



Washington County Transit Committee Meeting #2

STIF FY 2023-25 TRANSIT
INVESTMENT PRIORITIES

| April 28, 2022

Land Use & Transportation

www.co.washington.or.us



Purpose

- Share anticipated revenue for FY2024 and FY2025
- Solicit input on needs and opportunities



Agenda

- Solicit input on needs and opportunities
 - TriMet's Forward Together
 - On-board rider survey results
 - Updated equity mapping
 - Review TDP next tier opportunities
- Review revenue forecasts
- Take public comment
- Review next steps

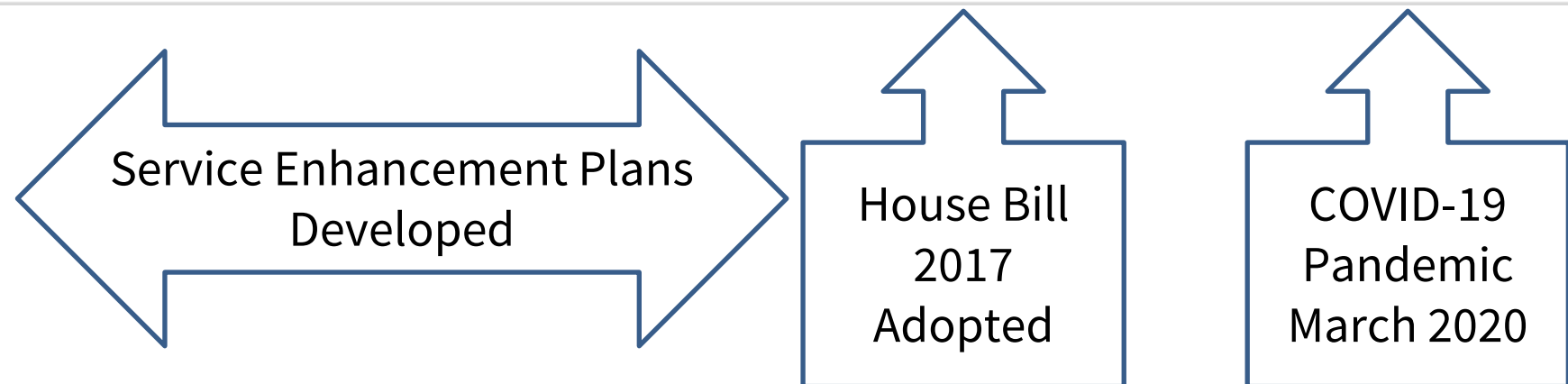
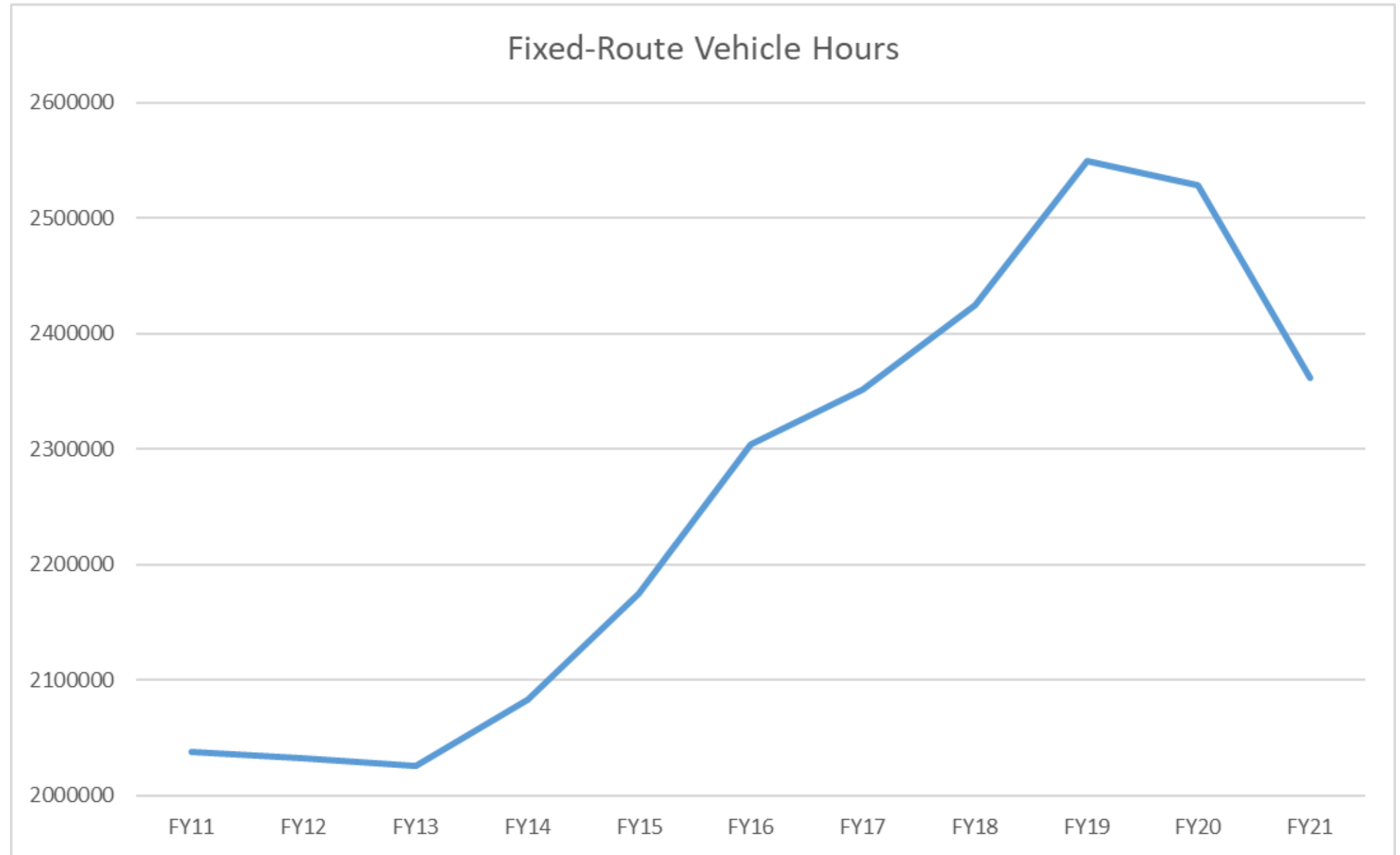


