 99E between Canby and Woodburn.

6.3 Proposed Service Improvements

Table 3 lists the proposed transit service investments to improve frequency and reliability of service between Clackamas County communities. The improvements will help reduce fragmentation in the provision of transportation services outside the TriMet service district.

Service enhancement projects are numbered in accordance with **Table 5**, and listed below by county, city or transit service provider within Clackamas County. **Table 5** also notes the project type, applicable priority criteria addressed by the project, and the estimated cost listed by funding scenario (e.g. 100% base funding, 115% plan target and 130% plan target). Proposed transit service enhancements in Clackamas County include:

Clackamas County

- 1 Clackamas County Transit Development Plan - Matching TGM Grants, plan will inform future transit projects throughout County.
- 2 Transit Hub Planning - Preliminary planning of transit hub for bus services on Mt. Hood.
- 3 Mt. Hood Express - Increase Express service to Government Camp and Timberline by one run daily, increase Villages shuttle by one run daily.
- 6 Clackamas County Administrative Costs - Cover costs of administering STIF program, including project and plan development.
- 8 Carryover Funds - Carryover funds for next STIF planning cycle to implement projects resulting from Transit Development Plan, Transit Hub Buildout or for projects identified in the Vision for Around the Mountain.

City of Wilsonville (SMART)

- 9 Enhanced Route 2X Service - Add hours of service on the 2X to Tualatin and/or Tigard with enhanced connections to TriMet.

- 10 Expanded Route 4 Hours of Service - Additional Saturday services and hours of service on Route 4.
- 11 Increased Salem Frequency - Add midday or late-morning services on the 1X.
- 12 Expanded Villebois Shuttle - Expand service to Villebois neighborhood with connections to Wilsonville Transit Center.
- 13 Neighborhood Community Connections - Planning and design costs for service to Coffee Creek and Frog Pond growth areas.
- 14 Increased Tualatin Connections - Service to Tualatin with a TriMet Line 96 connection to downtown Portland.
- 15 Service to Woodburn - Begin service to Woodburn in partnership with Woodburn Transit System and Salem Area Mass Transit District (Cherriots)

City of Canby (CAT)

- 17 CAT Route 99X Saturday Service - Expand CAT Route 99X and Demand Responsive services to include Saturday service. The project includes 10 revenue hours of service for CAT Route 99X and 2 Demand Response vehicles and dispatch support to be available during the 10 hour span of fixed-route/commuter services on Saturdays.

South County Transit District (SCTD)

- 20 TGM TDMP Match Funds - Transit Development and Master Plan Update Match TGM Grant
- 21 Administration Costs - Administrative costs associated with the development and marketing of service enhancements to being in FY20.
- 22 Service enhancements to 3 existing routes - Within or originating in Molalla, a low-income area, increase days of service to include Saturdays on existing Molalla city route; increase AM peak-hour service on existing inter-community route (Molalla/CCC); increase length of service hours M-F on existing route between communities (Molalla/Canby).
- 24 Google Maps - Hire consultant to get SCTD transit System on Google Maps.

City of Sandy (SAM)

- 26-28 Capacity Planning/ Construction - Plan for improved admin space, adequate and private training room, addition of a driver restroom/break area. (FY 2020 and FY 2021)
- 29 Shopper Shuttle Extension - Add 2 hours to in-town Shopper Shuttle, expand route
- 30 SAM Gresham M-F later Service Weekdays - Add 1 hour to weekday service for better connectivity
- 31 SAM Estacada M-S (1 hr.) - Add another hour to Estacada Service for improved connectivity, rather than 1 hour if by 2021 it appears appropriate.
- 32 SAM Estacada M-S (1 hr.) (FY21) - Add another hour to Estacada Service for improved connectivity, rather than 1 hr. if by 2021 it appears appropriate

6.4 Proposed Capital Improvements

Capital improvement projects are also numbered in accordance with **Table 5**, and listed below by county, city or transit service provider within Clackamas County. Proposed transit capital improvements in Clackamas County include:

Clackamas County

- 1 Mt. Hood Express - Partial match to Federal funds to purchase three buses in FY18/19 to preserve existing service and address fleet needs for service expansion STIF project.
- 2 Mt. Hood Express - Purchase two new buses to stabilize fleet capacity of existing service and address service expansion resulting from Transit Development Plan and Vision of Transit Around the Mountain.
- 7a Mt. Hood Express - Provide balance of match to Federal funds for purchase of three buses in FY18/19 to preserve existing service and address fleet needs for service expansion STIF project.
- 7b Mt. Hood Express - Capital purchase contingency plan for 115%/130% list for purchase of ne additional bus for current and future service expansion.

City of Wilsonville (SMART)

- 8 Electric Fleet Procurement - Acquire battery-electric buses, specifically for in-town use.

City of Canby (CAT)

- 32 CAT Fleet Expansion - Purchase two (2) 20 passenger low-floor buses to provide a future local circulator service in southern Canby.
- 33 CAT Technology - Purchase software and hardware to improve the efficiency of the CAT Demand Response scheduling software platform to include automatic scheduling, mobile data terminals, automatic vehicle location, GIS and reporting improvements. Limited scope of improved reporting tools for fixed route service to be included in the Demand Response package.

South County Transit District (SCTD)

- 23 Infrastructure Improvements - Use of funding beyond 100% to make various infrastructure improvements of transit amenities.

City of Sandy (SAM)

- 25 Infrastructure Improvements - New signage and schedules, bus and bus stop improvements, computer software upgrades (transit tax and dispatch), staff computer upgrades, dispatch office equipment.

See **Attachment F** for a full listing and description of service and capital improvement projects within Clackamas County.

Table 5: PTIP Project List – Clackamas County

Project	Type			Priority Criteria				Funding Scenario		
	Administrative Planning	Capital Purchase	Service Expansion	Improve Frequency/Reliability Between Communities	Reduce Fragmentation in Services	Increase Service Frequency to Low Income Communities	Student Transportation	100%	115%	130%
Clackamas County										
1	Clackamas County Transit Development Plan	x		x	x			\$24,000	\$24,000	\$24,000
2	Transit Hub Planning	x						\$75,000	\$75,000	\$75,000
3	Mt. Hood Express		x			x	x	\$233,551	\$233,551	\$233,551
4	Mt. Hood Express		x			x	x	\$31,370	\$31,370	\$31,370
5	Mt. Hood Express		x		x	x	x	\$334,400	\$334,400	\$334,400
6	Clackamas County Administrative Costs	x						\$87,005	\$87,005	\$87,005
7a	Mt. Hood Express		x			x	x		\$40,767	\$40,767
7b	Mt. Hood Express		x		x	x	x		\$167,200	\$167,200
8	Carryover Funds		x	x	x	x	x	\$84,365	\$6,906	\$137,414
Clackamas County Total								\$869,691	\$1,000,199	\$1,130,707
City of Wilsonville										
9	Enhanced Route 2X Service		x	x	x	x		\$120,923		\$157,200
10	Expanded Route 4 Hours of Service		x	x		x	x	\$256,959		\$334,047
11	Increased Salem Frequency		x	x	x	x		\$370,154		\$481,200
12	Expanded Villebois Shuttle		x	x		x	x	\$147,692		\$192,000
13	Neighborhood Community Connections	x		x		x	x	\$57,692		\$75,000
14	Increased Tualatin Connections		x	x	x			\$580,846		\$755,100
15	Service to Woodburn		x	x	x	x		\$357,847		\$465,201
16	Electric Fleet Procurement		x	x		x		\$461,538		\$6,000
Wilsonville Total								\$2,353,651	\$0	\$2,465,748
City of Canby										
17	CAT Route 99X Saturday Service		x	x	x	x		\$323,112	\$323,112	\$323,112
18	CAT Fleet Expansion		x	x	x	x		\$239,011	\$298,675	\$298,675
19	CAT Technology		x	x	x	x	x		\$24,654	\$108,973
Canby Total								\$562,123	\$646,441	\$730,760
SCTD										
20	TGM TDMP Match Funds	x		x		x		\$20,000	\$20,000	\$20,000
21	Administration Costs	x		x		x		\$25,000	\$25,000	\$25,000
22	Service enhancements to 3 existing routes within or originating in Molalla, a low-income		x	x	x	x	x	\$246,000	\$246,000	\$246,000
23	Infrastructure		x	x	x	x	x	\$18,508	\$54,103	\$106,288
24	Google Maps		x	x		x			\$5,000	\$5,000
SCTD Total								\$309,508	\$350,103	\$402,288
City of Sandy										
25	Infrastructure Improvements	x		x	x	x	x	\$44,392	\$44,392	\$44,392
26	Capacity Planning/ Construction	x		x	x	x		\$3,980	\$6,682	\$13,318
27	Capacity Planning/ Construction	x		x	x	x				\$28,990
28	Capacity Planning/ Construction	x		x	x	x				\$39,874
29	Shopper Shuttle Extension (2 hours)		x	x		x	x	\$79,081	\$79,081	\$79,081
30	SAM Gresham M-F later Service Weekdays		x	x	x	x	x	\$39,540	\$39,540	\$39,540
31	SAM Estacada M-S (1 hr)		x	x	x	x	x	\$47,418	\$47,418	\$47,418
32	SAM Estacada M-S (1 hr) (FY21)		x	x	x	x	x	\$46,261	\$46,261	\$46,261
Sandy Total								\$260,672	\$263,374	\$338,874

7 Multnomah County

7.1 Projected Funding

The projected HB 2017 funding within Multnomah County, outside of the TriMet Service, is summarized in this section for the 2.5-year period of FY 2019 – FY 2021 (FY 2019 includes only the months July through December). **Table 6** lists the projected HB 2017 funding for Multnomah County, estimated at \$114,000. The base HB 2017 funding figures are a conservative projection. Payroll tax receipts have historically returned higher revenue than conservative projections, reflecting higher compliance rates of tax reporting. For planning purposes, a “plan target” estimate of projected HB 2017 funds is also included in Table 5, and assumes 115% of the base projection. The total Multnomah County 115% plan target of HB 2017 funding is \$131,000.

Table 6: Projected HB 2017 Funding – Multnomah County

	FY2019	FY2020	FY2021	FY2019-2021
Multnomah County	\$19,000	\$44,000	\$51,000	\$114,000
115% plan target	\$21,850	\$50,600	\$58,650	\$131,100

7.2 Needs Assessment

7.2.1 Stakeholder Outreach - Public Participation

Due to the low revenue projections, Multnomah County was not instructed to create a committee to determine how to use the funds. Multnomah County Transportation Division staff met with several internal and external stakeholders to determine how to proceed. Internal stakeholders include staff in the Health Department, Department of County Human Services, and Department of Community Services. It was determined that outreach to the public should be included in a future planning effort.

7.2.2 Transportation Needs

Easy access to affordable transportation is an important resource for connecting older adults and people with disabilities to the community. Access to affordable and reliable transportation is a critical component to receiving quality health care, preventing abuse and social isolation, having access to nutritious foods, and connecting to other community-based services or employment. Aging, Disability, & Veterans Services Division conducted public outreach in 2016 to learn more about the needs of older adults in the community. Transportation coordination and resources was the most frequently cited issue and all groups indicated that more transportation resources are needed.

Supporting Plans

The Transportation System Plan for Unincorporated Multnomah County does not include a transit element but does have several policies that note a desired to coordination and provide some level of service in the rural areas:

Policy 13: TDM, Outreach, and Transit

Implement a range of Transportation Demand Management (TDM) policies encouraging existing businesses and requiring new development (beyond single-family residential use and agricultural uses) to help reduce vehicle miles traveled (VMT), and alleviate congestion on county roads caused by seasonal and special event traffic, as well as through commuter traffic.

Policy 14: TDM, Outreach, and Transit

Coordinate and work with transit agencies and service providers (including, but not limited to, TriMet, CC Rider, and C-Tran) to identify existing transit deficiencies and the improvements necessary to increase access to transit services by potential users.

Policy 24: TDM, Outreach and Transit

On rural roads with heavy through traffic, consider implementing appropriate measures such as Transportation Demand Management (TDM) to reduce such traffic.

Policy guidance for transit planning and service delivery in rural Multnomah County is also provided by regional (TriMet Coordinated Transportation Plan) and state plans, in particular the draft goals of the Oregon Public Transportation Plan (see **Attachment E**).

