

# **HB 2017 Update**

## **Presentation to Metro Council**

**August 14, 2018**

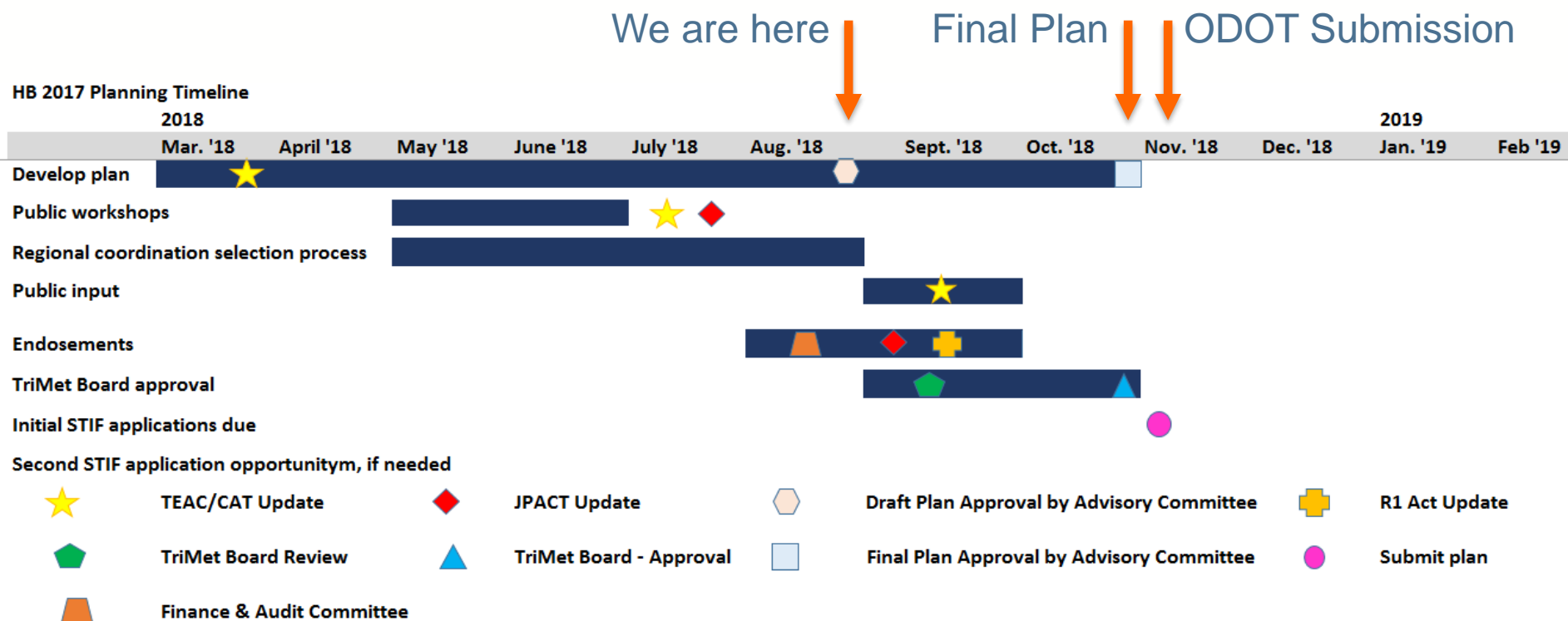
