

Council work session agenda

Tuesday, August 14, 2018

2:00 PM

Metro Regional Center, Council Chamber

2:00 Call to Order and Roll Call

2:05 Chief Operating Officer Communication

2:10 Work Session Topics:

Statewide Transportation Improvement Fund (STIF) - [18-5072](#)
Process Update for Portland Metro Region

Presenter(s): Margi Bradyway, Metro
Bernie Bottomly, TriMet
Tom Mills, TriMet

Attachments: [Work Session Worksheet](#)
[PowerPoint: HB2017 Proposal](#)

2:45 Councilor Communication

3:00 Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានកាតបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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STIF Update

Work Session Topics

Metro Council Work Session
Tuesday, August 14, 2018
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: Aug. 14, 2018

LENGTH: 45 min.

PRESENTATION TITLE: Statewide Transportation Improvement Fund (STIF) - Process Update for Portland Metro Region

DEPARTMENT: Metro Planning and Development and TriMet

PRESENTER(S): Margi Bradway, Deputy Director, Planning and Development, Metro
Bernie Bottomly, Executive Director, Public Affairs, TriMet
Tom Mills, Manager, Service Planning, TriMet

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Update Metro Council on the regional Statewide Transportation Improvement Fund (STIF) process and the issues facing the HB2017 Transit Advisory Committee
- Outcome: A well-informed Metro Council in regards to the various projects eligible for STIF funding and the proposed funding levels.
- Purpose: Solicit input from the Metro Council for Metro's representative to the HB2017 Transit Advisory Committee regarding Metro's position on eligible projects for STIF funding and the proposed funding levels.
- Outcome: Guidance provided to Metro's representative in preparation for the Aug. 24th HB2017 Transit Advisory Committee meeting

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

With the passage of House Bill 2017, Keep Oregon Moving, the Oregon Legislature made a significant investment in transportation to help advance the things that Oregonians value—a vibrant economy, strong communities, high quality of life, a clean environment, and safe, healthy people. This historic investment in Oregon's transportation system will produce benefits for decades to come.

A centerpiece of Keep Oregon Moving is the Statewide Transportation Improvement Fund (STIF). This fund provides a new dedicated source of funding to expand public transportation to access jobs, improve mobility, relieve congestion and reduce greenhouse gas emissions around Oregon.

Section 122 of Keep Oregon Moving (Oregon House Bill 2017) established a new dedicated source of funding for expanding public transportation service in Oregon. This new funding source is called the Statewide Transportation Improvement Fund, or STIF. As the Qualified Entity for the Portland metro area's STIF funds, TriMet is providing staff support to the region's HB2017 Transit Advisory Committee.

The STIF committee is made up of stakeholders from around the region, one of which is Metro. The committee has met monthly since Oct. 2017 to advise TriMet on developing a plan for allocating the region's HB2017 funds. The plan will be submitted to ODOT for approval once it is completed. The

committee is nearly finished deciding how much of the funds should be allocated to various programs. However, as more funds are allocated, the decisions get more difficult because there are fewer funds to allocate and multiple programs still vying for funding. The purpose of this discussion is to update the Council on the status of the committee's deliberations and to provide guidance to Metro's representative on the committee.

TriMet has made a proposal for final funding allocations. The proposal is based on the intent of the legislation, the committee's agreed upon Guiding Statement (developed at the beginning of the process), and public input. TriMet will provide additional considerations for the committee to discuss during the work session.

QUESTIONS FOR COUNCIL CONSIDERATION

- Metro's HB23017 Transit Advisory Committee member will be voting on a final allocation proposal. What guidance would Council like to provide to Metro's HB2017 Transit Advisory Committee member?
- What programs proposed for funding are most important to Council?

PACKET MATERIALS

- Would legislation be required for Council action ☐ Yes ☒ No
- If yes, is draft legislation attached? N/A Yes ☐ N/A No ☐
- What other materials are you presenting today? None. Presentation could be provided for advanced packet, if requested.

Materials following this page were distributed at the meeting.

August 16, 2018

The Honorable Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street, NE MS 11
Salem, OR 97301

Dear Chair Baney and the Oregon Transportation Commission members:

Over the last year, Oregon Department of Transportation (ODOT) staff have worked hard to consider different ways to meet the Legislature charge to propose a congestion pricing program on I-5 and I-205; two of the most critical freeway corridors in our region. We appreciate the Oregon Transportation Commission's (OTC) leadership on this issue, and the work that has been done by staff. Metro Council as a whole looks forward to working with you to refine the proposal put forward by ODOT staff, and we look forward to finding a way to work together study more comprehensive pricing approaches, as part of a different process.

Metro Council has been very clear that we believe that congestion pricing is a tool that our region will need to use in order to better manage congestion on our roadways. Our perspective on the overall goals for a congestion pricing program are clear; we believe it should manage demand, increased transit access as a critical part of the program, and improve outcomes for low-income communities along the priced corridors. Our thoughts below are the comments on the most recent proposal.

1. We support the proposal put forward by ODOT staff and reviewed by the Value Pricing Policy Advisory Committee, which advances pricing on all three lanes of the northern I-5 corridor, and pricing on specific sections of the I-205 corridor. We believe that proposal has the potential to improve the way that many Oregonians and local businesses get around our region. We hope that the OTC will direct ODOT to work closely with the local and regional jurisdictions, as there are key decisions that have yet to be made that will determine whether a program helps the region meet its goals or makes it harder to do so. The most recent letter we and seven co-signers sent to the OTC demonstrates that there is significant support for a proposal that manages demand, increases transit access, supports communities of color, and delivers transportation improvements to the region, and we look forward to working with you to deliver such a program. We believe the proposal in front of you has the potential to be such a program.
2. We are concerned about a component of the ODOT staff recommendation, which proposes moving forward a regional study of the freeway system, managed by ODOT, and makes no mention of other partners or of the system outside the freeway system. We agree that a regional pricing study is necessary; current best practice suggest that the most effective studies should consider multiple types of pricing (e.g. cordon, VMT-based, managed lanes, etc.), involve systems other than just the freeway system, and should explicitly be led by multiple partners, including the MPO, in order to ensure that

local needs are considered as well as the needs of the state system. Current research, including ODOT's own, indicates that systems that price more than just the freeway system are likely to do a better job managing traffic, improving safety, and decreasing greenhouse gas emissions.¹ In order to consider these systems, ODOT will need to work closely with local partners as a partner; and the first phase of the conversation should be focused on identifying the policy outcomes that all partners would want to get out of a congestion pricing program. If our region is to embark on a regional pricing study, it should be co-led by Metro and ODOT, and should heavily rely on the feedback, priorities, and needs of the local jurisdictions and local roadway operators who are impacted.

We appreciate the opportunity to comment, and again want to reiterate our support for this effort overall. As our region grows, we need all of the tools available to us to maintain a reliable, safe, and efficient transportation system; congestion pricing is one of those tools.

