



## Regional Enhanced Transit Concept pilot program

*To meet greater Portland's environmental, economic, livability and equity goals as we grow over the next several decades, we need to invest more in our transit system, particularly the frequent service bus network.*

### Regional ETC Request for Interest

The Enhanced Transit Concept (ETC) program, is one way to do this, which employs new public partnerships to implement engineering, technology and operations treatments that increase capacity and reliability, yet are relatively low-cost to construct, are context-sensitive, and able to be deployed quickly throughout the region.

ETC will be implemented through the coordinated investment of multiple partners and provides major improvement over existing service but is less capital-intensive and more quickly implemented than large scale high capacity transit projects. Targeted investments will serve our many growing mixed-use centers, corridors, and employment areas that demand a higher level of transit service but are not seen as short-term candidates for light-rail, or bus rapid transit.

ETC partnerships will also create more reliable, higher quality transit connections to connect low-income and transit-dependent riders to jobs, school and services.

Improving the speed and reliability of our frequent service network will be implemented across a range of scales –

from the regional, along corridors, to the local, at tactical “hot spot” locations. Types of treatments that are proven to improve reliability are described in the following table.

### Enhanced Transit treatments

Regional	Hotspot
Bus on shoulder	Dedicated bus lane
“Next Gen” transit signal priority system	Business access and transit (BAT) lane
Headway management	Intersection queue jump/right turn except bus lane
Corridor	Transit-only aperture
Level boarding	Pro-time (peak period only) transit lane
All door boarding	Clarifying multi-modal interactions
Bus stop consolidation	Curb extension at bus stops
Rolling stock modification	Far-side bus stop placement
Transit signal priority and signal progression	Street design traffic flow modifications

Additional amenity and access treatments, such as covered bus shelters, special lighting, enhanced sidewalks, and protected crosswalks are also complementary improvements that build the ridership to take advantage of the ETC transit speed and reliability improvements.

Metro, in partnership with TriMet, identified locations along the frequent transit service and streetcar lines currently experiencing delays and reliability issues. These locations were evaluated through a series of workshops to evaluate a range of potential ETC treatments with the local jurisdictions.

In May 2018, Metro issue a Request for Interest (RFI) to our regional partners to advance ETC improvements discussed at the workshops. The intent of the ETC pilot program and the RFI is to develop partnerships between the local jurisdiction and the transit agency. Through the pilot program, we are able to provide technical design service to identify ETC improvements that will be built in the next two years, as well as, develop a pipeline of future ETC projects.

### Regional ETC Request for Interest

The Request for Interest (RFI) opened in May and closed in June of 2018. Local jurisdictions that submitted ETC proposals included:

- City of Beaverton
- City of Hillsboro
- City of Portland
- ODOT
- Clackamas County
- Multnomah County
- Washington County

There were a total 38 ETC proposals (49 individual projects) submitted through this process. Projects submitted to the RFI were screened based on the minimum award requirements:

- Projects must be on an existing or future frequent service transit line;
- Projects must have been through the Metro/TriMet led Regional ETC Workshops or some other local or regional planning process;

- Projects must demonstrate that they will improve transit speed and reliability;
- Projects must be included in the 2018 Regional Transportation Plan;
- Projects must have the support from the local agency's director or elected official; and
- ETC eligible projects must be within the Metro region

A second screening of projects was conducted:

- Projects can be implemented within 2 years;
- Potential funding has been identified for the project (doesn't need to be committed, but is attainable);
- Projects have the potential to increase transit speed and reliability (most effective); and
- Projects improvements serve many riders and more than one transit line.

### Moving forward

Through the RFI process, a portion of the projects are recommended to receive technical and design services through this Regional ETC Pilot Program. A subset of these are project are anticipated to be funded from concept to final design/ready for construction and another subset would be funded for developing projects further (0-15 percent). The remaining projects submitted are considered as a pipeline for future funding.

Of the projects submitted, the following are recommended to receive technical and design services through the Regional ETC Pilot Program:

Jurisdiction	# of funded projects (# of projects submitted)
City of Beaverton	1 (out of 2)
City of Hillsboro	2 (out of 2)
City of Portland	13 (out of 32)
Clackamas County	2 (out of 2)
Multnomah County	1 (out of 1)
Washington County	4 (out of 9)
ODOT	0 (out of 1)