## HB 2017

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

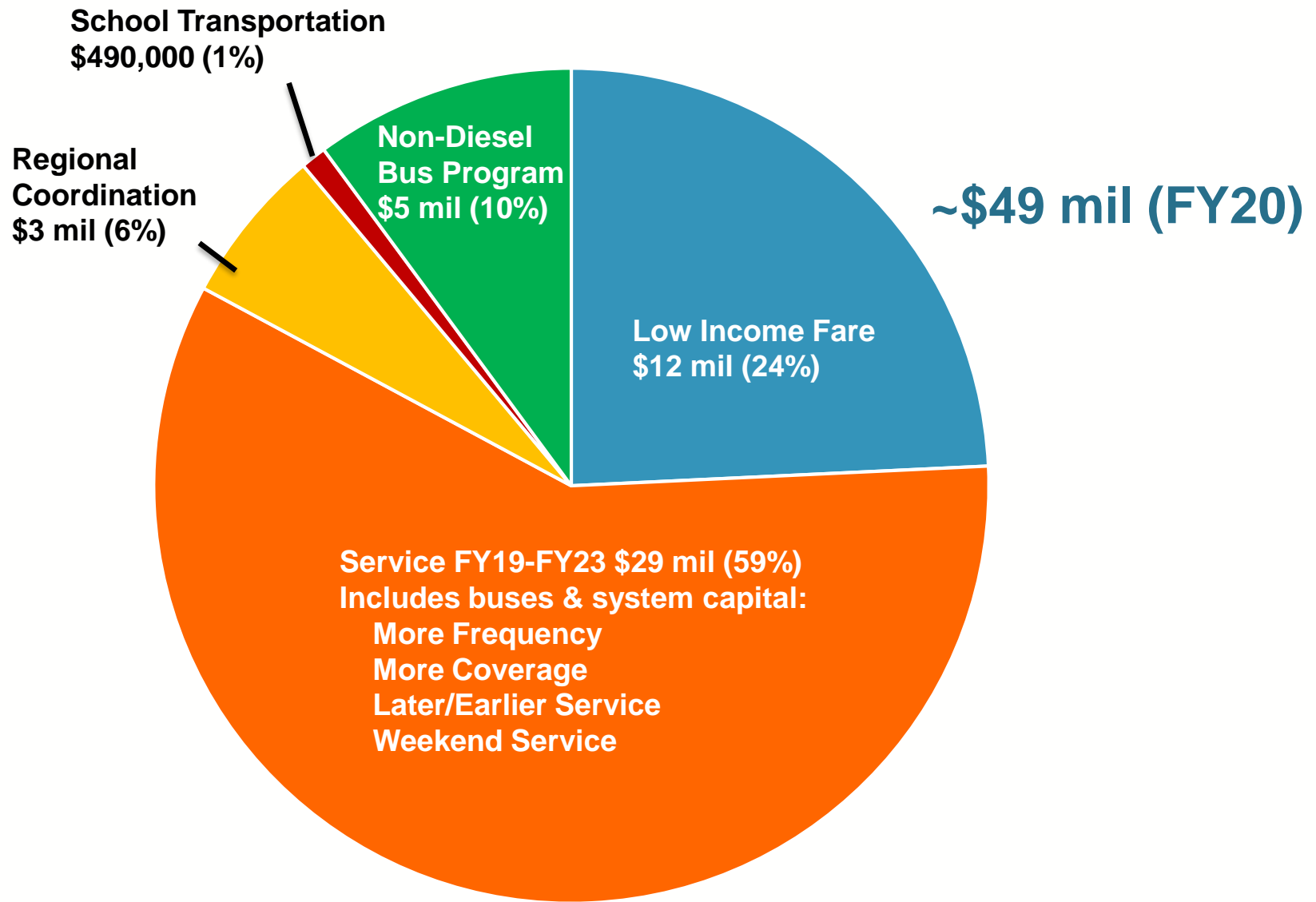
## HB 2017 (Cont.)