Sincerely,

Metro Council

¹ <https://www.oregon.gov/ODOT/KOM/Tolling-White-Paper.pdf>

August 13, 2018

Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol St. NE
Salem, Oregon 97301

Re: Agenda item F, August 16 meeting

Dear Chair Baney and Members of the Commission:

On behalf of the Metro Council, I am writing in support of the proposal before you on August 16 to adopt an amendment to the Oregon Transportation Plan that incorporates the strategies identified in the *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emission Reduction* (2013).

As the federal government continues to roll back its commitment to address global climate change, we applaud the Commission's willingness to strengthen Oregon's own commitment. Because the transportation sector is the single largest contributor to Oregon's overall greenhouse gas emissions, reducing transportation-related emissions is one of the most important actions we can take to address climate change. Adopting this amendment to the OTP demonstrates the Commission's continued commitment to STS implementation, environmental stewardship and leadership on this critical issue.

The greater Portland region will continue to do its part to help the Commission implement the STS and achieve the state's greenhouse gas emission reduction goals. In 2014, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) adopted the region's [Climate Smart Strategy](#) with broad support from community, business and elected leaders. (Summary attached.)

Developed in collaboration with the Oregon Department of Transportation and other state, regional and community partners and approved by the Oregon Land Conservation and Development Commission, the Climate Smart Strategy consists of a set of policies and investments that will reduce greenhouse gas emissions from cars and small trucks. It relies on walkable communities and job centers facilitated by compact land use in combination with expanded transit service, new biking and walking connections, system and demand management strategies and expected advancements in low carbon fuels and more fuel-efficient vehicles. Since its adoption, the region has made progress in implementing this multi-faceted strategy, but continues to struggle to find the resources necessary to fully implement it.

The Metro Council commends the Commission and ODOT for taking the initiative and fully supports the proposed amendment to the Oregon Transportation Plan. We look forward to our continued partnership and collaboration with the Commission and ODOT to implement policies and investments identified in the STS and the Climate Smart Strategy that have the greatest potential for reducing transportation-related greenhouse gas emissions in the long term.



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Sincerely,

Tom Hughes
Council President

/attachment

- Demonstrating climate leadership in the greater Portland region (August 2018)

cc:

Matthew Garrett, ODOT Director

Jerri Bohard, ODOT Transportation Development Division Administrator

Amanda Pietz, ODOT Program Implementation and Analysis Unit Manager



Demonstrating climate leadership in the greater Portland region

Climate change may be the defining challenge of this century. Global climate change poses a growing threat to our communities, our environment and our economy, creating uncertainties for the agricultural, forestry and fishing industries as well as winter recreation. Documented effects include warmer temperatures and sea levels, shrinking glaciers, shifting rainfall patterns and changes to growing seasons and the distribution of plants and animals. Warmer temperatures will affect the service life of transportation infrastructure, and the more severe storms that are predicted will increase the frequency of landslides and flooding. Consequent damage to roads and rail infrastructure will compromise system safety, disrupt mobility and hurt the region's economic competitiveness and quality of life.

Recognizing the significant impact the transportation sector has on overall greenhouse gas (GHG) emissions, there are a number of actions that can be pursued to lessen the carbon footprint of transportation. Some of the key mitigation approaches adopted in the region's Climate Smart Strategy are summarized in this document.

Climate Smart Strategy (2014)

As directed by the Oregon Legislature in 2009, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) developed and adopted a regional strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 2035 to meet state targets. Adopted by Metro Council and JPACT in December 2014 with broad support from community, business and elected leaders, the Climate Smart Strategy relies on policies and investments that have already been identified as local priorities in communities across the greater Portland region. Adoption of the strategy affirmed the region's shared commitment to provide more transportation choices, keep our air clean, build healthy and equitable communities, and grow our economy – all while reducing greenhouse gas emissions.

As part of the process, Metro conducted a detailed modeling analysis of various greenhouse gas scenarios and identified the types of transportation-related mitigation strategies that would have the greatest potential for reducing greenhouse gas emissions in the long term. This informed the final strategy.

The analysis of the adopted strategy demonstrated that with an increase in transportation funding for all modes, particularly transit operations, the region can provide more safe and reliable transportation choices, keep our air clean, build healthy and equitable communities and grow our economy while reducing greenhouse gas emissions from light-duty vehicles as directed by the Legislature. It also showed that a lack of investment in needed transportation infrastructure will result in falling short of our greenhouse gas emissions reduction goal and other desired outcomes. The Land Conservation and Development Commission approved the region's strategy in May 2015.



The 2018 Regional Transportation Plan is a key tool for the greater Portland region to implement the adopted Climate Smart Strategy.

For more information, visit
www.oregonmetro.gov/climatesmart

Strategies Evaluated and Findings

Climate Smart Strategy | Largest potential carbon reduction impact*



Vehicles and Fuels (Investment)

- Newer, more fuel efficient vehicles
- Low- and zero-emission vehicles
- Reduced carbon intensity of fuels



Pricing (Policy)

- Carbon pricing
- Gas taxes
- Per-mile road usage charges (e.g., OReGO)
- Parking management and pricing
- Pay-as-you-drive private vehicle insurance



Community design (Policy with Investment)

- Walkable communities and job centers facilitated by compact land use in combination with walking, biking and transit connections



Transit (Investment)

- Expanded transit coverage
- Expanded frequency of service
- Improvements in right-of-way to increase speed and reliability of buses and MAX

Climate Smart Strategy | Moderate potential carbon reduction impact*



Active Transportation (Investment)

- New biking and walking connections to schools, jobs, downtowns and other community places



Travel Information and Incentives (Investment)

- Commuter travel options programs
- Household individualized marketing programs
- Car-sharing and eco-driving techniques



System Management and Operations (Investment)

- Variable message signs and speed limits
- Signal timing and ramp metering
- Transit signal priority, bus-only lanes, bus pull-outs
- Incident response detection and clearance

Climate Smart Strategy | Low potential carbon reduction impact*



Street and Highway Capacity (Investment)

- New lane miles (e.g. general purpose lanes, auxiliary lanes)

* Source: *Understanding Our Land Use and Transportation Choices Phase 1 Findings* (January 2012), Metro.

Implementing the Climate Smart Strategy

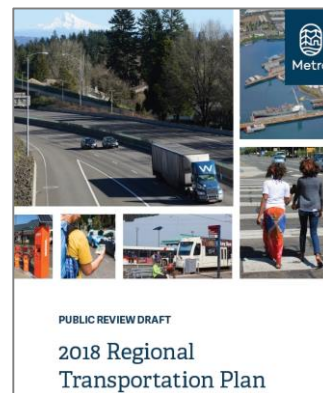
Responsibility for implementation of the Climate Smart Strategy does not rest solely with Metro. Continued partnerships, collaboration and increased funding from all levels of government will be essential. To that end, the Climate Smart Strategy also identified actions that can be taken by the state, Metro, cities, counties and others to enable the region to monitor performance and report on progress in implementation.