Additional research will be done to (1) perform or aggregate transit disadvantaged populations demographics in rural areas (areas outside of TriMet), (2) drill further down into destination analysis relative to those populations (3) generate prioritized list of transit related projects/improvements (4) be adopted by County as addendum or Appendix.

7.2.3 Coordination with other districts

Multnomah County intends to coordinate with Columbia County to serve the western portion of rural Multnomah County – CC Rider provides service along Highway 30 and Cornelius Pass Road. Multnomah County also intends to coordinate with Hood River County, which provides service on the eastern portion of rural Multnomah County along Interstate I-84.

7.3 Proposed Service Improvements

Proposed HB 2017 investments will provide future service in rural Multnomah County. Because there is currently no service provided by Multnomah County in this manner, the majority of funding is going toward planning in FY 2019 – FY 2021. Two other types of services are currently provided in the rural areas:

1. Service provided by Columbia and Hood River Counties (fixed route or deviated fixed route through rural Multnomah County) and provides service through the rural area
2. Vouchers or other coordinated medical service for Elderly and Disabled citizens from the rural areas to necessary services.

In order to ensure any new or expanded service matches the community's needs, further planning and public outreach will be required.

Marketing, Administration and Planning Support

Additional outreach, assessment and planning will be necessary to determine the need, type of service and specific projects to best meet the needs outside the TriMet service district. Planning will occur in FY19 and FY20 and will refine the service proposals (noted in Table 7 below) resulting in the adoption of a project list that meets the STIF requirements. Planning effort will be done in a manner that meets requirements for 5311 Rural Transit Funds as a way to increase revenue for service.

Demand Response Service

Demand response is an identified need with documented unmet service calls. Adding new service vehicles will expand fleet capacity and better accommodate demand. The proposal includes a placeholder estimate of capital and operational costs, as it is dependent on demand. We anticipate working with Multnomah County Department of County Human Services as a way to determine and provide for this need.

Expanding Inter-Regional Service Coordination

Inter-regional coordination is a cost-effective way to introduce and supplement services to rural communities. Columbia and Hood River counties serve communities outside of and connect to the TriMet's service district. Additional planning and coordination with these service providers is needed and will occur in FY19.

3-Year Ramp-Up and Estimated HB 2017 Fund Budget

Table 7 shows the three year budget proposal breakdown for planning, capital, administrative overhead and operational costs at 100 percent and 115 percent of projected revenue.

Table 7: Summary of 3-Year, Rural Multnomah County Transit Budget Proposal (only HB 2017 funds)

Fiscal Year	Planning and Outreach	Capital Funding	Administration and Marketing	Operations Funding	Total
FY 2019	\$14,000		\$5,000	\$0	\$19,000
FY 2020	\$33,000		\$5,000	\$6,000	\$44,000
FY 2021	\$0	\$30,000	\$5,000	\$16,000	\$51,000
Total	\$47,000	\$30,000	\$15,000	\$22,000	\$114,000
Fiscal Year	Planning and Outreach 115%	Capital Funding 115%	Administration and Marketing 115%	Operations Funding @115%	Total 115%
FY 2019	\$14,000		\$5,000	\$2,850	\$21,850
FY 2020	\$36,210		\$5,000	\$8,850	\$50,060
FY 2021		\$30,000	\$5,000	\$23,650	\$58,650
Total	\$50,210	\$30,000	\$15,000	\$35,350	\$130,560

7.4 Proposed Capital Improvements

Additional vehicles will likely be needed to expand services in rural Multnomah County. The purchase of new buses is targeted in FY 2021, as shown in Table 7. The amount reflects the assumption that 5311 funds will be secured by this time.

8 Washington County

8.1 Projected Funding

The projected HB 2017 funding within Washington County, outside of the TriMet Service District, is summarized in this section for the 2.5-year period of FY 2019 – FY 2021 (FY 2019 includes only the months July through December). **Table 8** lists the projected HB 2017 funding for Washington County, estimated at slightly more than \$1.1 million. Almost half of the Washington County funds will be allocated to the City of Wilsonville (SMART). Chapter 7 summarizes the total HB 2017 funding allocation to the City of Wilsonville through both Clackamas and Washington counties.

The remaining portion of HB 2017 funding allocated to Washington County for FY 2019 – FY 2021 is nearly \$570,000, as shown in **Table 8**.

Table 8: Projected HB 2017 Funding – Washington County

	FY2019	FY2020	FY2021	FY2019-2021
Washington County	\$191,000	\$433,000	\$490,000	\$1,114,000
115% plan target	\$219,650	\$497,950	\$563,500	\$1,281,100
City of Wilsonville (SMART)*	\$93,349	\$211,623	\$239,481	\$544,453
Wilsonville Washington Co. plan target	\$107,351	\$243,367	\$275,404	\$626,121
Remainder of Washington County	\$97,651	\$221,377	\$250,519	\$569,547
Rest of Washington County plan target	\$112,299	\$254,583	\$288,096	\$654,979

* see Table 4 for a full summary of total HB 2017 funding allocation to the City of Wilsonville (SMART)

The base HB 2017 funding figures are a conservative projection. Payroll tax receipts have historically returned higher revenue than conservative projections, reflecting higher compliance rates of tax reporting. For planning purposes, a “plan target” estimate of projected HB 2017 funds is also included in **Table 8**, and assumes 115% of the base projection. The total Washington County 115% plan target of HB 2017 funding is about \$1.28 million. Slightly more than \$626,000 will be allocated to the City of Wilsonville and \$655,000 will be allocated to the remainder of the County.

8.2 Needs Assessment

8.2.1 Stakeholder Outreach - Public Participation

The Washington County Board of Commissioners appointed an advisory committee by resolution to assist with the development of a plan for the Portland region’s Public Transit Improvement Plan as required by HB 2017. Chaired by Washington County Board Chair Duyck, the committee includes the Mayors of Banks, Gaston and North Plains, and representatives from the Hillsboro Chamber, Centro Cultural, the County’s Community Participation Organization and Health and Human Services Department. Representatives from TriMet, SMART and Ride Connection serve as Ex-Officio members.

The committee’s purpose is to recommend a transit plan to address how Washington County would serve areas in the county that are outside the TriMet District, connect areas outside the TriMet District to TriMet service and make first/last mile connections within the county and the TriMet District.

The committee met on June 7, 2018 to review current transit services in the area, demographics, travel patterns and available information on needs and again on August 14, 2018 to review additional stakeholder input and recommend a draft service proposal for public comment.

Public comments about transit conducted for Washington County's Transportation System Plan (2015), combined with community input from other planning projects (including the Aloha-Reedville Study and Livable Community Plan and TV Highway Corridor Plan), revealed a variety of concerns about transit service, amenities, and safety in Washington County. Major themes and particular concerns raised during the public involvement process are summarized below:

- It is often difficult to reach major employment areas by transit.
- Better transit service is needed in the rural area, including service to Gaston.
- Shuttles may be a good example of more flexible, community-serving transit.

As part of Washington County's Transportation Futures Study the Department of Land Use & Transportation commissioned Pacific University to conduct an assessment of rural transportation issues. The assessment included individual interviews and focus groups with individuals who live or work in rural areas of Washington County. This included farmers, nursery, winery and timber owners, rural residents, and Latinos. To reach Latino residents and workers in rural Washington County, focus groups were conducted with participants at Centro Cultural and Adelante Mujeres. Findings from that stakeholder engagement include the need for improved urban to rural transit connections. A majority of Latino focus group participants noted commuting from urban Cornelius, Forest Grove or Hillsboro to farms and nurseries in the rural area inaccessible by transit.

More recent surveys conducted by Banks, Gaston and North Plains found some demand for transit service improvements. Below summarizes key findings:

North Plains

- Desire for later, earlier and more frequent service. Over 38% don't use transit because it doesn't run frequently enough.
- High use of transit on the weekends, which means they are driving to a park & ride since West Link does not currently operate on weekends.
- Desire for improved stops with amenities like benches, covered stops and lighting.
- Desire for better service to Tanasbourne and PCC Rock Creek.

Banks

- Need for better marketing as over 43% were not aware of transit services in Banks.
- Desire for improved stops with park and ride, amenities like benches, covered stops and lighting.
- Desire for later, earlier and more frequent service.

Gaston

- Desire for earlier, later and weekend service.
- Desire for improved stops with park and ride, amenities like benches, covered stops and lighting.

8.2.2 Transportation Needs

Washington County has a total area of 727 square miles; the vast majority - 617 square miles - consists of area outside the urban growth boundary (UGB) and TriMet’s service district. Washington County’s population, which is approaching 600,000 people with approximately 30,000 residents living in the rural area, has seen increases in ethnic and cultural diversity and shifts in age distribution. Within the TriMet District, the County has become a very diverse and increasingly dense urban area. Outside the TriMet District the residential population is primarily concentrated within the three incorporated cities of Banks, North Plains and Gaston. The population is slightly older than the countywide average, more affluent and less racially diverse compared to the county as a whole, as shown in Table 9. **Figure 11** and **Figure 12** illustrate the distribution of low-income and people of color populations in the rural area.

Table 9: Washington County Average Comparative Statistics

	Rural	Urban	TriMet District
People per square mile	50	3,400	2,800
Concentration of Low Income Households (200% federal poverty level)	20%	27%	30%
People of Color (non-white)	15%	32%	28%
Elderly (65+)	16%	12%	13%

Figure 10: Concentration of People of Color in Rural Washington County

Source: 2015 Census Longitudinal Employer Household Dynamics data

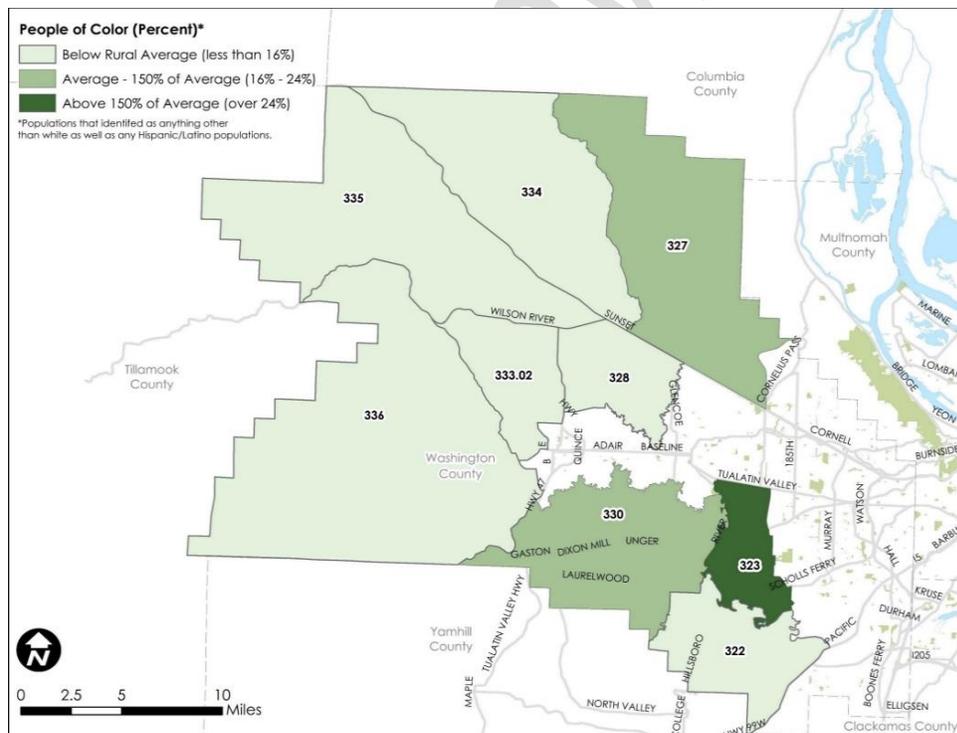
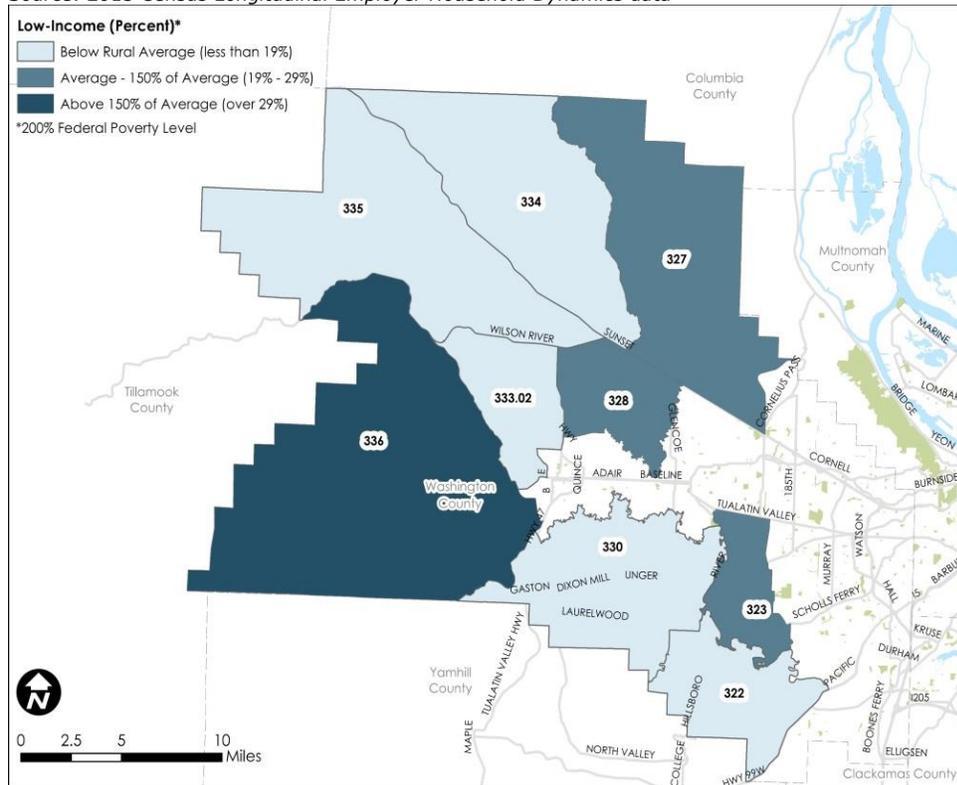