- 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

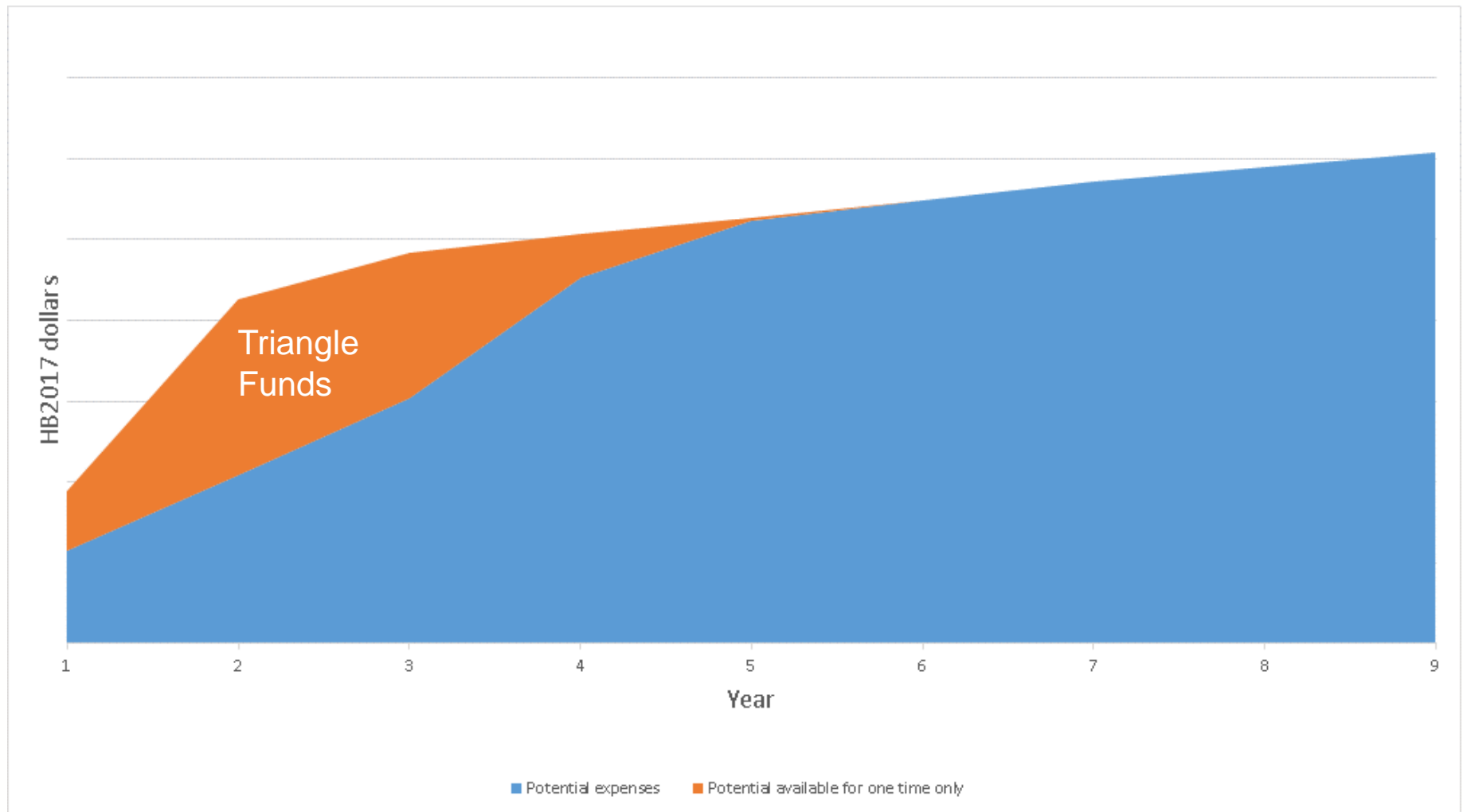
- Could be recipients of funding
- Funding could come out of 59% of funds for transit service or elsewhere in the funding allocation proposal

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

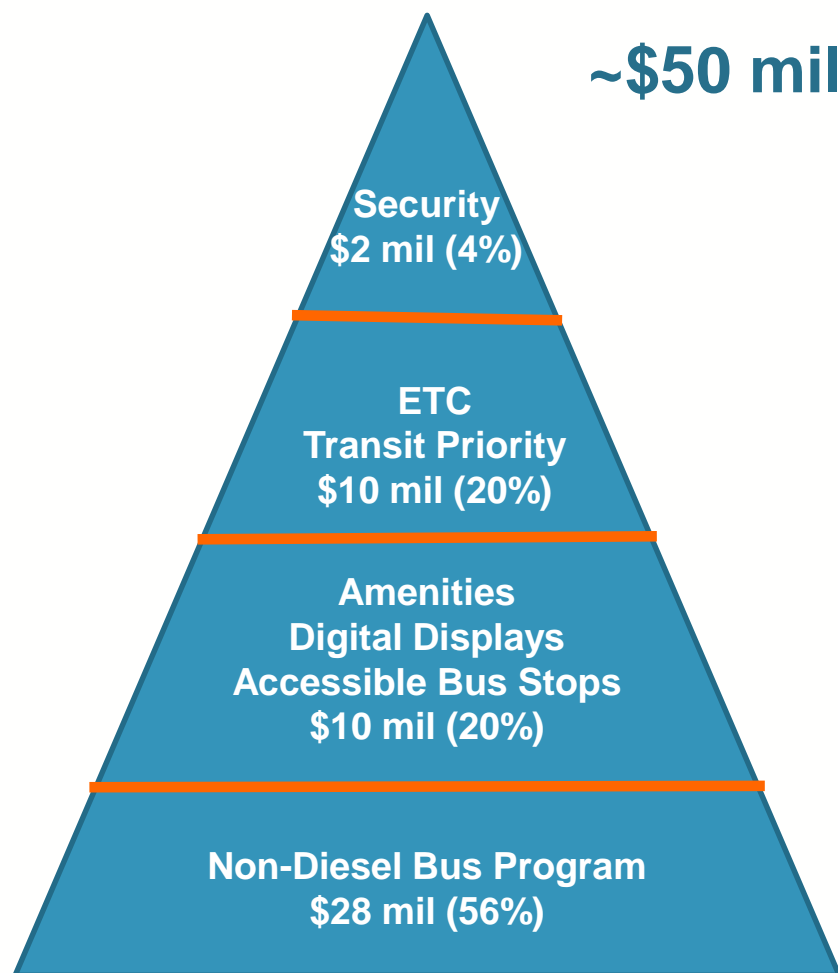


# HB2017 Program Ramp



# 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>2<sup>nd</sup> Tier Priorities:</u> Within \$100 Survey or Top 8 Non-Service Improvements from Workshops	<u>3<sup>rd</sup> 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	
<b>Additional Opportunities:</b>		
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