A Comprehensive Analysis of TriMet Service

Michael Ray

Ten Year History of TriMet Service

- Following the Great Recession, TriMet developed the Service Enhancement Plans (SEPs) to guide the growth of service.
- House Bill 2017 created new funding for transit and accelerated the growth of service guided by the SEPs.
- In March 2020 the COVID-19 pandemic, associated recession, and subsequent labor shortage paused expansion plans and forced a reduction in service.



Why a Comprehensive Service Analysis?

COVID has changed everything

- **Spotlight on needs of essential workers and transit dependent**
- **More people telecommuting**
- **Companies have relocated**
- **Demographics have changed**

Our approach to a CSA

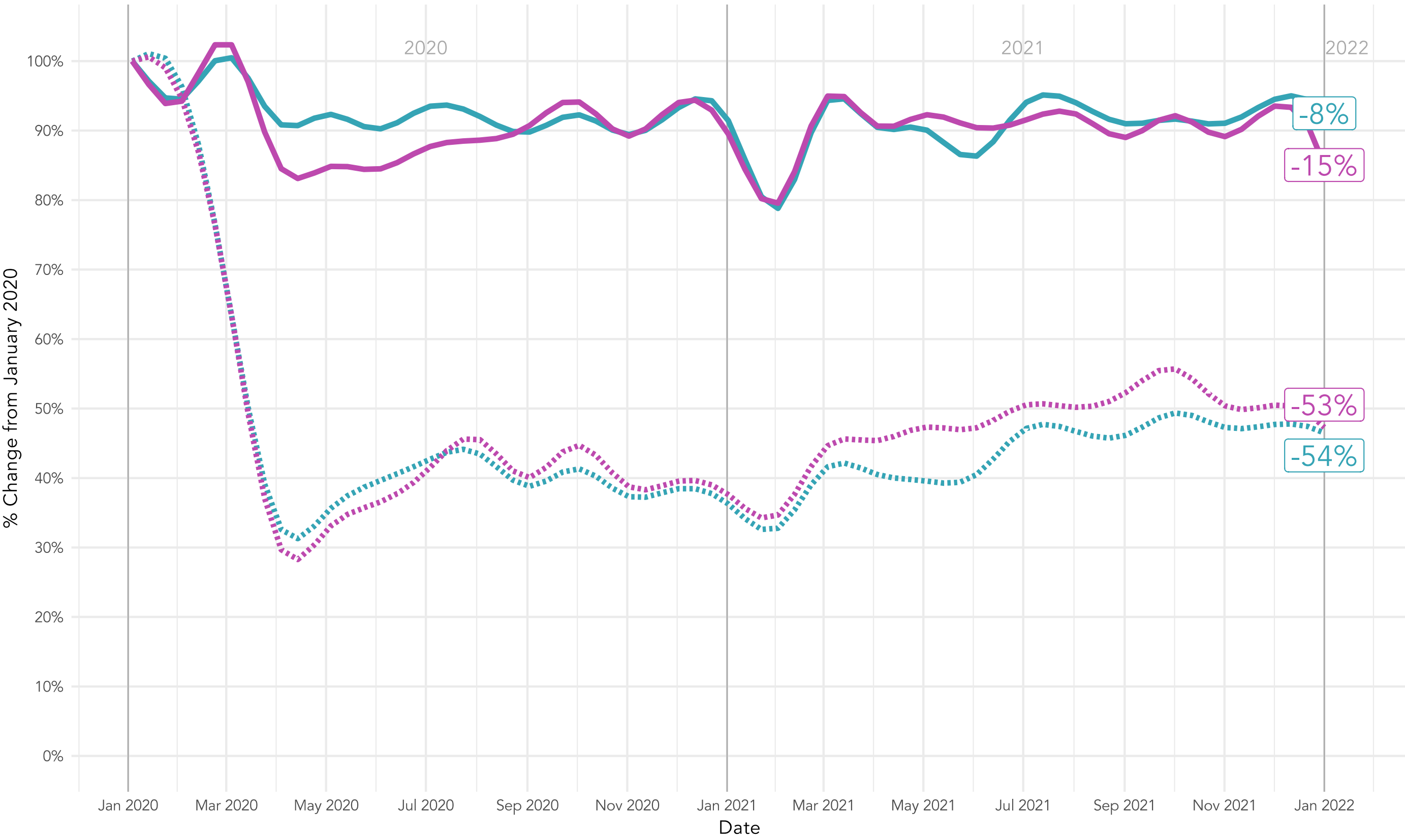
1. Market Study & Engagement

- Surveys, employment data, development trends
- Listen to the community
- Look at existing service, existing plans, recent studies