Metro actions taken since adoption of Climate Smart Strategy

- Expanded Community Planning and Development Grant program criteria and eligibility to include Climate Smart policies and actions in local plans (2015)
- Advocated for increased funding for transit operations, transportation investment, transition to cleaner, low-carbon fuels and more fuel-efficient vehicles, cap-and-invest program, and other Climate Smart Strategy actions in legislative agendas (2015-ongoing)
- Expanded Regional Travel Options Grant Program criteria and emphasis on climate smart investments and actions for FY 15-17 and FY 17-19 grant cycles (2015-17)
- Increased funding for effective Climate Smart investments, including optimizing built road capacity, bike and pedestrian safety retrofits, and new MAX and enhanced transit service through 2019-21 regional flexible fund allocation process (April 2017)
- Adopted new Regional Travel Options Strategy that further advances Climate Smart Strategy investments and related activities, including trip reduction services for commuters, vanpools and carpools, Safe Routes to Schools and tools to connect people to demand-responsive transit options (May 2018)

Draft 2018 Regional Transportation Plan

As required by the Land Conservation and Development Commission, the Climate Smart Strategy includes a set of performance monitoring targets for tracking progress through periodic updates to the Regional Transportation Plan. The performance monitoring targets are not policy targets, but instead reflect a combination of the planning assumptions used to evaluate the Climate Smart Strategy and outputs from the evaluation to monitor and assess whether key elements or actions that make up the strategy are being implemented.



Key findings from the 2018 Regional Transportation Plan update

The draft plan is making progress towards implementing the Climate Smart Strategy, which when fully realized will achieve the state-mandated target for GHG reduction per capita. The draft plan:

- meets or exceeds most performance monitoring targets, including significantly expanded coverage and frequency of transit service throughout the region.
- makes progress, but does not meet RTP targets to complete the active transportation network.
- reduces annual per capita greenhouse gas emissions from cars and small trucks by 40 percent by 2040.

The Climate Smart Strategy and the more recent update to the Regional Transportation Plan presented opportunities for the region to work together to demonstrate leadership on reducing greenhouse gas emissions while addressing the need to identify funding to implement our adopted local and regional plans. In conclusion, we've made some progress but more actions and resources will be needed to create the kind of future we want for our region. Find out more at oregonmetro.gov/rtp.

DRAFT -

On behalf of the Metro Council, I would like to thank you for the opportunity to support the Portland Institute for Contemporary Art (PICA) in its application to receive the NEA "Our Town" placemaking grant. As the regionally elected government for the Portland metro region, we are charged with planning and development of equitable plans and policies to ensure that people live, work and play in vibrant communities where their everyday needs are met.

Greater Portland has seen increasing displacement of communities of color from the urban core. In an effort to address this and other systemic historical discrimination the Metro Council adopted a strategic plan to advance racial equity. We have partnered with many of the community based organization and civic agencies associated with this grant, including the City of Portland, Portland State University and the Portland Community Reinvestment Initiative, to affect change to support these efforts.

PICA's project, "Black Arts Ecology of Portland," furthers these efforts through a well-established and respected arts organization for our region. Their plan aims to provide a combination of physical space, materials, human resources, and artistic programming that centers, supports and prioritizes art and cultural activity by Black creatives and communities in North and Northeast Portland in recognition of the histories of forced displacement in these communities.

In addition to advancing racial equity, this project will also support affordable housing communities (another area Metro is working towards solutions) through participation by residents from Beatrice Morrow and King + Parks, which include people of color returning to North and Northeast Portland through the City of Portland's preference policy. We have also supported the work of Sharita Towne and Dr. Lisa Bates, two partners in this application, through our Placemaking Grants program.

We recommend the NEA provide the full \$200,000 grant amount to be matched by PICA and partners, providing a \$400,000 program for this important community project. We are grateful for the opportunity to support PICA and its partners in its mission to catalyze and enhance communities of color by communities of color, through the arts.

Sincerely,

Metro Council

HB 2017 Update

Presentation to Metro Council

August 14, 2018

HB 2017

- Comprehensive transportation package
- 1/10th of 1 percent payroll tax on individuals
- 90% of funds raised returned to district
 - Grant-based not formula-based
- Tax imposed July 1, 2018
- 1st funds received ~Jan. 1, 2019
- FY 2019 ~\$26m, FY 2020 ~\$49m
- Advisory Committee
 - TriMet Plan & Regional Plan

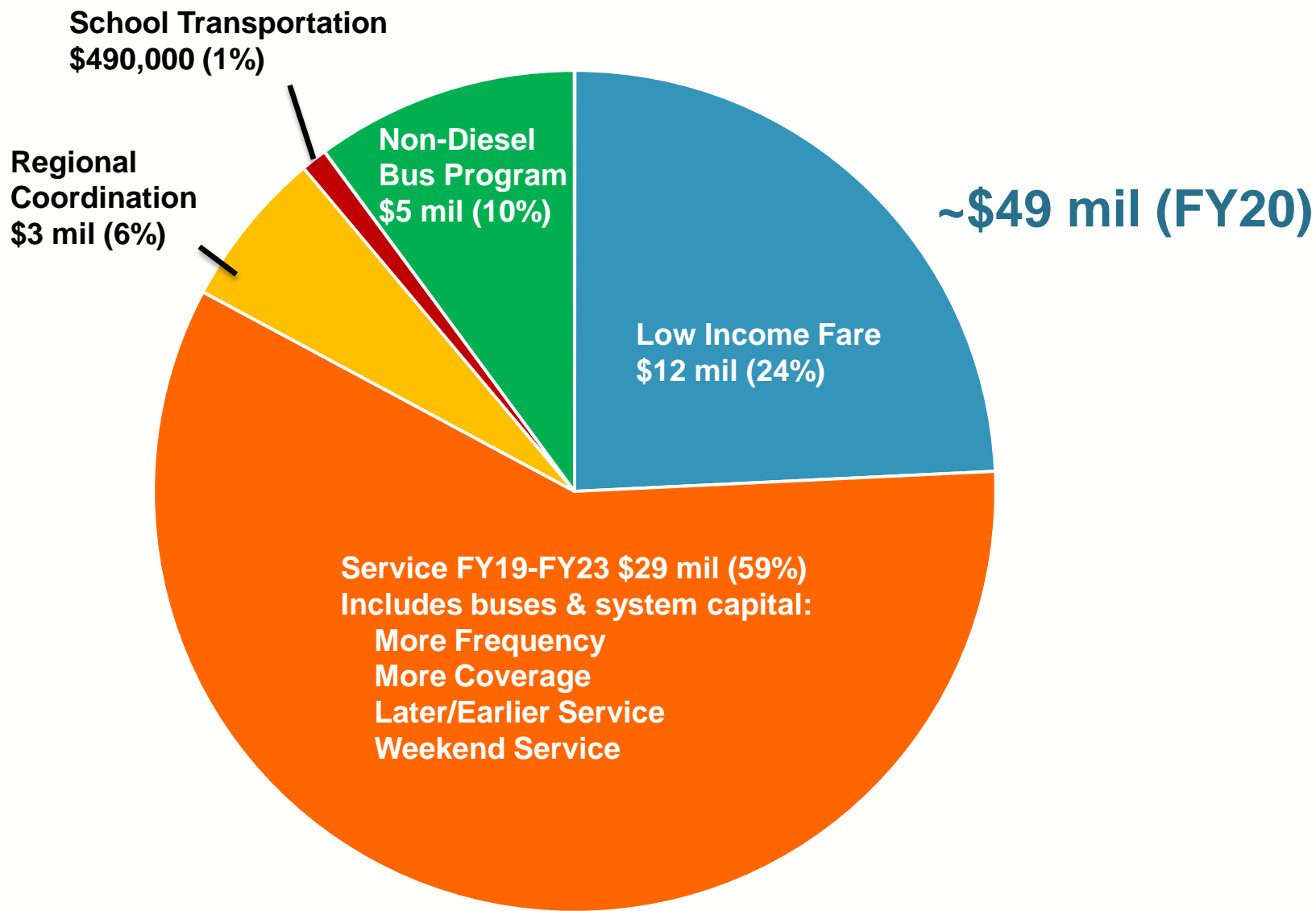
HB 2017 (Cont.)