Figure 11: Concentration Low-Income Populations in Rural Washington County

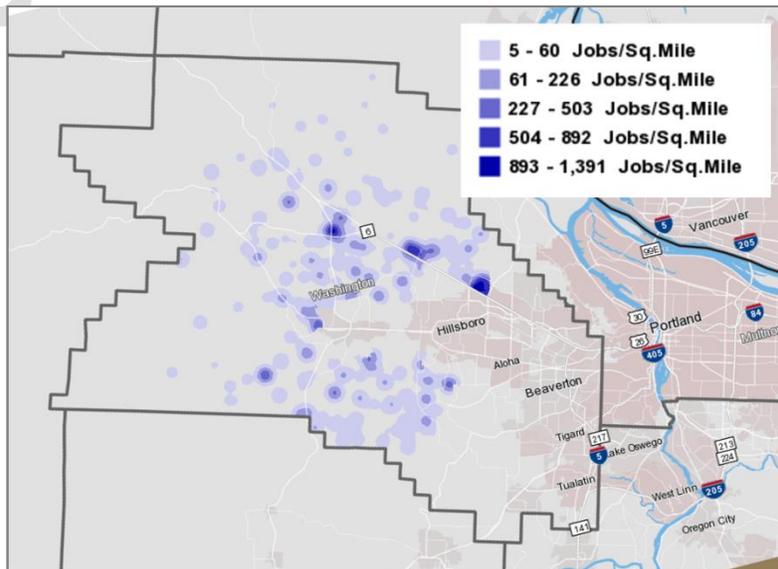
Source: 2015 Census Longitudinal Employer Household Dynamics data



The data suggests that there are transit-dependent as well as people that may choose to ride transit were it available. Although the composition of rural residents is less diverse and/or transit dependent than the countywide average there are thousands of starting wage jobs especially within the agricultural sector that attract more transit dependent populations. The lack of transportation options presents barriers for some to access these employment opportunities.

Figure 12: Employment in the Rural Washington County

Figure 12 illustrates the concentration of jobs outside the UGB as of 2015. The highest concentration of jobs are located in Banks and North Plains, but there are pockets of more dense job sites (60+ employees) that may present opportunities to provide some form of regular transit and/or share-ride service.



Other identified needs include:

- Specific needs for service include: group trips (shopping, exercise, recreation), an expanded program for medical trips, federal funds (or other sources) to create Community/Job Connectors shuttle services, and for rural/suburban service
- To/from urban and rural residential areas and to/from service businesses (health care, shopping, banks)
- Based on data from Ride Connection, there is unmet need for demand response services
- Improvements in both service frequency and coverage are needed to help reduce traffic and provide travel options to those who need it most.
- The five transit providers that serve rural Washington County focus on commute trips, leaving unmet needs for other trip purposes.
- The deviated fixed route service that Ride Connection offers between Forest Grove, Banks, North Plains and Hillsboro lack desired frequencies.
- Improved access to expand the utility of transit to serve a greater variety of trips within the county and reduce the need for out-of-direction travel.

Supporting Plans

The Transit Element of the Washington County Transportation System Plan (TSP) included a Transit Service Needs Analysis and identified potential areas for community shuttle services and the need for additional coordination. Key objectives and strategies were developed in response to the analysis and serves as the policy guidance for transit improvements in Washington County:

TSP Objective 8.5 Improve access to and encourage the enhancement of transit service in Washington County.

- Strategy 8.5.1 - Provide safe, convenient pedestrian and bicycle access to existing and proposed transit stops, including pedestrian crossings and other appropriate features near Major Transit Stops.
- Strategy 8.5.2 - Coordinate with TriMet and other transit providers in their efforts to provide new or improved transit service to underserved locations in the urban area where concentrations of households, jobs or transit-dependent populations may warrant better service.
- Strategy 8.5.3 - Work with Metro, TriMet and the cities to plan and implement new high capacity transit corridors identified in the Regional High Capacity Transit System Plan.
- Strategy 8.5.4 - Work with employers, Westside Transportation Alliance, TriMet and other transit providers to identify creative solutions to bridge the “last mile” from transit stop to workplace.
- Strategy 8.5.5 - Encourage Ride Connection, Yamhill County Transit, Columbia County Transit and other transit providers to continue and potentially enhance operation of rural transit where it is cost-effective and warranted by demand.
- Strategy 8.5.6 - Encourage TriMet LIFT service operations and the provision of accessibility features at transit stops and on transit vehicles.

Policy guidance, strategies and actions for transit planning and service delivery in rural Washington County is also provided by regional (TriMet Coordinated Transportation Plan) and state plans, in particular the draft goals of the Oregon Public Transportation Plan (see **Attachment E**).

8.2.3 Coordination with other districts

Washington County is continuing its coordination efforts with Ride Connection to consider expanded systems connectivity within rural Washington County. The County and Ride Connection are also actively coordinating with service providers who provide connections through the County, including YCTA (Yamhill County), CC Rider (Columbia County), Ride the Wave (Tillamook County), Northwest Point.

8.3 Proposed Service Improvements

Table 10 lists the proposed transit service investments to improve frequency and reliability of service between Washington County communities. These improvements will help reduce fragmentation in the provision of transportation services outside the TriMet service district. The majority of these improvements build upon successful existing services and leverages other state and federal funding programs. In order to ensure the level of service match the community's needs further planning and public outreach will be required.

West Link Expansion

West Link expansion would double the existing deviated fixed route service by adding two additional weekday runs and leverages current federal 5311 funding. Based on survey responses there is also a desire to see earlier and later service as well as weekend service. There may also be interest in serving other or additional destinations, including North Hillsboro. Additional planning will explore the feasibility of service improvements as well as route modifications.

Expanding Demand Response Service

Expanding demand response is a clearly identified need with documented unmet service calls. Adding new service vehicles will expand the current fleet capacity and better accommodate demand. The proposal includes a placeholder estimate of operational costs, as it is dependent on demand and will be based on available remaining funds after the other programs are funded and implemented.

Table 10: PTIP Project List – Rural Washington County Transit Service Enhancements

Project	Type		Priority Criteria				Funding Scenario		3-Year Plan		
	Administrative Planning	Capital Purchase Service Expansion	Improve Frequency/Reliability Between Communities	Reduce Fragmentation in Services	Increase Service Frequency to Low Income Communities	Student Transportation	100%	115%	FY 2019	FY 2020	FY 2021
1 Planning & Outreach	X		X	X			\$25,000	\$25,000	X	X	
2 Expand West Link		X		X	X	X	\$65,000	\$95,000		X	X
3 Expand Demand Response - capital		X	X	X			\$50,000	\$50,000	X		
4 Expand Demand Response - service		X	X	X	X	X	\$95,000	\$95,000		X	X
5 Rural Work Force Shuttle		X	X	X			\$50,000	\$50,000			X
6 Expand Inter-regional Coordination		X	X	X			\$15,000	\$23,500		X	X
7 Administration	X				X	X	\$10,000	\$10,000	X	X	X
8 Marketing	X			X			\$15,000	\$15,000	X	X	X

Rural Work Force Shuttle

A rural work force shuttle or shared-ride service was indicated through stakeholder outreach as a potential unmet need. This service could initially take shape as expanded demand response service and transition to a more structured and organized service. It is envisioned that this service will be in coordination with organizations that serve and/or work with the employees of agricultural and other rural economic sectors.

Expanding Inter-Regional Service Coordination

Inter-regional coordination is a cost-effective way to introduce and supplement services to rural communities. Tillamook, Yamhill and Columbia counties all serve communities outside of and connect to the TriMet's service district. Additional planning and coordination with these service providers is needed and will occur in FY19.

Marketing, Administration and Planning Support

Marketing was indicated by numerous stakeholders as critical to raising awareness of existing and proposed services. Targeted funding would support a broad marketing campaign to provide physical (brochures, maps, schedules) as well as online information regarding services and travel options available to Washington County residents and employees outside the TriMet service district.

Additional outreach, assessment and planning will be necessary to determine the need, type of service and specific projects to best meet the needs outside the TriMet service district. Planning will occur in FY19 and FY20 and will refine the service proposals (noted in **Table 11** below) resulting in the adoption of a project list in the County's Transportation System Plan that meets the STIF requirements.

3-Year Ramp-Up and Estimated HB 2017 Fund Budget

Table 11 shows the three year budget proposal breakdown for planning, capital, administrative overhead and operational costs at 100 percent and 115 percent of projected revenue. During FY19 any operational cost will supplement demand response services until further planning and coordination is complete for the other proposed projects.

Table 11: Summary of 3-Year, Rural Washington County Transit Budget Proposal (only HB 2017 funds)

Fiscal Year	Planning and Outreach	Capital Funding	Administration and Marketing	Operations Funding @100%	Total	Operations Funding @115%	Total
FY 2019	\$15,000	\$50,000	\$10,000	\$22,000	\$97,000	\$37,000	\$107,000
FY 2020	\$10,000		\$15,000	\$197,500	\$222,500	\$229,500	\$254,500
FY 2021			\$25,000	\$225,500	\$250,500	\$263,500	\$288,500
Total	\$25,000	\$50,000	\$50,000	\$445,000	\$570,000	\$530,000	\$650,000

8.4 Proposed Capital Improvements

An additional two electric sedans are needed to increase the existing fleet and expand demand responsive services in rural Washington County. The purchase of new sedans is targeted in FY 2019, as shown in **Table 11**.

9 Regional Coordination Program and Plan

The HB 2017 Transit Advisory Committee recommended the inception of the Regional Coordination Program (RCP) to directly address STIF Rule requirements. The purpose of the RCP is to guide STIF funding for two key services: (1) last mile shuttle services within TriMet’s service district, and (2) regional, coordinated public transportation services that reduce fragmentation between TriMet and communities outside the TriMet service district, but inside Clackamas, Multnomah, and Washington counties.