TriMet Service and Ridership 2020-2022

Measure: — Service Level - - - Ridership Mode: ■ MAX ■ Bus

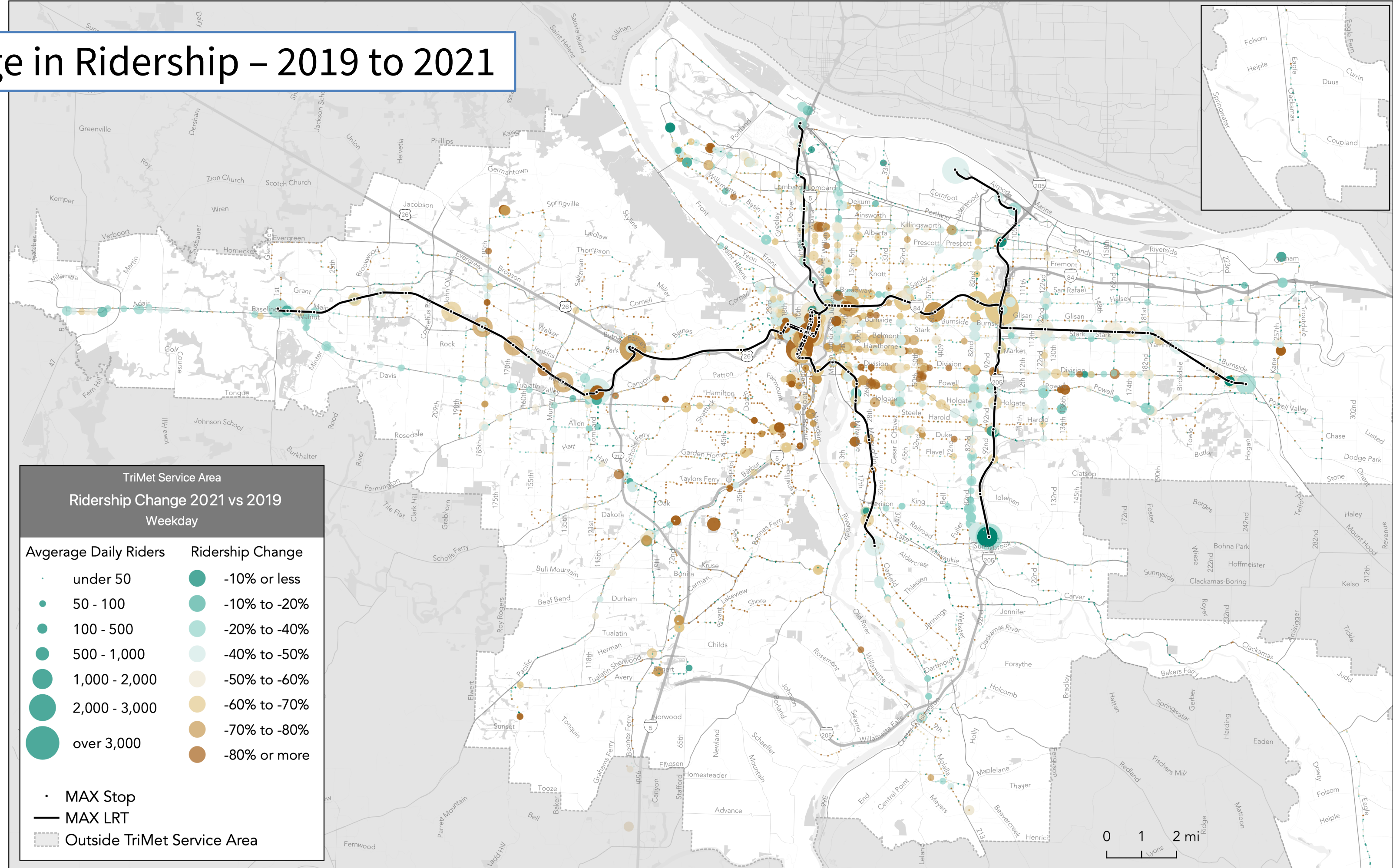


The Big Picture

There is more to the story!



Change in Ridership – 2019 to 2021



TriMet Service Area
Ridership Change 2021 vs 2019
Weekday

Average Daily Riders	Ridership Change