- Plan must include description of amount used for:
 - Increased Frequency to low-income areas
 - Natural gas or electric buses
 - Fare reduction for low-income
 - Expansion of bus routes and service to low-income areas
 - Improved connections inside/outside districts
 - Reduced fragmentation of services
 - Minimum of 1% of funding for student transportation

HB2017 Planning Timeline



Funding Allocation Proposal – Ongoing



Student Transportation Program

- \$490,000 – minimum of 1% of funding per legislation
- Expand TriMet's Transit Access Grant Program to High Schools
 - High schools apply for the funds yearly
 - Daily tickets, weekly passes, monthly passes
 - High schools decide how they disburse fares to students
 - Schools are capped based on their level of free and reduced lunch students
 - PPS is not included in the program because of the existing Youth Pass program

Non-Diesel Bus Program

- \$5 mil in ongoing funds
- \$28 mil in one-time only funds
- TriMet Non-Diesel Bus Strategy still being worked on
 - Battery electric buses – very costly
 - Renewable natural gas buses – investigating the potential
 - Equity analysis for deployment of buses still to occur

Other Programs

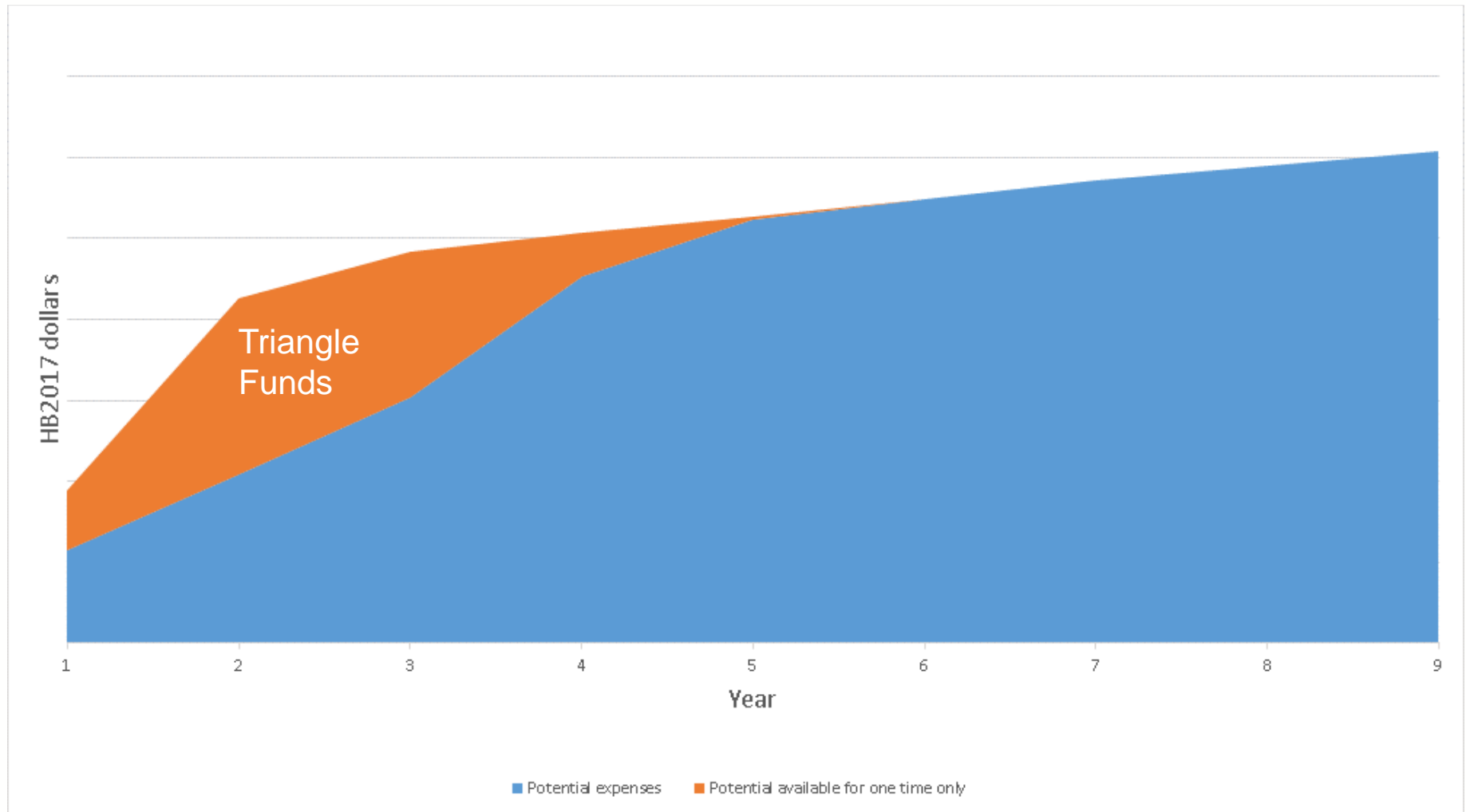
Streetcar & Senior/Disabled Programs

- Could be recipients of funding
- Funding could come out of 59% of funds for transit service or elsewhere in the funding allocation proposal

Youth Pass Expansion not included in the proposal, however 25% of the funding is dedicated to fare mitigation