Six tenets were selected to guide the planning, development and project selection for the RCP:

Equity	Improve access for low-income or minority populations.
Improve Access to Jobs and Job-Related Support Services	Improve access for low-income individuals to industries and geographic areas that provide entry-level job opportunities and job-related support services such as education, vocational and skills training, and child-care.
Last Mile Shuttles	Improve connectivity and reduce fragmentation between TriMet and communities outside TriMet’s service district, but inside Clackamas, Multnomah and Washington Counties.
Regional Coordination	Take a coordinated regional approach, bringing together the regional public transportation agency, community-based, and alternative transportation providers, human services agencies, employment and training programs, employers, transportation associations, and other stakeholders in a collaborative process.
Provide Appropriate Transportation Options	Address travel needs at times of day and on days of the week that correspond with entry-level employment opportunities. Services such as travel training enable people to find transportation solutions even if their needs change in the future. A network of services may offer alternatives and options to address identified needs.
Use Resources Effectively	Be cost-effective in service design and delivery in order to provide maximum levels of transportation and related support with the program resources available without duplicating existing public transit services in the Region. Make the best use of existing resources/services and advances in technology, leverage STIF funds whenever possible, and target STIF-funded services to address priority needs.

9.1 RCP Subcommittee

In June 2018, the HB 2017 Advisory Committee appointed the RCP Subcommittee to review, evaluate, score and recommend last mile shuttle projects for STIF funding through the Regional Coordination Program. RCP Subcommittee members were appointed by the HB 2017 Transit Advisory Committee, including two representatives from each county and two, at-large representatives from organizations concerned about public transportation services for low-income populations.

9.2 RCP Project Selection Process & Criteria

Eligible Projects

RCP eligible projects include capital, planning and operation of services that target either last-mile shuttles or connections that reduce fragmentation.

Eligible projects in the RCP must meet specific requirements, as confirmed by the RCP Subcommittee. The evaluation of requirements is based on the following questions:

1. Does the project benefit a high percentage of low-income households?
2. Does the project appear in a Local Plan?
3. Is the funding request for planning, capital, and/or operations?
4. Is the funding request for a last mile shuttle within TriMet’s district or a service that reduces fragmentation between TriMet and communities outside TriMet’s service district, but inside Clackamas, Columbia, Multnomah and Washington Counties without duplicating an existing fixed route?

Eligible Applicants

Clackamas, Multnomah, and Washington counties and government-operated transit providers are eligible applicants for the RCP.

Project Selection Process and Timeline

A region-wide competitive solicitation was administered by the RCP Subcommittee. The process for the selection of projects was drafted using criteria established in consultation with the HB 2017 Advisory Committee. **Figure 13** highlights the schedule that was used to develop the RCP framework, project solicitation period, and the evaluation and selection of priority RCP projects.

Figure 13: Regional Coordination Program Schedule



Evaluation Criteria

Applications were scored by the RCP Subcommittee based on the criteria below. The scoring indicated how well the proposed project satisfied each criterion, and the RCP Subcommittee made the final recommendation to the HB2017 Transit Advisory Committee for approval. Evaluation criteria included the following questions:

1. To what extent does the project leverage other resources?
2. To what extent does the project improve last mile connections within the TriMet District and/or reduce fragmentation between TriMet and communities outside TriMet's service district, but inside Clackamas, Multnomah and Washington Counties without duplicating an existing fixed route?
3. To what extent does the project improve access to jobs and essential services for low-income and minority populations?
4. To what extent does the project have local support and, where applicable, regional coordination?
5. To what extent is the project cost-effective?

9.3 Selected Projects

In August 2018, the RCP Subcommittee received 14 applications for STIF Formula Funds. Subcommittee members scored each application, individual scores were compiled, and rankings for the 14 applications were assigned by the Subcommittee during its August 24, 2018 meeting. By consensus, the Subcommittee recommended the following RCP projects to the HB 2017 Advisory Committee as eligible to receive STIF Formula Funds:

- Line 81 Weekend Shuttle Service (between Gresham and Troutdale Reynolds Industrial Park)
- Oregon City Last Mile Shuttle Service
- Airport Way Industrial Area Community/Jobs Connector
- GroveLink Expansion
- Clackamas Industrial Last Mile Shuttle Service
- Tualatin Shuttle Expansion
- North Hillsboro Shuttle Expansion
- SMART Route 2X - Tualatin
- Clackamas Community College Shuttle Expansion Project
- CC Rider Line 1 and 2 Expanded Access and Service Improvements

The Subcommittee also recommended STIF Formula Funds for one-time planning studies as follows:

- Tualatin/West Linn/Oregon City Commuter Shuttle
- Milwaukie Industrial Area Employee Shuttle
- South Cooper Mountain Shuttle

See **Attachment G** for the full descriptions of the recommended RCP projects.

During the summer, the HB 2017 Advisory Committee allocated funding to the RCP Program of projects.

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Public Review Draft

10 Conclusion

Engaging the Community

The PTIP reflects extensive public engagement with transit riders and plan stakeholders at the local, grass-roots level throughout the region. Outcomes of the public engagement efforts are used to establish transit improvement priorities and possible funding allocations that were considered by local committees in Clackamas, Multnomah and Washington counties (Chapters 6-8) and by the HB 2017 Transit Advisory Committee (Committee) (TriMet service district, Chapter 5).

Public input and the technical findings and recommendations contained in the PTIP reflect a broad consensus of the Committee with respect to transit service and program improvements within the TriMet service district. The Committee also embraced the individual plan recommendations from cities and transit districts who service communities outside the TriMet service district but within the tri-county area. The Regional Coordination Subcommittee recommends specific improvements to enhance transit connections between service districts (Chapter 9). Their recommendation as approved by the HB 2017 Transit Advisory Committee and included in the PTIP.

Charting the Allocation of HB 2017 Funds

While the PTIP (in parts) examines a 5-year roll-out of possible future services and programs to improve service in low-income communities, it targets planned revenue and service improvements and programs within the next 2 ½-years. The plan establishes the method to sub-allocate STIF Formula Fund moneys to the region's transit service providers, and carefully considers plan targets of expected HB 2017 revenue within each of the region's individual service areas and counties, and in total (Chapter 2).

Defining Low-Income Communities for Plan Investments

A key objective of HB 2017 is to improve transit services in Oregon's low-income communities. The PTIP takes special effort to define what constitutes the low-income communities that will benefit from HB 2017 investments. The TriMet Transit Equity Advisory Committee helped develop the region's Diversity and Transit Equity Index (Chapter 4). The Index was approved by the HB 2017 Transit Advisory Committee and applied in the plan to guide improvement plans and programs that benefit low-income communities.

Assessing Need and Identifying Proposed Service and Capital Improvements

The PTIP address the transportation needs of people residing in and traveling within the region, especially those residents in low-income communities. Key project and program provisions of the PTIP include:

- Increasing the frequency and adding new or expanded bus service in low-income communities (Chapters 5-8)
- Implementing expanded reduced fare programs for low-income households (Chapter 5)
- Procuring low or no emission electric buses (TriMet – Chapter 5 and SMART – Chapter 6)
- Improving the frequency and reliability of service connections between communities inside and outside of the TriMet service district (Chapter 9)
- Fostering coordination between transit service providers to reduce fragmentation (Chapters 5-9), and
- Expanding TriMet's Access Transit Program for students in grades 9 through 12 (Chapter 5)

The comprehensive set of projects and programs contained in the PTIP demonstrate the region's commitment to investing the Keep Oregon Moving Act with recommended services and facilities to better serve low-income communities within the Tri-County Region.

Public Review Draft

Attachment A

**HB 2017 Advisory Committee and
Regional Coordination Program Committee**

Public Review Draft

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Public Review Draft

HB2017 Advisory Committee Members

Barbara Bernstein Executive Director, Elders in Action	Dan Bower Executive Director, Portland Streetcar
Dwight Brashear Executive Director, South Metro Area Regional Transit	Jan Campbell Chair, TriMet Committee on Accessible Transportation
Aron Carleson Executive Director, Hillsboro Schools Foundation	Chris Carpenter Director, Oregon & Southern Idaho District Council of Laborers
Lee Po Cha Executive Director, IRCO	Pat Daniels Executive Director, Constructing Hope
Jillian Detweiler Executive Director, The Street Trust	Reza Farhoodi Rider Representative, Portland
Esmeralda Flores Rider Representative, Washington County	Renata Frantum Rider Representative, East Portland/East Multnomah County
Chris Hagerbaumer Deputy Director, Oregon Environmental Council	Marion Haynes Government Relations Director, Portland Business Alliance
Ben Johnson Rider Representative, Clackamas County	Anneliese Koeler Public Policy Advocate, Oregon Food Bank
Jonathan Leeper Student Representative, Portland Community College	Nate McCoy Exec. Dir., National Association of Minority Contractors
Diane McKeel Vice Chair, Mt. Hood Community College Board of Directors	Diana Nunez President, Hispanic Metropolitan Chamber
Huy Ong Executive Director, OPAL Environmental Justice Oregon	Deanna Palm Executive Director, Hillsboro Chamber of Commerce
Art Pearce Policy, Planning & Projects Manager Portland Bureau of Transportation	Jessica Vega Pederson Commissioner, Multnomah County
Roy Rogers Commissioner, Washington County	Paul Savas Commissioner, Clackamas County
Bob Stacey Councilor, Metro	Elaine Wells Executive Director, Ride Connection

Regional Coordination Program Subcommittee Members

Andre Petett	Managing Director, Aptly Focused
Andrew Singelakis	Director of Land Use and Transportation, Washington County
Christine Lau	Chief Operating Officer, Asian Health & Service Center
Deanna Palm	Executive Director, Hillsboro Chamber of Commerce
Francesca Patricolo	Transportation Planner, City of Portland
Jessica Berry	Senior Transportation Planner, Multnomah County
Kelly Brooks	Assistant City Manager, City of Milwaukie
Teresa Christopherson	Administrative Services Manager Clackamas County Social Services Division

Public Review Draft

Attachment B

TriMet Low-Income Fare Program

Public Review Draft

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Public Review Draft

Date: December 13, 2017

To: Board of Directors

From: Neil McFarlane 

Subject: **ORDINANCE NO. 347 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING A LOW INCOME FARE PROGRAM AND AMENDING TRIMET CODE CHAPTER 19 (FIRST READING)**

1. Purpose of Item

Ordinance No. 347 amends TriMet Code Chapter 19 and adopts a new Low Income Fare program.

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other Ordinance

3. Reason for Board Action

The TriMet Code may be amended only by adoption of an ordinance. Adoption of Ordinance No. 347 requires two readings.

4. Type of Action:

- Resolution
- Ordinance 1st Reading
- Ordinance 2nd Reading
- Other

5. Background

TriMet has a long history of creating programs to make transit more affordable for youth, seniors, and riders with disabilities.

This Ordinance allows TriMet to create a new Low Income Fare program giving eligible registered individuals earning up to 200% of the federal poverty level the opportunity to purchase adult single use and day passes at 50% off and monthly passes at 72% off the cost of the adult fare.

This effort combined with our work on decriminalizing the fare citation process, and implementing the Hop Fastpass system, reinforces our commitment to make the system more equitable and accessible.

In 2013 under the direction of the Board, TriMet created the Access Transit programs that provide grants and discounted fares to nonprofit organizations, which in turn use these resources to assist low-income riders.

While these programs have provided much needed access for low-income persons served by nonprofits, TriMet did not previously have the resources to implement a comprehensive system wide program to provide a reduced-price fare for the broader population of low-income riders. For over three years, TriMet and partners have been looking into the feasibility of implementing a Low Income Fare program that would be sustainable, meaningful, targeted, and manageable. Addressing the transportation needs of low-income residents required a comprehensive approach and involvement by many regional jurisdictions and partners to move the idea forward.

Under the direction of TriMet's Board, TriMet's General Manager and Metro Councilor Sam Chase convened a regional Low Income Fare Taskforce (Taskforce) which explored the feasibility of a local program through a regional collaborative effort. The Taskforce included 22 members from across the tri-county area, and consisted of local elected officials, community based organizations, business associations, and stakeholders from secondary and post-secondary institutions.

Over the course of five months, the Taskforce met and built an understanding of existing programs around the country, heard from current program representatives, discussed potential program parameters, including subsidies, eligibility levels and the need to balance potential tradeoffs, and debated funding options and strategies.

At the conclusion of the process, the Taskforce agreed to the following:

- Members agreed to support the development of a regional Low Income Fare program; and
- Members recommended eligibility of up to 200% of Federal Poverty Level:

Members chose 200% of the Federal Poverty Level as the eligibility threshold because it aligned with many other state and federal poverty program requirements, and would provide the most benefit while leveraging the eligibility determination process of current systems reducing barriers for enrollment in a local program.