under 50	-10% or less
50 - 100	-10% to -20%
100 - 500	-20% to -40%
500 - 1,000	-40% to -50%
1,000 - 2,000	-50% to -60%
2,000 - 3,000	-60% to -70%
over 3,000	-70% to -80%
	-80% or more

- MAX Stop
- MAX LRT
- ▭ Outside TriMet Service Area

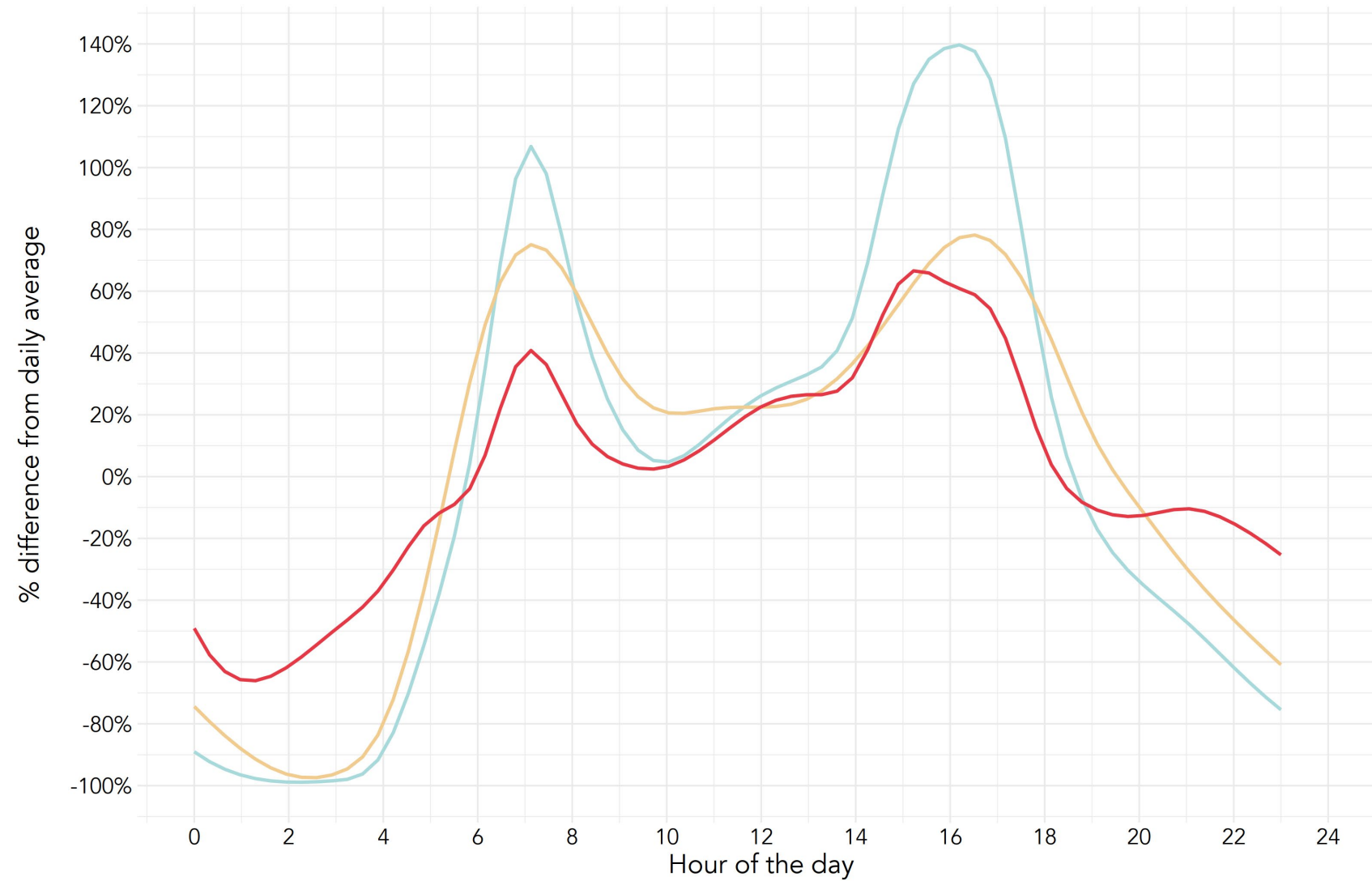
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Lyons