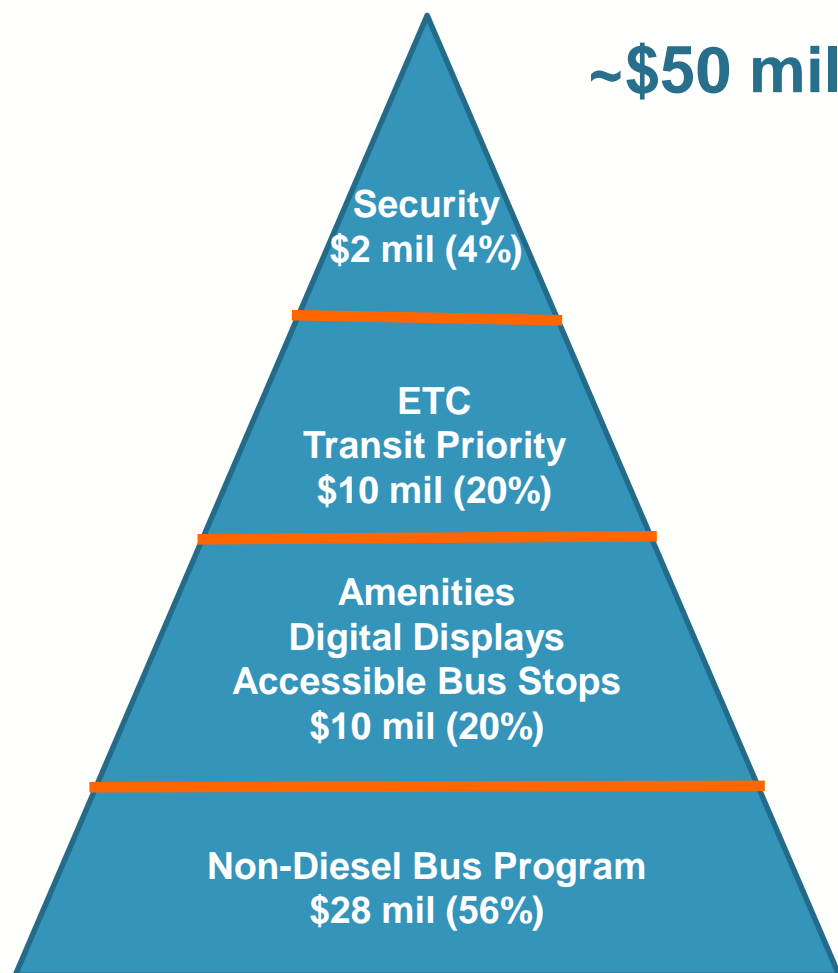
- 24% LIF
- 1% Transit Access Program expansion

HB2017 Program Ramp



Funding Allocation Proposal

July Proposal



Funding Allocation Proposal

July Proposal

School
Transportation \$490,000 (1%)

Regional
Coordination
\$3 mil (6%)

Non-Diesel
Bus Program
\$5 mil (10%)

Low Income Fare
\$12 mil (24%)

~\$49 mil (FY20)

Service FY19-FY23 \$29 mil (59%)
Includes buses & system capital:
More Frequency
More Coverage
Later/Earlier Service
Weekend Service

~\$50 mil

Security
\$2 mil (4%)

ETC
Transit Priority
\$10 mil (20%)

Amenities
Digital Displays
Accessible Bus Stops
\$10 mil (20%)

Non-Diesel Bus Program
\$28 mil (56%)





Funding Allocation: Top Priorities

<u>Top Tier Priorities:</u> Within \$100 Survey and Top 2 Service Improvements or Top 8 Non-Service Improvements from Workshops	<u>2nd Tier Priorities:</u> Within \$100 Survey or Top 8 Non-Service Improvements from Workshops	<u>3rd Tier Priorities:</u> Not within \$100 Survey nor Top 8 Non-Service Improvements from Workshops
Expand Service Coverage ✓	More Weekend Service ✓	Bus Rapid Transit
More Frequent Service ✓	More Early/Late Service ✓	Fewer Stops
Get Buses Through Traffic ✓	Larger Buses	Customer Service
On-Street Amenities ✓	Non-Diesel Buses ✓	School Partnerships ✓
Physical Improvements at TCs ✓	Digital Displays ✓	
Additional Security Staff	Reduce Fares - Low Inc. Youth/HC	
	Reduce Fares for All Youth/HC	
Additional Opportunities:		
More Streetcar Service		
More On-Demand Service for Seniors and People with Disabilities		



Advisory Committee 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 HB2017 funds for the following purposes:

- ✓ Expansion of existing and creation of new transit services (including last mile services), except for light rail, with consideration for communities with a high percentage of low-income households and responsible contracting and workforce utilization,
- ✓ 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 in communities outside the TriMet service district, but inside in Clackamas, Multnomah, and Washington counties, and
- ✓ regional coordination/reduction of fragmentation between TriMet and communities outside the TriMet service district, but inside Clackamas, Multnomah, and Washington counties.

Service Scenarios

Service Scenarios

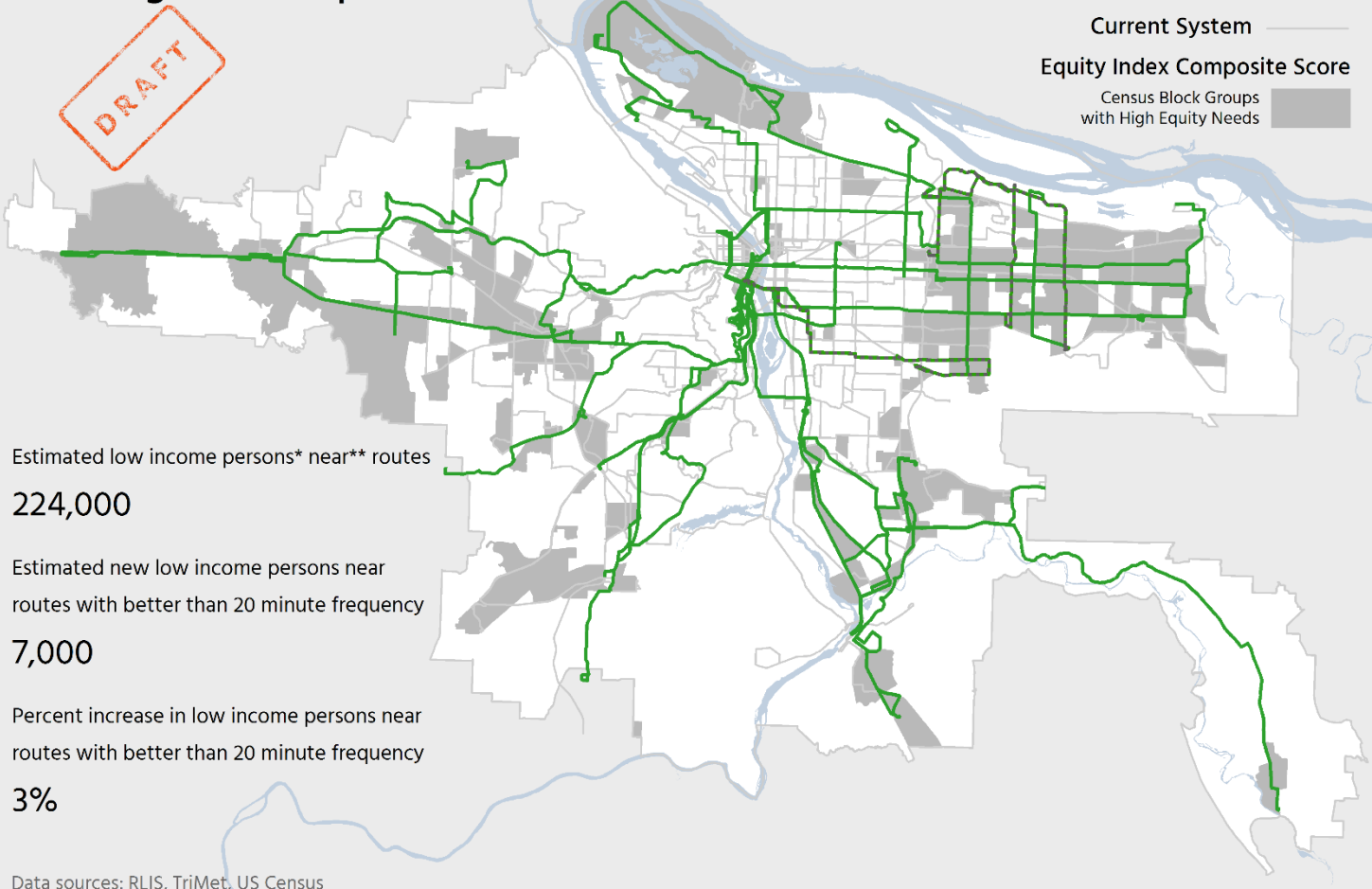
- Coverage focused
- Ridership focused
- Combined