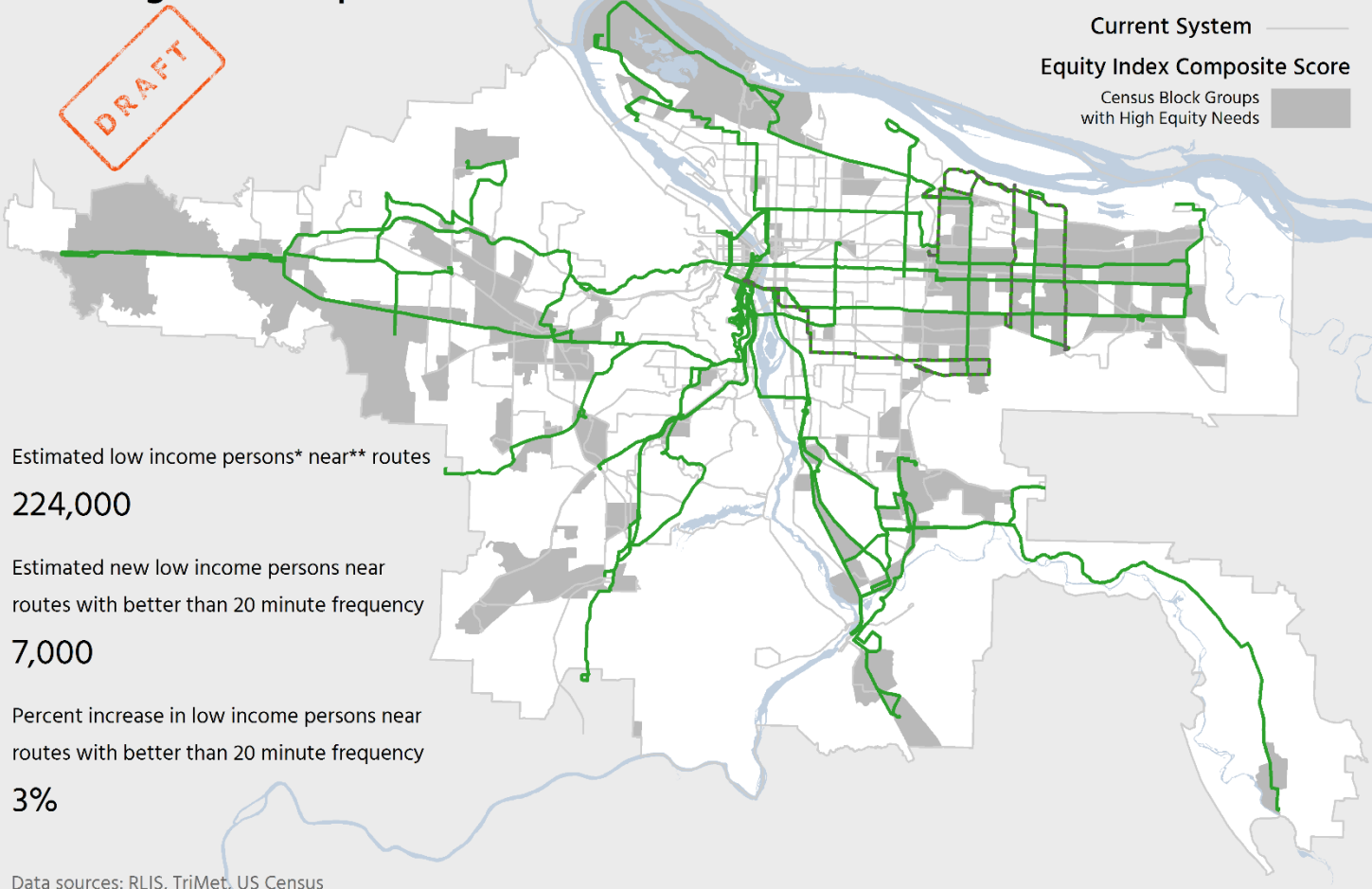
- Coverage focused
- Ridership focused
- Combined