Peaking

TriMet Service and Ridership - 2019

Weekday

Boardings Bus trips Boardings per bus trip

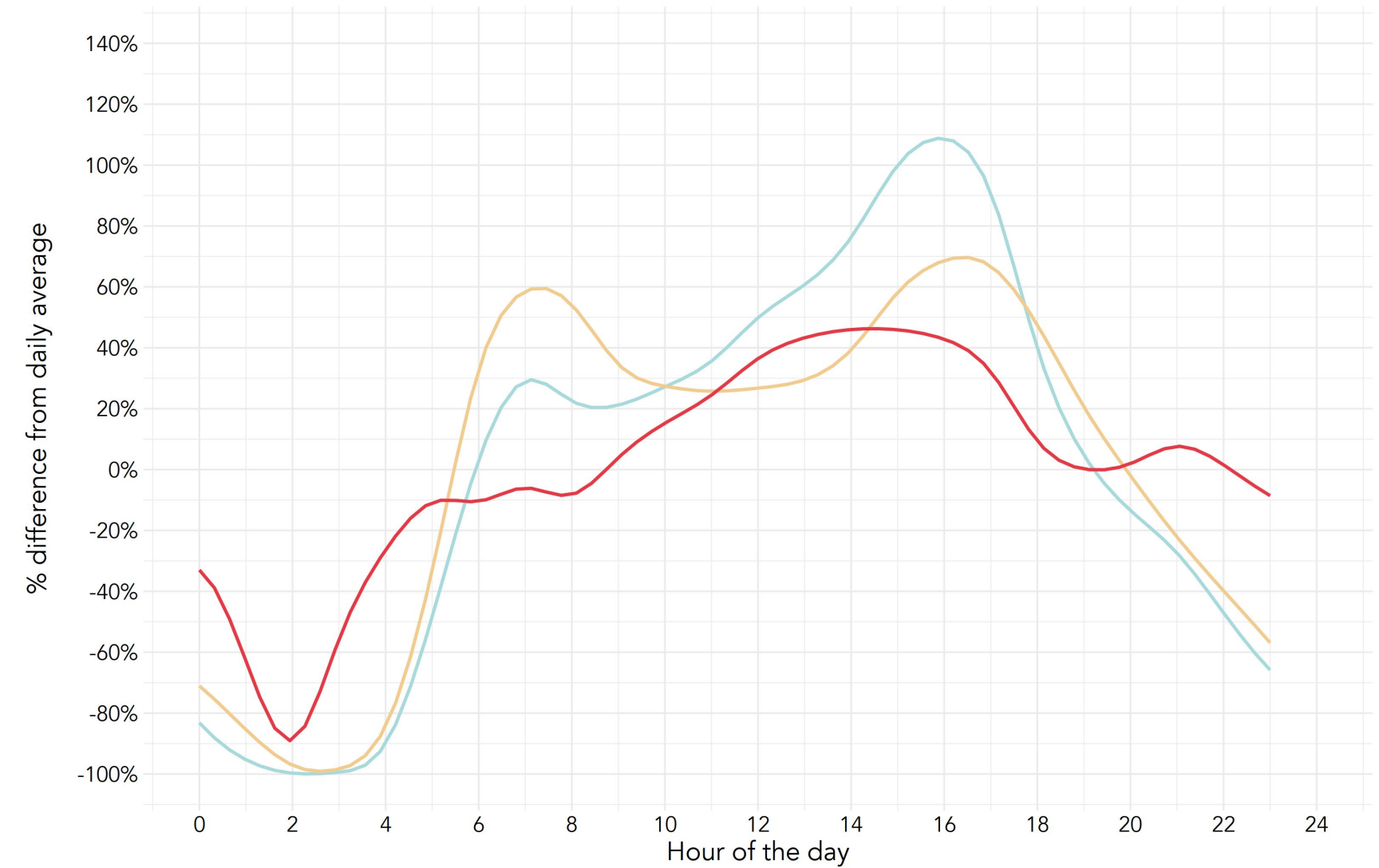


Source: TriMet boardings data and GTFS from Fall 2019

TriMet Service and Ridership - 2021

Weekday

Boardings Bus trips Boardings per bus trip