All Scenarios

- Serve equity areas
- Show FY19-23 service improvements
- Show Division Transit Project (including reallocation of Line 4 service hours) and Red Line Extension
- Include improvements funded with HB 2017 and employer payroll tax increase

Coverage Scenario

Coverage focus options



Data sources: RLIS, TriMet, US Census

* Low income persons are defined as those earning less than 200% of the federal poverty level

** "Near" means within 1/4 mile of routes (not stops), as the crow flies

TriMet GIS Team. Path: G:\PUBLIC\GIS\Planning\HB2017\Maps\HB2017_scenarios.mxd Date Saved: 8/8/2018

Improvements

6 new bus lines

4 weekend improvements

10 route extensions or route changes

4 frequency upgrades

7 early/late/ midday improvements

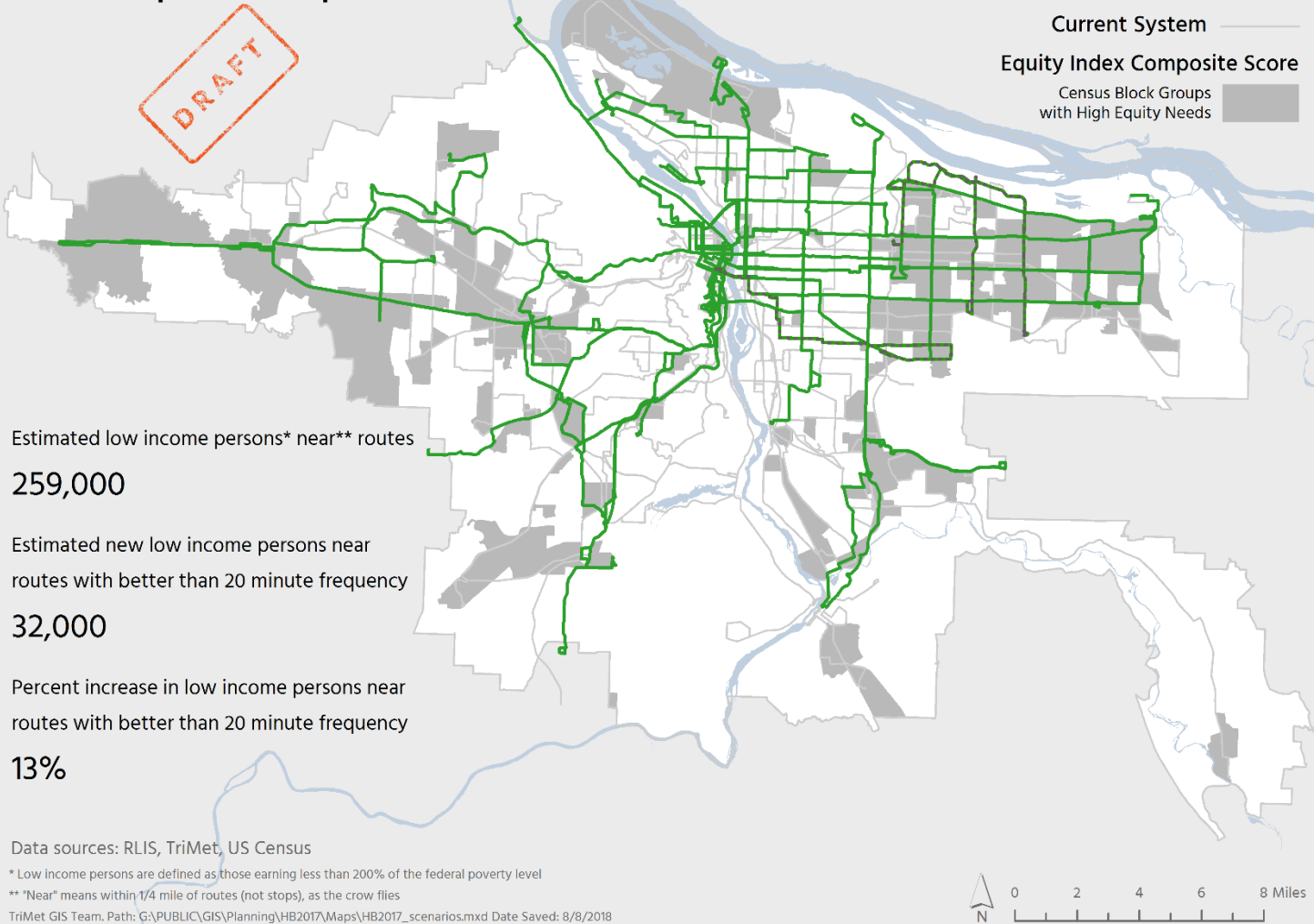
2 24-hr. service additions

2 new 15-min. Frequent Service Lines



Ridership Scenario

Ridership focus options



Improvements

5 new bus lines

3 weekend improvements

5 route extensions or route changes

8 frequency upgrades

7 early/late/ midday improvements

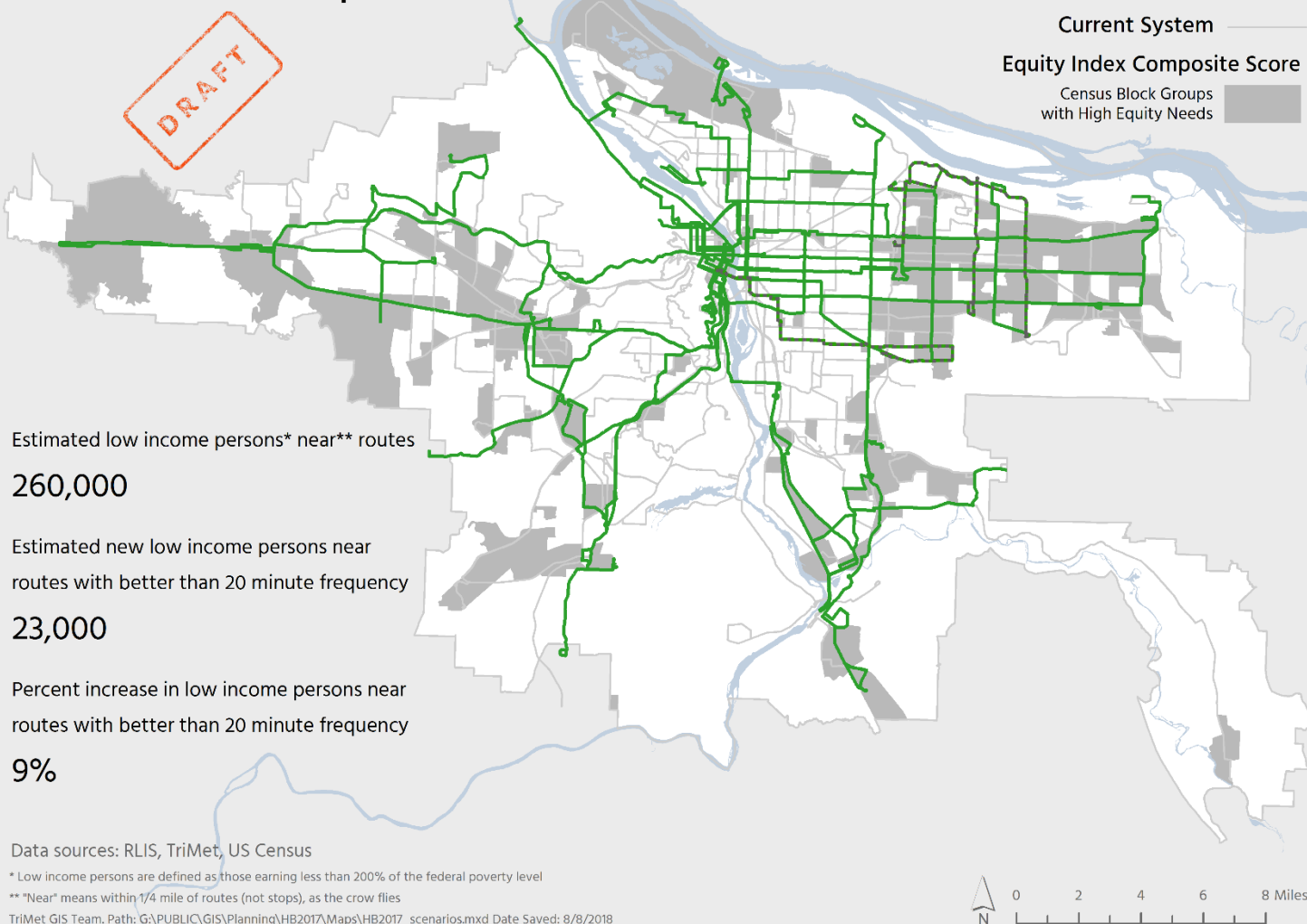
2 24-hr. service additions

5 new 15-min. Frequent Service Lines

5 Frequent Service Lines upgraded to 12 min. service

Combined Scenario

Combined focus options



Improvements

6 new bus lines

4 weekend improvements

7 route extensions or route changes

6 frequency upgrades

8 early/late/ midday improvements

2 24-hr. service additions

4 new 15-min. Frequent Service Lines

4 Frequent Service Lines upgraded to 12 min. service

Transportation Proposal for Seniors & People with Disabilities

- Requesting \$3 mil or 5% - whichever is greater
- The funds will be used for
 - expanded operations of transportation services provided by human service agencies
 - capital investment in vehicles
 - mobility management technology
- Local Plan is the Regional Coordinated Transportation Plan
- Specific programs or projects would
 - be targeted towards areas highlighted in the HB2017 equity areas map
 - include accessible shuttles, demand response service, and other low-cost programs such as volunteer mileage reimbursement

HB 2017: Portland Streetcar

Streetcar Facts

- Over **15,000 riders** each day; 10% increase in ridership in 2017