The Taskforce members recommended a program subsidy equivalent to Honored Citizen and Youth fare structures at 50% off an Adult ticket/day pass, and 72% off the Adult monthly pass.

The primary funding strategy identified by the Taskforce was to advocate for public transportation funds as part of the State's transportation package, with the commitment that any new resources coming to TriMet be prioritized to fund a new low Income fare program and increased services. Over the course of the legislative session, many of the Taskforce members leveraged their partnerships and networks, and testified in support of this strategy.

In August 2017, Governor Kate Brown signed HB 2017 a new historic transportation package that included resources for public transit. The resources allow staff to begin work on building out a new regional Low Income Fare program planned for launch in July of 2018.

Title VI Fare Equity Analysis

In accordance with Title VI of the Civil Rights Act of 1964, FTA Circular 4702.1B and TriMet's 2016 Title VI Program, TriMet conducts an equity analysis any time fare changes are proposed to ensure that changes do not unfairly impact people of color and low-income populations. The proposal to decrease Adult fares for eligible low-income riders in July 2018 calls for such an analysis prior to the TriMet Board of Directors taking action.

Findings

Disparate Impact Analysis (Minority Riders)

The analysis found that a greater percentage of minority riders would be positively affected (i.e., eligible trips) by the fare change than the percentage of minority riders on TriMet services as a whole.

Therefore, the proposal to decrease single fares, 1-day, and monthly passes by different percentages does not present a potential Disparate Impact.

Disproportionate Burden Analysis (Low-income Riders)

The analysis found that the specific structure will positively benefit low-income riders. The program eligibility requirement is inclusive of TriMet's definition of a low income rider. Thus, the program stands to benefit all low-income riders as defined by TriMet's Title VI policy.

Therefore, this proposal does not present a potential Disproportionate Burden on low-income riders.

Community Outreach and Public Comment

TriMet's Diversity and Transit Equity Team and other staff utilized a variety of outreach and community engagement efforts in order to gather feedback, understanding, and input into the development of a regional Low Income Fare program.

Transit Equity Advisory Committee (TEAC)

The vision of a regional Low Income Fare program had long been championed by the members of TEAC, and in the spring of 2016 they adopted the development of a program as a major initiative to pursue as a committee. TEAC members identified the research areas to focus on, reviewed the products and recommendations of the research team, helped inform the process of the Taskforce, advocated for the passage of HB 2017 and helped build out the community engagement process.

TriMet Community Partner Forums

As part of its community outreach efforts, TriMet's Diversity & Transit Equity Department completed a series of community forums targeting 80 Access Transit partner agencies who serve transit dependent communities. The goal of these forums was to provide awareness and engagement opportunities for our community partners around the upcoming changes, which included an overview of the Low Income Fare program.

Community Partner Forum Schedule:

Date	Location	Address	Time
October 30 th	Rosewood Initiative	16126 SE Stark St.	10am-12 noon
November 7 th	PCC- Willow Creek	241 SW Edgeway Dr.	10am-12 noon
November 16 th	Clackamas CC	19600 Molalla Ave.	10am-12 noon

TriMet Fall 2017 Open Houses

TriMet staff held seven open houses in Oregon City, North Portland, Gresham, Tigard, Milwaukie, Hillsboro, and downtown Portland to facilitate budget discussions with community stakeholders and riders, communicate proposed service changes and enhancements and discuss new initiatives related to fare enforcement, and the implementation of a Low Income Fare program. At each event, a table was staffed to share information regarding the Low Income Fare program as well as to receive feedback on program development. Questions included: 1) where should participants register for the program; 2) what types of documentation should be required in order to verify eligibility; and 3) how often should participants have to reapply? Overall, the feedback received was positive and community members are looking forward to the implementation of the Low Income Fare program.

Diversity and Transit Equity Staff attended and presented on TriMet's efforts around establishing a regional Low Income Fare program to the East County Caring Committee in August of 2017, and on the program at the October 2017 Making Visible Differences Steering Committee.

Online Survey

In addition to its in-person convening's, community forums, open houses, and community presentations, TriMet also sought feedback online through a webpage introducing a low-income fare <https://trimet.org/lowincome/index.htm> and encouraged riders and systems stakeholders to weigh in on programmatic areas to help inform the program model.

6. Financial/Budget Impact

The potential cost of implementing a Low Income Fare Program is expected to be approximately \$12.3 million per year. Funding is proposed to come from HB 2017 State revenue. Funding Risks: HB 2017 plan needs to be approved by the OTC; funding not likely to flow until early 2019 meaning some cost of upfront program development will not be covered, given this occurs in the programs ramp-up period we believe these one-time costs are low. Overall risks are low based on conversations with ODOT and legislative intent.

7. Impact if Not Approved

If the Board does not proceed with a first reading and public hearing of Ordinance No.347, the existing fare provisions of the TriMet Code would remain in place. However, as part of HB 2017 TriMet has been authorized to move forward with a local program and will soon be resourced to implement the initiative. TriMet has previously committed to local elected officials, community based organizations, riders, and system stakeholders of its intent to begin the new program by July of 2018. Failure to approve the ordinance could result in TriMet not being able to meet that timeline.

ORDINANCE NO. 347

ORDINANCE OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING A LOW INCOME FARE PROGRAM AND AMENDING TRIMET CODE CHAPTER 19 (FIRST READING)

THE BOARD OF DIRECTORS OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET), pursuant to the authority of Oregon Revised Statutes Chapter 267, having considered the transit equity service change analysis Final Report, does hereby ordain and decree the following Ordinance:

Section 1- Adoption of Changes to TriMet Code Chapter 19

Amendments to TriMet Code Chapter 19 are adopted as set forth in the Attached Exhibit A, which is incorporated into and made part of this Ordinance.

Section 2- Experimental Fare

Upon approval by the General Manager, a Low Income Fare consistent with the amendments to TriMet Code Chapter 19 in Section 1 may be implemented on a temporary basis as an experimental fare prior to the operative date of Section 1 of this Ordinance.

Section 3- Effective Date

This Ordinance shall take effect thirty days after the date of its adoption. The Amendments to TriMet Code Chapter 19 in Section 1 shall be operative on July 1, 2018.

Dated: December 13, 2017

Presiding Officer

Attest:

Recording Secretary

Approved as to Legal Sufficiency:



Legal Department

ORDINANCE NO. 347

EXHIBIT A

TriMet Code (TMC) Chapter 19, Fares, Section 19.05 Definitions and Section 19.15 Fares, are amended as set for below. Additions are show in underline, bold text.

*Unchanged sections of the chapter omitted for brevity, indicated by a set of three asterisks (***)*

CHAPTER 19 – FARES

19.05 **Definitions.** As used in this Chapter, unless the context requires otherwise:

A. “Honored Citizen” means:

- (1) Persons 65 years of age or older who show valid government-issued photo identification showing proof of age, or a valid TriMet photo Honored Citizen Card;
- (2) Persons under 65 years of age registered legally blind by the Commission for the Blind who show a valid TriMet Honored Citizen Card;
- (3) Persons under 65 years of age registered disabled by the Social Security Administration who show a valid TriMet Honored Citizen Card;
- (4) Persons under 65 years of age who are certified disabled by the State of Oregon Vocational Rehabilitation Division, State of Oregon Senior and Disabled Services Division or by the U.S. Railroad Retirement Board when each applies the same standards of disability as are applicable to persons who are determined to be disabled pursuant to subparagraph 3 above and who show a valid TriMet Honored Citizen Card;
- (5) Veterans under 65 years of age certified 100% disabled by the Veterans Administration who show a valid TriMet Honored Citizen Card;
- (6) Persons under 65 years of age qualifying as “Temporarily Disabled” under criteria established by TriMet, and so certified by a licensed physician, and who show a valid TriMet Honored Citizen Card;
- (7) Persons qualified eligible by the Clackamas, Clark, Multnomah or Washington County Association for Retarded Citizens, or the Clackamas, Multnomah or Washington County Mental Health Association under the criteria established by TriMet and those agencies, who show a valid TriMet Honored Citizen STAR Card (marked with a “STAR”);
- (8) Persons under 65 years of age, not verified disabled by the Commission for the Blind, Social Security Administration, United States Railroad Retirement Board or the Veterans Administration, but who qualify as disabled under criteria established by TriMet and are so certified by a licensed physician, and who show a valid TriMet Honored Citizen Card;

- (9) Persons certified by a licensed physician or health or social service professional to qualify for a TriMet Honored Citizen “A” Card (marked with an “A”) under criteria established by TriMet and who show a valid TriMet Honored Citizen “A” Card;
- (10) Persons qualified eligible by C-Tran who show a valid C-Tran Senior, C-Tran Disabled, or C-Tran C-Van Identification Card; and
- (11) Persons who show a valid Medicare Card and either (a) valid government-issued photo identification or (b) a valid TriMet photo Honored Citizen Card, as proof of identity for the Medicare Card.

Replacement TriMet Honored Citizen Cards are subject to payment of a \$5.00 fee.

B. “Honored Citizen Downtown Bus Pass” is a photo identification card issued to persons qualifying for Honored Citizen status as set forth in Section 19.05(A) above, who provide proof of residency within the area bounded on the North by NW Irving, except that at the intersection of NW Irving and NW Station Way it shall be bounded on the North by NW Station Way to NW Broadway and then by NW Broadway south to NW Irving and continuing west on NW Irving to the Stadium (I-405) Freeway, on the West and South by the Stadium (I-405) Freeway and on the East by the Willamette River, under criteria established by TriMet. The photo identification card allows fareless travel on bus and rail trips which begin and end within the area described above, for a period of two years from the date of issuance. The General Manager may promulgate Administrative Requirements governing the Program requirements of the Honored Citizen Downtown Bus Pass, including but not limited to the fee for participation in the Program.

C. “Low Income Fare” is a fare designation available to persons who are determined by TriMet to meet the eligibility requirements for a reduced fare because the person can demonstrate to TriMet’s satisfaction through a process established by TriMet that their annual income is at or less than 200% of the Federal Poverty Level. The Federal Poverty Level is a measure of income issued by the United States Secretary of Health and Human Services.

- (1) A person deemed eligible by TriMet for the Low Income Fare will be provided a non-transferable Low Income Fare identification card.**
- (2) The General Manager may promulgate Administrative Requirements governing eligibility, applications, the issuance and appearance of Low Income fare cards, renewals, and any other requirements for the Low Income Fare.**

[subsequent subsections renumbered]

(19.05 amended by Ordinances No. 162, Section 1; Ordinance No. 178, Section 1; Ordinance No. 190, Section 1; Ordinance No. 239, Section 1; Ordinance Nos. 277, 286, 299, 309, 312, 316, 317 and 323)

A. Regular Transit Services:

The fares payable for use on the TriMet transit system shall vary according to the status of the rider and method of payment. Any person displaying a valid Low Income Fare identification card issued under TMC 19.05 is permitted to use as proof of payment any HONORED CITIZEN fare instrument, including eFare, described in this section. A valid Low Income Fare identification card qualifies as a TriMet Honored Citizen identification card when required to be displayed as proof of eligibility for an Honored Citizen fare. Persons eligible for the Low Income Fare are not eligible for the Honored Citizen Downtown Bus Pass.

The fares payable for use on TriMet and shall be as follows:

(1) Monthly Passes and 30-Day Passes

(a) <u>Status</u>	<u>Fare</u>
YOUTH	\$28.00
HONORED CITIZEN	\$28.00
ADULT	\$100.00

- (b) A 30-Day Pass shall be valid for travel on any regularly scheduled TriMet route in accordance with the status of the rider for the period of thirty (30) consecutive days from the date of purchase.

(2) Pre-Paid Tickets

(a) <u>Status</u>	<u>Fare</u>
YOUTH	10/\$12.50
HONORED CITIZEN	10/\$12.50
ADULT	10/\$25.00

- (b) Pre-paid unvalidated tickets may be used in the amount of their cash value for payment of additional fare, i.e., two Adult tickets may be used for an Adult 1-Day Pass. Refunds for overpayment will not be given.

(c) Field Trip Group Discount ("Class Pass") Tickets

- (1) Groups whose members are 18 years of age or younger, traveling with at least 15 but not more than 35 members on the bus, or with at least 15 but not more than 70 members on MAX, including other persons aged 18 or older traveling with

the group as designated group leader(s) or chaperone(s), are eligible for the Field Trip Group Discount ("Class Pass") ticket. The cost of the ticket shall be \$1.00 per person. A ticket must be purchased for the trip. The ticket shall be valid for travel only for the date, route(s), time(s), and number of persons specified on the ticket. Each member must carry a ticket, or the group leader must carry a ticket for the group.