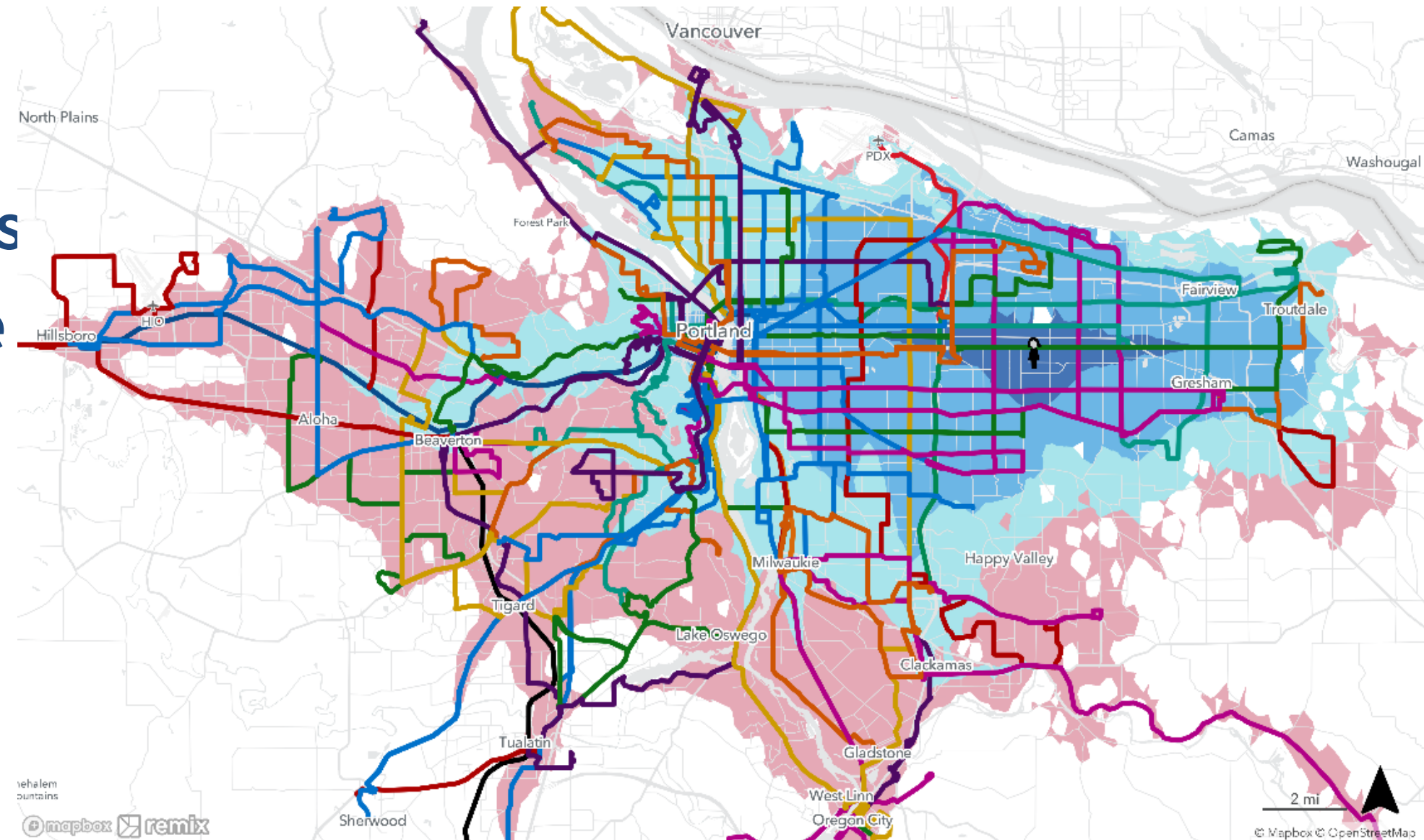


Source: TriMet boardings data and GTFS from Fall 2021

Our approach to a CSA

2. Alternative Analysis & Continued Engagement

- Develop service alternatives
- Take alternatives out to the public for feedback
- Refine a preferred scenario for implementation and approval by the Board