- 3rd most used transit system in Oregon; **Only Transit Provider** in the State of Oregon not directly receiving funds from HB 2017
- 54% of all housing built in Portland since 2001 is on the streetcar line including more than **1/3 of all regulated affordable**.
- Directly serves **11 Census Block Groups** with High Concentrations of Poverty, as defined by the HB 2017 Advisory Committee
- 32% of riders earn less than **\$30k/year**
- Streetcar has **no access** to other federal or state funds
 - All 5307 (State of Good Repair) Funds earned by Streetcar are kept by TriMet
 - HB 2017 eliminated transit as a category of Connect Oregon

Streetcar Service Request

Improve frequency of Portland Streetcar to 12-minutes by FY 21/22

- Streetcar accounts for ~4% of all transit provided in the TriMet district
- Provides TriMet more flexibility for service by reducing future commitments to Streetcar
- Investments include additional streetcars, shelter upgrades, and related items
- **Requesting \$2 mil/year for 12-minute frequency improvement on Portland Streetcar**

60% of total

FY19 Improvemets

Coverage

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	Improve Sat. service; add Sun. service
Clackamas	Line 44-Capitol Hwy./Mocks Crest	Extend to Mt. Park, Lake Grove, Tualatin
Clackamas	Line 79-Clackamas/Oregon City	Streamline route for faster service
Clackamas	Line 79-Clackamas/Oregon City	Extend to CCC
Clackamas	Line 99-Macadam/McLoughlin	Midday 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 25-Glisan/Rockwood	Extend to MHCC
E. Multnomah/Portland	Line 74-162nd Ave.	Upgrade to 20m svc.
E. Multnomah/Portland	Line 87-Airport Way/181st Ave.	Upgrade to 15-min. Frequent Service
Portland	PDX Night Bus	Bus service from PDX to Stark when MAX Red Line doesn't run
Portland	148th Ave. Line	New line
Portland	Line 10-Harold	Change route to serve SE 7th Ave.; add Sun. service
Portland	Line 11-Rivergate	Extend to Parkrose TC
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 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 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 47-Baseline/Evergreen	Reroute to South Hillsboro
Washington	Line 48-Cornell	Increase frequency to Hillsboro; inc freq Sa/Sun
Washington	Line 57-TV Highway	24-hour 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