## 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

**DRAFT**

Ridership service options for FY19 - FY23

Current System

Equity Index Composite Score

Census Block Groups  
with High Equity Needs

Estimated low income persons\* near\*\* routes

259,000

Estimated new low income persons near

routes with better than 20 minute frequency

32,000

Percent increase in low income persons near

routes with better than 20 minute frequency

13%

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

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## 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

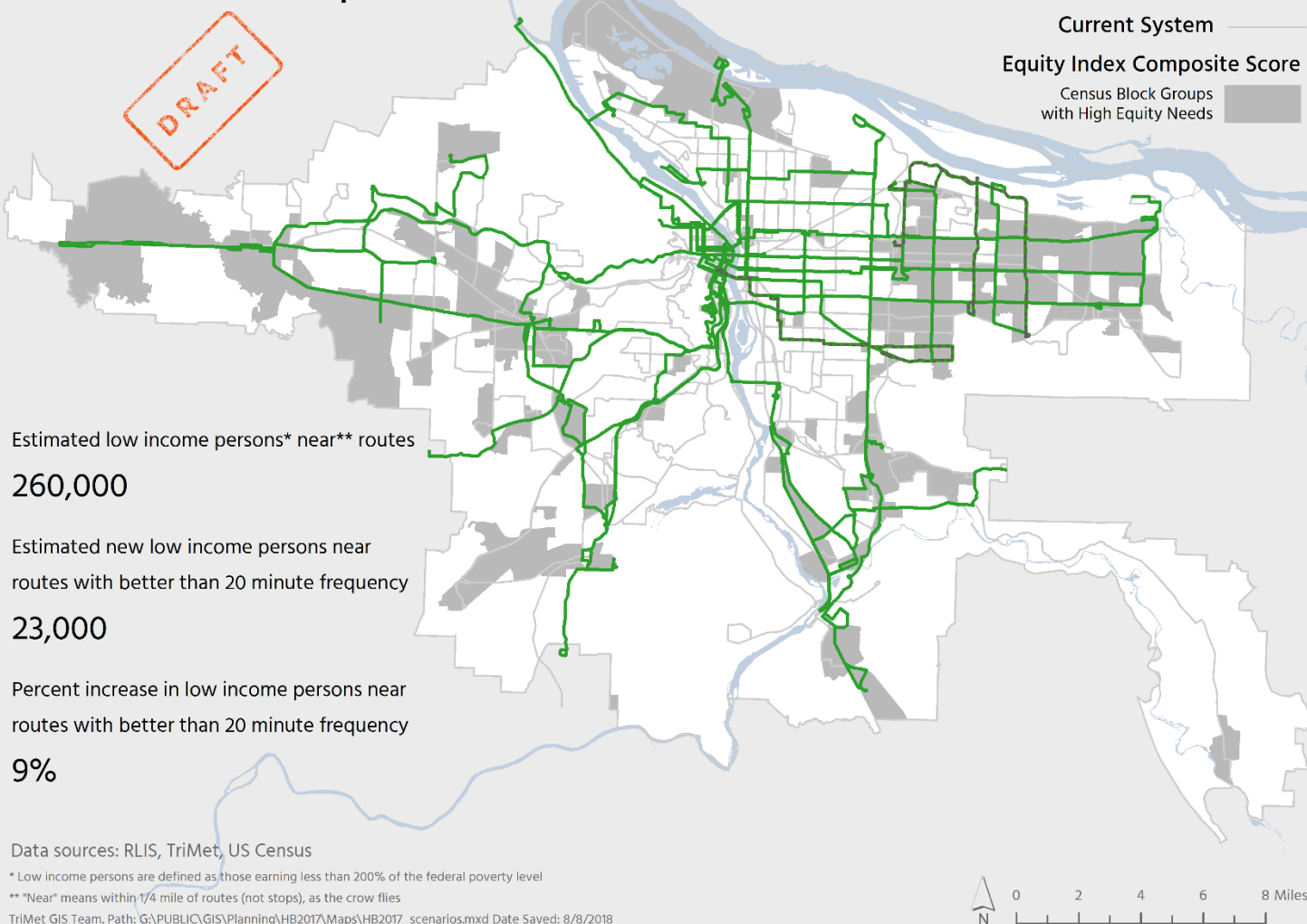
5 Frequent Service  
Lines upgraded to  
12 min. service





# 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
- 3<sup>rd</sup> 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**