Timeline

2022

January

February

March

April

May

June

July

August

September

October

▲
Jurisdictional
Coordination

★
Core Design
Workshop

Existing Conditions &
Market Analysis

Phase 1 Outreach on
Values

Alternatives Development and
Analysis

Phase 2
Outreach on
Alternatives

Future Service
Recommendation



FORWARD

TOGETHER

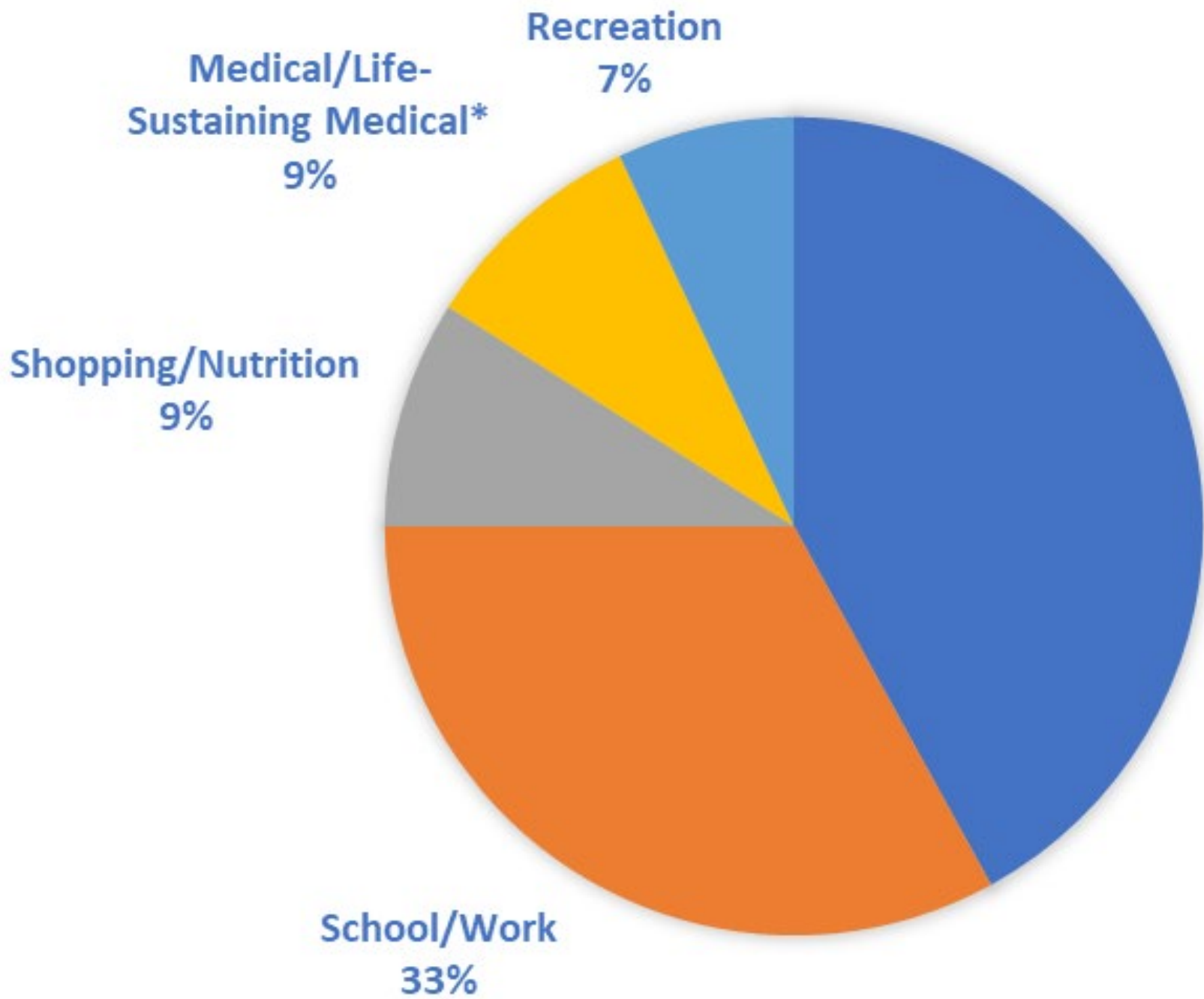
THANK YOU FOR YOUR TIME!