Ridership

Jurisdiction	Line	Description
Clackamas	Webster Line	New bus line
Clackamas	Line 79-Clackamas/Oregon City	Streamline route for faster service
Clackamas	Line 79-Clackamas/Oregon City	Increase frequency
Clackamas	Line 155-Sunnyside	Increase frequency
Clackamas/Portland	Line 72-Killingsworth/82nd Ave.	Upgrade to 12-min. Frequent Service
Clackamas/Portland	Line 72-Killingsworth/82nd Ave.	24-hour service
Clackamas/Portland	Line 75-Cesar Chavez/Lombard	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 21-Sandy Blvd./22rd	Increase frequency
E. Multnomah/Portland	Line 77-Broadway/Halsey	Increase frequency
E. Multnomah/Portland	Line 87-Airport Way/181st Ave.	Upgrade to 15-min. Frequent Service
Portland	PDX Night Bus	Bus service from PDX to Stark when MAX Red Line doesn't run
Portland	148th Ave. Line	New line
Portland	Line 6-Martin Luther King Jr. Blvd.	Upgrade to 12-min. Frequent Service
Portland	Line 10-Harold St.	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 frequency
Portland	Line 24-Fremont	Extend to NW Portland & Goose Hollow MAX via Fremont Br.
Portland	Line 44-Captiol Hwy./Mocks Crest	Upgrade to 15-min. Frequent Service (SW end only)
Portland	Line 66-Marquam Hill/Hollywood TC	Earlier and later trips
Portland	Line 73-122nd Ave.	Upgrade to 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 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	Span & weekend improvements w/Line 76 upgrade
Washington	Line 47-Baseline/Evergreen	Reroute to South Hillsboro
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	Increase frequency between Portland & Beaverton
Washington/Portland/E. Multnomah	Line 20-Burnside/Stark	24-hour service
Washington/Portland/E. Multnomah	Line 20-Burnside/Stark	Upgrade to 15-min. Frequent Service

Combined

Jurisdiction	Line	Description
Clackamas	Jennings Rd. Line	New line
Clackamas	Webster Line	New bus line
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Clackamas	Line 79-Clackamas/Oregon City	Increase frequency
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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

Memorandum, August 4, 2018

To: Metro Council
From: Bob Stacey
Subject: TriMet HB 2017 Service Expansion Plan

I serve as Metro's representative on TriMet's "HB 2017 Transit Advisory Committee." Although the committee has been meeting monthly since March, TriMet first presented its proposed allocation of HB 2017 funds, and three alternative plans for the transit service expansion portion of that allocation, at the July 27 meeting. It is asking the committee to deliberate and agree on a draft plan at the August 24 meeting.

I will be out of the country on August 24. Craig Dirksen has graciously agreed to represent Metro at that important meeting. At the Council's August 14 work session, the Council will have an opportunity to provide Councilor Dirksen with guidance.

The attached PowerPoint from the July meeting shows TriMet's proposal for allocating annual HB 2017 revenues of \$49 million. TriMet committed to the legislature that it will fund the low income fare program (\$12 million, 24 percent of annual new revenue); in addition HB 2017 requires funding coordination between the region's transit services (\$3 million, 6 percent) and one percent for school transportation (\$490,000).

Those set-asides leave \$34 million in new annual revenue to be allocated. Of that, TriMet proposes to allocate:

- \$5 million to a "Non-Diesel Bus Program" and
- \$29 million (59 percent of the annual revenue stream) to service expansion, including coverage (new bus lines in underserved areas), more frequent service on some lines, and increased hours of operation on some lines (weekends and earlier and later service). This also includes the cost of new buses and capital improvements for the expanded service.

Finally, TriMet identifies a pot of about \$50 million in one-time capital dollars. This results from the "ramp-up" time needed to hire and train mechanics and acquire the needed additional buses before full service expansion can be implemented. TriMet proposes to spend these one-time funds on security (\$2 M), enhanced transit capital such as signal priority and bus queue-jump lanes at key intersections (\$10 million), bus stop amenities (\$10 million) and capital costs of the still-undefined "Non-Diesel Bus Program" (\$28 million).

All of the funding proposals before the committee in the STIF process align with Metro Council's policy goals in the Draft 2018 Regional Transportation Plan, including improving mobility for people of color and low-income people (equity), improving air quality, decreasing greenhouse gases and reducing vehicle emissions traveled. Some of the funding scenarios better support equity, while others would do more to reduce emissions.

Three funding proposals strongly supported by public testimony, certain committee members, or both, are not included in the TriMet proposal:

- Portland Streetcar's request for \$2 million in additional service frequency;
- Ride Connection and human service providers' request for \$3 million in point-to-point shuttle service for senior and disabled persons not served by TriMet LIFT minibuses; and
- A "youth pass" for young people advocated by OPAL and student groups (no cost estimate provided by TriMet).

TriMet says any of these proposals would require reductions in the \$34 million annual revenue that TriMet would spend on non-diesel buses and service expansion. TriMet asks the committee to decide where to cut if it wishes to add any of these unfunded proposals.

In addition, TriMet will ask the committee to choose one of three service expansion route scenarios. One aims to maximize ridership; the second, to maximize the area covered by bus service; and the third is TriMet's recommended combination of the two objectives. The maps illustrating these scenarios (attached) don't adequately distinguish between new bus routes, increased service on existing routes, and existing routes that are proposed to be extended. A table provided after the meeting (attached) at least lists the lines added or affected by the changes in each scenario.

Another issue likely to be raised at the August meeting is what TriMet means by "Non-Diesel Bus Program." Advocates are pressing for battery-powered electrification; TriMet wants to leave open the possibility of converting the fleet to compressed natural gas. Either requires installation of new fueling (or charging) facilities at all of TriMet's bus barns, as well as training mechanics on new systems. But CNG is in wider use than electric buses, and has been around for a while. Electric advocates point to examples of transit agencies that now are converting from CNG to electric, and urge TriMet to leapfrog to the newest technology. TriMet wants to study the question rather than have it decided by the committee now.

Finally, TriMet shared a pie chart of its overall budget at the July committee meeting, in response to committee questions about TriMet's ability to absorb some of the service needs from its existing budget. Unfortunately, TriMet postponed discussion of the overall budget to the August meeting due to the large amount of public testimony the committee received at the beginning of this meeting. The pie chart (also attached) certainly requires further explanation to answer the committee's questions about existing budget capacity.

Because TriMet asks the committee to approve or modify this "Draft Plan" on August 24, the Council should provide Councilor Dirksen its guidance on at least these questions:

1. Service Expansion scenario: Ridership, coverage, or "combined"?
2. Non-diesel fleet: Electric, or further TriMet study?
3. Fund additional requests (streetcar, elderly & disabled, youth)? With what cuts from TriMet proposal?
4. Is there room in TriMet's existing resources to fund more service expansion or one or more of the additional requests?