- (2) The group must schedule the trip at least 14 days in advance. Trips may be scheduled for weekdays or weekends using regularly scheduled service. Weekday trips must occur between the hours of 9:00 a.m. and 3:00 p.m. Specified trip times shall be at the discretion of TriMet. TriMet reserves the right to schedule trips according to anticipated available capacity on regularly scheduled service.

Possession of a Class Pass ticket in no way guarantees available vehicle capacity on scheduled trip times. In the event that all members of a group are unable to board the vehicle as specified on the Class Pass ticket, due to heavy passenger loads, the operator will arrange to have the Class Pass ticket be valid on the next regularly scheduled vehicle.

Groups wishing to reschedule a trip must cancel at least one business day in advance of the scheduled trip. Trips must be scheduled at least 14 days in advance of the new travel date. A new ticket will be issued to the group leader stating the new date, route(s), time(s), and number of persons in the group.

- (3) Class Pass tickets shall be available for purchase only at TriMet's Ticket Office at Pioneer Square, or by mail. Tickets must be purchased at least 14 days in advance. Tickets are nonrefundable, nontransferable, and shall not be laminated or duplicated.

(d) Event Fare

An Event Fare shall be available to events for all tickets for the event which are purchased and distributed in advance through ticket outlets. The Event Fare shall be \$2.50 per ticket per day, which shall be valid fare for travel, all hours on the day of the event(s) for which the ticket is purchased. Tickets for the event which are sold at the door shall not be included in the Event Fare program.

(3) Cash Fares

<u>Status</u>	<u>Fare</u>
YOUTH	\$1.25
HONORED CITIZEN	\$1.25
ADULT	\$2.50

(4) Annual Passes

<u>(a) Status</u>	<u>Fare</u>
YOUTH	\$308.00
HONORED CITIZEN	\$308.00
ADULT	\$1,100.00

- (b) Annual Passes must be purchased as one lump sum; installment payments are not permitted, except that: (1) employers who enter into a written annual agreement to purchase Annual Passes in a minimum dollar amount of \$6,050, may elect to make quarterly installment payments subject to administrative program requirements, and (2) employers who enter into a written annual agreement to purchase Annual Passes, where the Annual Pass year ends on August 31, shall receive a pro-rated per pass price in the sum of: the number of months remaining in the Annual Pass year X the Monthly Pass price X .92. The price paid by employers for Annual Passes under a written agreement is subject to adjustment to include any Adult Annual Pass fare increases adopted by the TriMet Board that take effect during the term of the agreement. Employers shall pay any Adult Annual Pass price increases during the term of the agreement in accordance with administrative program requirements. However, the total amount of increase shall not exceed 3% of the employer's per pass price that was in effect on September 1 (or the effective date of the agreement).

(5) Select Term Pass Program

- (a) Colleges with a campus(es) located within the TriMet district may purchase for their qualified students at that campus(es), Term passes in accordance with the Select Term Pass program requirements set forth in this Paragraph (5) and the administrative program requirements established for the fare. A "campus" means a building(s) located at one physical location within the TriMet district under the control of a college. "Qualified students" are either full-time or part-time students, as defined by the college administrative criteria, who attend class at a campus. The college shall be required to enter into a written contract for purchase of the Select Term Pass in accordance with the administrative program requirements established for the fare. The Select Term Pass fare instrument shall be valid for travel for the Term Pass fare period.
- (b) The Select Term Pass fare instrument shall consist of the student's college photo identification card with an affixed TriMet issued validation sticker, or a TriMet approved eFare Program card ("eFare card"), and must be carried by the student as proof of fare payment.
- (i) If using TriMet issued validation stickers, colleges shall provide the student with a photo identification card, which shall also include the college's name. The validation sticker must be placed on the photo identification card. A student's photo identification card with an affixed Term validation sticker shall be valid through the month and year designated on the sticker.

- (ii) Colleges may use a TriMet approved eFare card, which shall be required to display the college's name, the student's name, and may include the student's photo. If the approved eFare card does not include a photo, the student may be asked to display other valid photo identification as proof of their identity. Students are required to tap their eFare card prior to each vehicle boarding and upon occupying any district areas requiring proof of fare payment.
- (iii) Colleges shall verify student status before providing an individual with a Term Pass fare instrument. The Term Pass fare instrument may not be provided to or used by non-students, is non-transferable, and is a valid fare instrument only for the person whose name appears on the card.
- (c) The Term Pass fare period shall be established in the written contract with the college. During the contract period, the Select Term Pass price shall be calculated on a per Term basis (Term Pass fare period). The price of the Select Term Pass shall be the sum of the number of months in the Term times the Board adopted Adult Monthly Pass fares that will be in effect during that Term, less a discount of 10%. The price will not be pro-rated. The price paid by college for the Select Term Pass under a written contract is subject to adjustment to include any Adult Monthly Pass fare increases adopted by the TriMet Board that take effect during the term of the contract. Colleges shall pay any Select Term Pass price increases during the term of the contract in accordance with administrative program requirements.
- (d) Only one pass may be sold to each qualified student per Term Pass fare period.

(6) 1-Day Pass

A 1-Day Pass shall be valid for travel on any regularly scheduled TriMet route, in accordance with the status of the rider, for the remainder of the service day in which the 1-Day Pass is valid.

<u>Status</u>	<u>Fare</u>
YOUTH	\$2.50
HONORED CITIZEN	\$2.50
ADULT	\$5.00

(7) 7-Day Pass

The 7-Day Pass shall be valid for travel on any regularly scheduled TriMet route in accordance with the status of the rider for the period of seven (7) consecutive days.

<u>Status</u>	<u>Fare</u>
YOUTH	\$7.50
HONORED CITIZEN	\$7.50

ADULT \$26.00

(8) 14-Day Pass

A 14-Day Pass shall be valid for travel on any regularly scheduled TriMet route in accordance with the status of the rider for the period of fourteen (14) consecutive days as follows:

<u>Status</u>	<u>Fare</u>
YOUTH	\$14.50
HONORED CITIZEN	\$14.50
ADULT	\$51.00

(9) Washington County Commuter Rail (WES) Service

Fares payable for use of Washington County Commuter Rail (WES) Service shall be the same as other regular fixed route fares established according to the status of the rider and the method of payment for travel as set forth in TMC Section 19.15.

B. Door-to-door LIFT services:

(1) The fare for door-to-door LIFT services, excluding rides paid for by agencies under contract with TriMet, shall be:

(a) Cash: \$2.50.

(b) Pre-paid Tickets: 10/\$25.00.

(c) Monthly Pass: \$74.00; non-transferable.

(d) Annual Pass: \$888.00; non-transferable.

(e) 20 trip punch card: \$48.00; valid for 20 trips on LIFT service only, non-expiring.

(f) 14-Day Pass: \$37.50; valid for travel on LIFT service for a period of fourteen (14) consecutive days, non-transferable.

(2) The following additional methods of fare payment will be accepted as total payment for door-to-door LIFT services:

(a) A regularly scheduled service route transfer plus \$1.50;

(b) Regularly scheduled service route tickets will be accepted on LIFT service for their face value toward the LIFT cash fare; or

(c) Adult 1-Day Pass.

- (3) Purchase of a pre-paid ticket or pass does not guarantee that a ride will be provided.
- (4) A LIFT pre-paid ticket, LIFT monthly pass or LIFT annual pass is valid for travel on regular fixed route service when accompanied by valid TriMet Honored Citizen identification.

C. Electronic Fare (“eFare”) Program

Use of an electronic fare payment system (“eFare”) Program shall be subject to the following fare provisions:

(1) eFare Cards

- (a) An eFare card is a contactless electronic fare instrument that allows a rider to tap at designated card readers to pay their fare.
- (b) The rider must tap their eFare card prior to each vehicle boarding to validate their trip or upon occupying district areas requiring proof of fare payment.
- (c) eFare cards are non-transferable.
- (d) The following fares shall be available using stored value from an eFare card account, according to the status of the rider:
 - (i) 2 ½ Hour Ticket
A rider shall be allowed unlimited rides for a duration of 2 ½ hours following the initial eFare card tap.

<u>Status</u>	<u>Fare</u>
YOUTH	\$1.25
HONORED CITIZEN	\$1.25
ADULT	\$2.50

(ii) 1-Day Pass

Fares paid per card tap shall accumulate, and a rider shall be charged only up to the applicable 1-Day Pass price and not more (“capped”), regardless of how many taps the rider accrues during the service day. Once charges accrue to the applicable 1-Day Pass price during a service day, additional trips are free for the remainder of that service day.

<u>Status</u>	<u>Fare</u>
YOUTH	\$2.50
HONORED CITIZEN	\$2.50

ADULT \$5.00

(iii) 1-Month Pass

Fares paid per card tap shall accumulate, and a rider shall be charged only up to the applicable 1-Month Pass price and not more (“capped”), regardless of how many taps the rider accrues during the calendar month. Once charges accrue to the applicable 1-Month Pass price during a calendar month, additional trips are free for the remainder of that calendar month.

<u>Status</u>	<u>Fare</u>
YOUTH	\$28.00
HONORED CITIZEN	\$28.00
ADULT	\$100.00

- (e) Reloadable eFare cards shall be available for purchase for a fee of \$3.00.
- (f) A minimum \$5.00 load to an eFare card account shall be required, except that no minimum load shall be required for eFare cards loaded at the TriMet Ticket Office.
- (g) Annual Passes may be purchased as one lump sum, according to the requirements set forth in TMC Section 19.15(A)(4). Annual Passes shall be issued in the form of an eFare card.
- (h) Payment of fares for LIFT paratransit services by an eFare card shall be initiated either by tapping a card reader, or payment shall be deducted from the rider’s account when the LIFT operator picks up the rider and confirms the rider’s trip through their Mobile Driver Terminal (MDT). LIFT payments in this paragraph (h) exclude rides paid for by agencies under contract with TriMet. The following LIFT paratransit fares shall be available for payment from an eFare card account:
- (i) Single Ticket: \$2.50
- (ii) 1-Month Pass: \$74.00. Fares paid shall accumulate, and a rider shall be charged only up to the applicable 1-Month Pass price and not more (“capped”), regardless of how many taps the rider accrues during the calendar month. Once charges accrue to the applicable 1-Month Pass price during a calendar month, additional trips are free for the remainder of that calendar month.
- (iii) Annual Passes may be purchased as one lump sum, according to the requirements set forth in TMC Section 19.15(B)(1)(d).
- (iv) Payment of a LIFT fare under this paragraph (h) shall be valid as payment for travel on regular fixed-route service. In the case a rider begins their trip on fixed-route by tapping their LIFT eFare card, the applicable Honored Citizen fare and fare identification requirements shall apply.

(2) Other eFare Payment Instruments

Financial instruments issued by the major payment brands including VISA, MasterCard, American Express and Discover that are capable of providing payment through contactless tapping at designated card readers may be used to purchase the Adult 2 ½ Hour Ticket and Adult 1-Day Pass per paragraphs (1)(d)(i) and (ii) above. The rider must tap their fare payment instrument prior to each vehicle boarding to validate their trip or upon occupying district areas requiring proof of fare payment.

Attachment C

Diversity and Transit Equity Index Measures and Data Sources

Public Review Draft

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Public Review Draft

Diversity and Transit Equity Index Measures & Data Sources

Key

Index Measure

- Definition
 - Data Source

1. **People of Color**

- Pct. population non-white and/or Hispanic/Latino
 - Source: 2012-2016 American Community Survey
 - Geographic scale: Block Group
 - Basis: Title VI/Environmental Justice definition

2. **Low-income Households**

- Pct. households below 200% federal poverty level
 - Source: 2012-2016 American Community Survey
 - Geographic scale: Block Group
 - Basis: Metro definition of low-income

3. **LEP Persons**

- Pct. population speaking English less than “very well”
 - Source: 2012-2016 American Community Survey
 - Geographic scale: Census Tract
 - Basis: TriMet definition

4. **People with Disabilities**

- Pct. population with a disability
 - Source: 2012-2016 American Community Survey
 - Geographic scale: Census Tract
 - Basis: Committee decision

5. **Older Adults**

- Pct. population age 65 and over
 - Source: 2012-2016 American Community Survey
 - Geographic scale: Block Group
 - Basis: TriMet Honored Citizen age

6. **Youth**

- Pct. population age 21 or under
 - Source: 2012-2016 American Community Survey
 - Geographic scale: Block Group
 - Basis: Multnomah Youth Commission 2014 Youth Summit recommendation

7. **Households w/ Poor Vehicle Access**

- Pct. households with zero vehicles OR 2+ workers and one vehicle
 - Source: 2012-2016 American Community Survey
 - Geographic scale: Census Tract
 - Basis: Committee decision

8. Access to Affordable Housing

- Rental housing w/ rent under \$800 (B25056 Contract Rent & B25061 Rent Asked)
 - Source: 2011-2015 American Community Survey
 - Geographic scale: Block Group
 - Basis: UC Davis Center for Regional Change Jobs/Housing Fit Analysis, modified for higher housing costs in Portland metro
- Affordable owner-occupied or available for sale valued at \$175,000 or less (B25075 Value & B25085 Price Asked)
 - Source: 2011-2015 American Community Survey
 - Geographic scale: Block Group
 - Basis: UC Davis Center for Regional Change Jobs/Housing Fit Analysis, modified for higher housing costs in Portland metro

9. Access to Low/Medium Wage Jobs

- Jobs with earnings of \$3,333/month or less
 - Source: 2015 Longitudinal Employer-Household Dynamics (LEHD)
 - Geographic scale: Aggregated to Block Group
 - C000 (Total Jobs), CE01 & CE02 (Low/Med Wage Jobs), CR02/CR03/CR04/CR05/CR07 (Minority Jobs), CT02 (Hispanic Jobs)
 - Basis: UC Davis Center for Regional Change Jobs/Housing Fit Analysis

10. Access to Services

- Human & Social Services: NAICS codes Individual and Family Services (624190), Child and Youth Services (624110), Services for Elderly and Persons with Disabilities (624120), Temporary Shelters (624221), and Other Community Housing Services (624229)
 - Source: ESRI Business Analyst
 - Geographic scale: Aggregated to Block Group
 - Basis: CLF Equity Atlas 2.0
- Key Retail Services: NAICS codes Supermarkets and Grocery Stores (445110), Financial Institutions (522110), Barber & Beauty Shops/Salons (812111 & 812112), Laundries & Dry Cleaners (812310 & 812320), Hardware Stores (444130), Pharmacies & Drug Stores (446110)
 - Source: ESRI Business Analyst
 - Geographic scale: Aggregated to Block Group
 - Basis: CLF Equity Atlas 2.0/SF Dept. of Public Health Healthy Development Measurement Tool, modified by committee
- Schools: Community colleges, High Schools, Middle or junior high schools, Skill center or alternative schools
 - Source: Metro RLIS
 - Geographic scale: Aggregated to Block Group
 - Basis: Committee decision

Attachment D

**STIF-Funded Transit Service Expansion and Improvements within the TriMet
Service District**

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Note: This list is subject to revision and potential refinement of priorities with the HB 2017 Transit Advisory Committee approval.

TriMet Revised Combined Scenario with Streetcar and \$1 mil for Senior and Disabled (HB2017 & TriMet Employer Payroll Tax)

FY19 Improvemets

Jurisdiction	Line	Description
Clackamas	Jennings Rd. Line	New line
Clackamas	Webster Line	New bus line
Clackamas	Line 30-Estacada	Add Sun. service
Clackamas	Line 32-Oatfield	Extend to Oregon City HS
Clackamas	Line 79-Clackamas/Oregon City	Streamline route for faster service
Clackamas	Line 79-Clackamas/Oregon City	Increase frequency
Clackamas	Line 99-Macadam/McLoughlin	Add midday service
Clackamas	Line 155-Sunnyside	Increase frequency
Clackamas/Portland	Line 72-Killingsworth/82nd Ave.	Upgrade to 12-min. Frequent Service
E. Multnomah	Line 81-Kane/257th	Increase frequency and span
E. Multnomah/Portland	Division Transit Project	Downtown Portland to Gresham
E. Multnomah/Portland	Line 4-Division	Split into 2 lines for better on-time performance
E. Multnomah/Portland	Line 74-162nd Ave.	Increase frequency
E. Multnomah/Portland	Line 77-Broadway/Halsey	Increase peak frequency
E. Multnomah/Portland	Line 87-Airport Way/181st Ave.	Upgrade to 15-min. Frequent Service
Portland	PDX Night Bus	New bus line from PDX to Stark when MAX Red Line doesn't run
Portland	Streetcar	Upgrade to 12-min. Frequent Service
Portland	148th Ave. Line	New line
Portland	Line 6-Martin Luther King Jr. Blvd.	Increase frequency
Portland	Line 10-Harold	Change route to serve SE 7th Ave.; add Sun. service
Portland	Line 14-Hawthorne	Upgrade to 12-min. Frequent Service
Portland	Line 15-Belmont/NW 23rd	Upgrade to 12-min. Frequent Service
Portland	Line 16-Front Ave./St. Helens Rd.	Increase peak frequency
Portland	Line 24-Fremont	Extend to NW Portland & Goose Hollow MAX via Fremont Br.
Portland	Line 66-Marquam Hill/Hollywood TC	Earlier and later trips
Portland	Line 73-122nd Ave.	Upgrade to 15-min. Frequent Service
Washington/Portland	Red Line MAX	Extend to Fair Complex
Washington/Portland	Line 54-BH Hwy.	Upgrade to 15-min. Frequent Service
Washington/Portland	Line 56-Scholls Ferry Rd.	Extend every other trip to Progress Ridge/S. Cooper Mtn.
Washington/Portland	Line 61-Marquam Hill/Beaverton	Earlier and later trips
Washington/Portland	Line 64-Marquam Hill/Tigard	Earlier and later trips
Washington/Portland	Line 68-Marquam Hill/Collins Cir.	Earlier and later trips
Washington/Portland	Line 96-Tualatin/I-5	Add midday service
Washington	Baseline Rd	New line between downtown Hillsboro & Willow Creek TC
Washington	Line 42-Denney/Hall	Early/late/weekend improvements w/Line 76 upgrade
Washington	Line 47-Baseline/Evergreen	Reroute to South Hillsboro; increase peak frequency
Washington	Line 48-Cornell	Increase frequency to Hillsboro; increase frequency Sa/Su
Washington	Line 57-TV Highway	24-hour service
Washington	Line 76-Beaverton-Tualatin	Upgrade to 15-min. Frequent Service
Washington/Portland/E. Multnomah	Line 20-Burnside/Stark	Upgrade to 15-min. Frequent Service
Washington/Portland/E. Multnomah	Line 20-Burnside/Stark	Increase frequency between Portland & Beaverton
Washington/Portland/E. Multnomah	Line 20-Burnside/Stark	24-hour service

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Attachment E

Oregon Public Transportation Plan Goals

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Goals of the Oregon Public Transportation Plan

1. **Mobility:** Public Transportation User Experience – People of all ages, abilities, and income levels move reliably and conveniently between designations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
2. **Accessibility and Connectivity:** Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
3. **Community Livability and Economic Vitality:** Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
4. **Equity:** Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
5. **Health:** Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
6. **Safety and Security:** Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
7. **Environmental Sustainability:** Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
8. **Land Use:** Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
9. **Funding and Strategic Investment:** Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
10. **Communication, Collaboration, and Coordination:** Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

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Attachment F

STIF-Funded Transit Service Expansion and Improvements within Clackamas County

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Project Number	Public Transportation Service Provider	Project name (50 characters)	Project Description	Priority Criteria the project addresses	Oregon Public Transportation Plan	100% List	115% List	130% List
1	Clackamas County	Clackamas County Transit Development Plan Match	Clackamas County has applied for a TGM grant for a Transit Development Plan. This plan will inform future transit projects throughout Clackamas County, increasing connectivity between our communities and enhancing coordination between providers.	Planning project- will improve frequency and reliability of service connections between communities and reduce fragmentation in the provision of transportation services	Goals 1, 2, 3, 4, 5, 10	\$ 24,000	\$ 24,000	\$ 24,000
2	Clackamas County	Transit Hub Planning	Conduct preliminary planning on a transit hub for coordination of bus services on Mt Hood	Planning project- will improve frequency and reliability of service connections between communities and reduce fragmentation in the provision of transportation services	Goal 1, 2, 3, 4, 10	\$ 75,000	\$ 75,000	\$ 75,000
3	Clackamas County	Service Expansion- Mt Hood Express	Increase Express service to Government Camp and Timberline by one run daily and increase Villages shuttle service by one run daily	Increased frequency of service to low income communities, student transportation	Goal 1, 2, 3, 4, 5	\$ 233,551	\$ 233,551	\$ 233,551
4	Clackamas County	Capital Purchases- Mt Hood Express	Provide partial match to Federal funds for purchase of three buses in FY18/19 to preserve existing service and address fleet needs for service expansion STIF project for Mt Hood Express	Increased frequency of service to low income communities, student transportation	Goal 1, 2, 3, 4, 5	\$ 31,730	\$ 31,730	\$ 31,730
5	Clackamas County	Capital Purchases- Mt Hood Express	Purchase two new buses to stabilize fleet capacity of existing service as well as address future service expansion resulting from Transit Development Plan/ Vision of Transit around the Mountain Project	Increased frequency of service to low income communities, student transportation, reduce fragmentation in the provision of transportation services	Goal 1, 2, 3, 4, 5	\$ 334,400	\$ 334,400	\$ 334,400
6	Clackamas County	Administrative Costs	Approved category to cover the costs of administering the STIF program, including project/plan development	Administration	Goal 9 and 10	\$ 87,005	\$ 87,005	\$ 87,005
7a	Clackamas County	Capital Purchases- Mt Hood Express	Provide balance of match to Federal funds for purchase of three buses in FY18/19 to preserve existing service and address fleet needs for service expansion STIF project for Mt Hood Express	Increased frequency of service to low income communities, student transportation	Goal 1, 2, 3, 4, 5	\$ 40,767	\$ 40,767	\$ 40,767
7b	Clackamas County	Capital Purchases- Mt Hood Express	Capital purchase contingency plan for 115%/130% list for purchase of one additional bus for current and future service capacity	Increased frequency of service to low income communities, student transportation, reduce fragmentation in the provision of transportation services	Goal 1, 2, 3, 4, 5	\$ 167,200	\$ 167,200	\$ 167,200
8		Carryover for next planning cycle- expansion/infrastructure	Funds to be carried over to next STIF planning cycle for implementation of projects resulting from Transit Development Plan, for Transit Hub buildout , or for projects identified in the Vision around the Mountain planning process	Increased frequency of service to low income communities, student transportation, expansion of service to low income communities, improvement in frequency and reliability of service connections, reduce fragmentation between service providers	Goal 1, 2, 3, 4, 5, 9, 10	\$ 84,365	\$ 6,906	\$ 137,414
						\$870,051	\$1,000,559	\$1,131,067

Project Number	Public Transportation Service Provider	Project name (50 characters)	Project Description	Priority Criteria the project addresses	Oregon Public Transportation Plan Goals supported by project	100% List	115% List	130% List	Expand / Improve Service (Yes/No)
1	City of Wilsonville - South Metro Area Regional Transit	Enhanced Route 2X Service	Add hours of service on the 2X to Tualatin and/or Tigard with enhanced connections to TriMet.	(1) increased frequency and reliability of service connections between communities (2) expansion of routes to low-income areas (3) coordination to reduce fragmentation	Goal 1: Mobility/User Experience Goal 2: Accessibility & Connectivity Goal 3: Community Livability & Economic Vitality Goal 4: Equity Goal 5: Health Goal 9: Funding & Strategic Investment Goal 10: CCC	\$120,923	\$157,200		Yes
2	City of Wilsonville - South Metro Area Regional Transit	Expanded Route 4 Hours of Service	Additional Saturday service and hours of service on Route 4.	(1) Increased frequency for low income households (2) Provide student transit service	Goal 1: Mobility/User Experience Goal 2: Accessibility & Connectivity Goal 3: Community Livability & Economic Vitality Goal 4: Equity	\$256,959	\$334,047		Yes
3	City of Wilsonville - South Metro Area Regional Transit	Increased Salem Frequency	Add midday or late-morning service on the 1X.	(1) increased frequency and reliability of service connections between communities (2) expansion of bus routes (3) reduce fragmentation	Goal 1: Mobility/User Experience Goal 2: Accessibility & Connectivity Goal 3: Community Livability & Economic Vitality Goal 4: Equity	\$370,154	\$481,200		Yes
4	City of Wilsonville - South Metro Area Regional Transit	Expanded Villebois Shuttle	Expand service to Villebois neighborhood with connections to Wilsonville Transit Center.	(1) increased frequency and reliability of service connections between communities (2) expansion of bus routes (3) reduce fragmentation	Goal 2: Accessibility & Connectivity Goal 3: Community Livability & Economic Vitality	\$147,692	\$192,000		Yes
5	City of Wilsonville - South Metro Area Regional Transit	South Neighborhood Community Connections *	Planning and design costs for service to Coffee Creek and Frog Pond growth areas. *	(1) increased frequency	Goal 2: Accessibility & Connectivity Goal 3: Community Livability & Economic Vitality Goal 8: Land Use	\$57,692	\$75,000		Yes
6	City of Wilsonville - South Metro Area Regional Transit	Increased Tualatin Connections	Service to Tualatin with a TriMet Line 96 connection to downtown Portland.	(1) increased frequency and reliability of service connections between communities (2) expansion of bus routes (3) reduce fragmentation	Goal 2: Accessibility & Connectivity Goal 3: Community Livability & Economic Vitality Goal 4: Equity Goal 5: Health Goal 9: Funding & Strategic Investment	\$580,846	\$755,100		Yes
7	City of Wilsonville - South Metro Area Regional Transit	Service to Woodburn	Begin service to Woodburn in partnership with Woodburn Transit System and Salem Area Mass Transit District (Cherriots).	(1) improve frequency of bus service to low-income households (2) increased frequency and reliability of service connections between communities (3) expansion of bus routes (4) coordination to reduce fragmentation	Goal 2: Accessibility & Connectivity Goal 3: Community Livability & Economic Vitality Goal 4: Equity Goal 9: Funding & Strategic Investment Goal 10: CCC	\$357,847	\$465,201		Yes
8	City of Wilsonville - South Metro Area Regional Transit	Electric Fleet Procurement	Acquire battery-electric buses, specifically for in-town use.	(1) procure buses powered by natural gas, electricity or other low or no emission propulsion	Goal 5: Health Goal 7: Env. Sustainability	\$461,538	\$600,000		No
						\$2,353,652	\$3,059,748		

Project Number	Public Transportation Service Provider	Project name (50 characters)	Project Description	Priority Criteria the project addresses	Oregon Public Transportation Plan Goals supported by project	100% List	115% List	130% List
1	Canby Area Transit	CAT Route 99X Saturday Service	Expand CAT Route 99X and Demand Responsive services to include Saturday service. The project includes 10 revenue hours of service for CAT Route 99X and 2 Demand Response vehicles and dispatch support to be available during the 10 hour span of fixed-route/commuter services on Saturdays.	2) Expansion of bus routes and bus services to reach communities with a high percentage of Low-income Households. 5) Improve the frequency and reliability of service connections between communities inside and outside of the Qualified Entity's service area. 6) Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.	Most specifically addresses Goals 1 through 7 of the OTP. Which are: 1) Mobility: Public Transportation User Experience 2) Accessibility and Connectivity 3) Community Livability and Economic Vitality 4) Equity 5) Health 6) Safety and Security and 7) Environmental Sustainability.	\$323,112	\$323,112	\$323,112
2	Canby Area Transit	CAT Fleet Expansion	Purchase two (2) 20 passenger low-floor buses to provide a future local circulator service in southern canby.	Once the local circulator route is implemented it will address: 1) Increased frequency of bus service schedules in communities with a high percentage of Low-income Households. 2) Expansion of bus routes and bus services to reach communities with a high percentage of Low-income Households. 3) Programs to reduce fares for public transportation in communities with a high percentage of Low-income Households. 7) Programs to provide student transit services for students in grades 9 through 12.	Once the local circulator route is implemented it will most specifically addresses: Goals 1 through 7 of the OTP. Which are: 1) Mobility: Public Transportation User Experience 2) Accessibility and Connectivity 3) Community Livability and Economic Vitality 4) Equity 5) Health 6) Safety and Security and 7) Environmental Sustainability.	\$298,675	\$298,675	\$298,675
3	Canby Area Transit	CAT Technology	Purchase software and hardware to improve the efficiency of the CAT Demand Response scheduling communities with a high percentage of Low-income Households. 5) Improve the frequency and reliability of service connections between communities inside and outside of the Qualified Entity's service area. Improved reporting tools for fixed route service to be included in the Demand Response package.	2) Expansion of bus routes and bus services to reach communities with a high percentage of Low-income Households. 5) Improve the frequency and reliability of service connections between communities inside and outside of the Qualified Entity's service area.	Most specifically addresses Goals 1 through 7 of the OTP. Which are: 1) Mobility: Public Transportation User Experience 2) Accessibility and Connectivity 3) Community Livability and Economic Vitality 4) Equity 5) Health 6) Safety and Security and 7) Environmental Sustainability.	\$0	\$24,654	\$108,973
						\$562,123	\$646,441	\$730,760

Project Number	Public Transportation	Service Provider	Project name (50 characters)	Project Description	Priority Criteria the project addresses	Oregon Public Transportation Plan	100% List	115% List	130% List
1	South Clackamas Transportation District (SCTD)	TGM TDMF Match funds	TGM Grant	Transit Development and Master Plan Update Match	Planning-improve & coordinate transportation services	All	\$ 20,000	\$ 20,000	\$ 20,000
2	SCTD	Administration Costs		Administrative costs associated with the development and marketing of service enhancements to begin in FY20	1) Increased frequency of service to high percentage of low-income households; 5) Improve frequency and reliability of service btw communities inside and outside QE; 6) coordination		\$ 25,000	25,000	25,000
3	SCTD	Service enhancements to existing routes within or originating in Molalla, a low-income area.		Within or originating in Molalla, a low-income area, 3 existing routes within or originating in Molalla, a low-income area, increase days of service to include Saturdays on existing Molalla city route; increase AM peak-hour service on existing inter-community route (Molalla/CC); increase length of service hours M-F on existing route between communities (Molalla/Canby).	1) expands existing service 5) Improvement in frequency and reliability 6)Coordination	All	\$246,000	246,000	246,000
4	SCTD	Infrastructure		Use of funding beyond 100% to make various infrastructure improvements of transit amenities	1) Increased frequency of service to high percentage of low-income households; 5) Improve frequency and reliability of service btw communities inside and outside QE; 6) coordination		\$ 18,508	\$ 54,103	\$ 106,288
5	SCTD	Google Maps		Hire consultant to get SCTD transit System on Google Maps	5) Improve reliability; 6) Coordination		\$ 5,000	5,000	5,000
Totals							\$ 309,508	\$ 350,103	\$ 402,288

Project Number	Public Transportation Service Provider	Project name (50 characters)	Project Description	Priority Criteria the project addresses	Oregon Public Transportation Plan Goals supported by project	100% List	115% List	130% List
1	Sandy Area Metro (SAM)	Infrastructure Improvements	New signage and schedules, bus and bus stop improvements, computer software upgrades (transit tax and dispatch), staff computer upgrades, dispatch office equipment			\$44,392	\$44,392	\$44,392
2	Sandy Area Metro (SAM)	Capacity Planning/Construction	Plan for improved admin space, adequate and private training room, addition of a driver rest room/break area. (FY 20)			\$3,980	\$6,682	\$13,318
3		Capacity Planning/Construction	Plan for improved admin space, adequate and private training room, addition of a driver rest room/break area. (FY21)					\$28,990
4		Capacity Planning/Construction	Plan for improved admin space, adequate and private training room, addition of a driver rest room/break area.					\$39,874
5	Sandy Area Metro (SAM)	Shopper Shuttle Extension (2 hours)	Add 2 Hours to in-town Shopper Shuttle, expand route	2,7 the Shopper Shuttle runs in dense, low-income neighborhoods of Sandy. It will also be rerouted to serve the High School.		\$79,081	\$79,081	\$79,081
6	Sandy Area Metro (SAM)	SAM Gresham M-F later Service Weekdays	Add 1 hour to weekday service for better connectivity	2,5,6 SAM Gresham will expand bus service in communities with a high percentage of low-income households and improves connectivity inside the QE's service area while also coordinating with other public transportation Service Providers		\$39,540	\$39,540	\$39,540
7	Sandy Area Metro (SAM)	SAM Estacada M-S (1 hr)	Add 1 hour to Estacada Service for improved connectivity	2,5,6 SAM Estacada will expand bus service in communities with a high percentage of low-income households and improves connectivity inside the QE's service area while also coordinating with other public transportation Service Providers		\$47,418	\$47,418	\$47,418
8	Sandy Area Metro (SAM)	SAM Estacada M-S (1 hr) (FY21)	Add another hour to Estacada Service for improved connectivity, rather than 1 hr if by 2021 it appears appropriate	2,5,6 SAM Estacada will expand bus service in communities with a high percentage of low-income households and improves connectivity inside the QE's service area while also coordinating with other public transportation Service Providers		\$46,261	\$46,261	\$46,261
						\$260,672	\$263,374	\$338,874

Attachment G

Regional Coordination Program – Recommended STIF-Funded Projects

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Public Review Draft

Regional Coordination Program													
Subcommittee's Recommended Projects for Funding													
Regional Coordination Funding Available													
FY19			FY20			FY21							
\$ 1,500,000 \$			3,000,000 \$			3,000,000 \$			3,000,000				
Regional Coordination Recommended Projects for Funding													
FY19													
Project	Planni	Capit	Operati	To	Planni	Capit	Operati	To	Planni	Capit	Operati	Total	
Line 81 Weekend Shuttle Service		\$80,000		\$80,000			\$50,000	\$50,000				\$25,000	\$25,000
Oregon City Last Mile Shuttle Service	\$44,000			\$44,000		\$192,500	\$214,638	\$407,138				\$285,821	\$285,821
Airport Way Industrial Area Community/Jobs Connector	\$23,250	\$140,000		\$163,250			\$371,800	\$371,800				\$371,800	\$371,800
Grovelink Expansion	\$6,000	\$140,000	\$78,000	\$224,000			\$80,500	\$80,500				\$83,000	\$83,000
Clackamas Industrial Last Mile Shuttle Service	\$44,000			\$44,000		\$192,500	\$214,638	\$407,138				\$285,821	\$285,821
Tualatin Shuttle Expansion	\$6,000			\$6,000			\$45,000	\$45,000				\$47,000	\$47,000
North Hillsboro Shuttle Expansion	\$6,000	\$140,000	\$195,000	\$341,000			\$201,000	\$201,000				\$207,000	\$207,000
SMART Route 2X - Tualatin		\$120,000		\$120,000			\$553,600	\$553,600				\$553,600	\$553,600
Clackamas Community College Shuttle Expansion Project			\$42,691	\$42,691			\$115,196	\$115,196				\$115,196	\$115,196
CC Rider Line 1 and 2 Expanded Access and Service Improvements	\$6,898		\$52,126	\$59,024	\$744		\$52,477	\$53,221	\$766			\$55,834	\$56,600
Planning - Tualatin/West Linn/Oregon City Commuter Shuttle	\$22,000			\$22,000	\$29,000			\$29,000				\$0	\$0
Planning - Milwaukie Industrial Area Employee Shuttle				\$0	\$77,000			\$77,000				\$0	\$0
Planning - South Cooper Mountain Shuttle	\$25,000			\$25,000				\$0					
Existing Grovelink Shuttle				\$0			\$275,341	\$275,341				\$283,601	\$283,601
Existing North Hillsboro Shuttle				\$0			\$261,707	\$261,707				\$269,558	\$269,558
Existing Tualatin Shuttle				\$0			\$270,088	\$270,088				\$278,190	\$278,190
Existing Swan Island Shuttle				\$0			\$131,250	\$131,250				\$137,813	\$137,813
Total	\$183,148	\$620,000	\$367,817	\$1,170,965	\$106,744	\$385,000	\$2,837,235	\$3,328,979	\$766	\$2,999,234	\$2,999,234	\$2,999,234	\$2,999,234

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