→ What are we hearing?

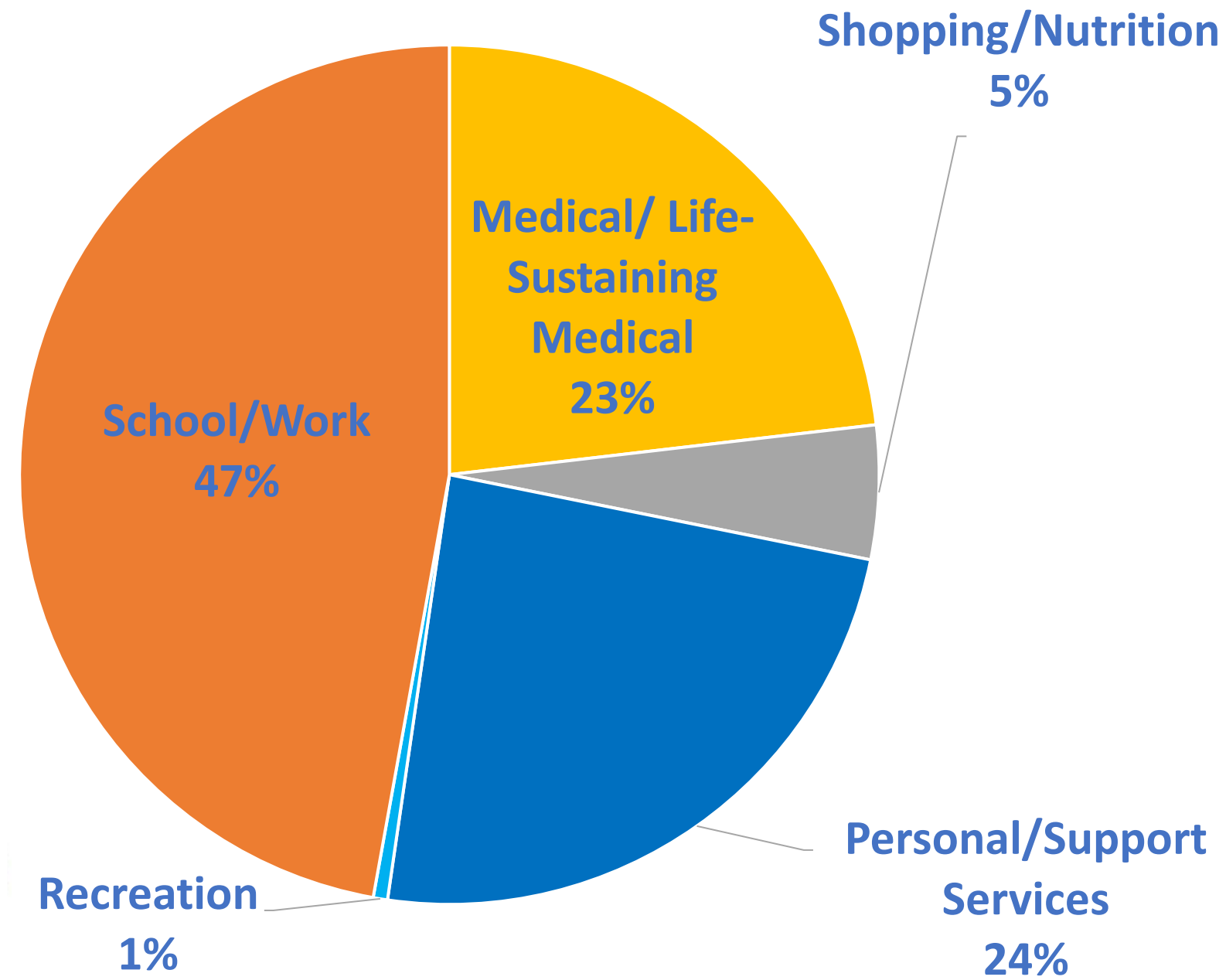
Ride Connection rider survey responses comparison

	2019	2021
Low-income	34%	24%
Commute (work trip)	60%	73%
Connect to TriMet/other transit	47%	60%
Top service improvement priority	Weekday frequency	Weekend service/more weekend frequency

→ Demand response trip purpose



2019



2021

→ Revenue forecast – working draft

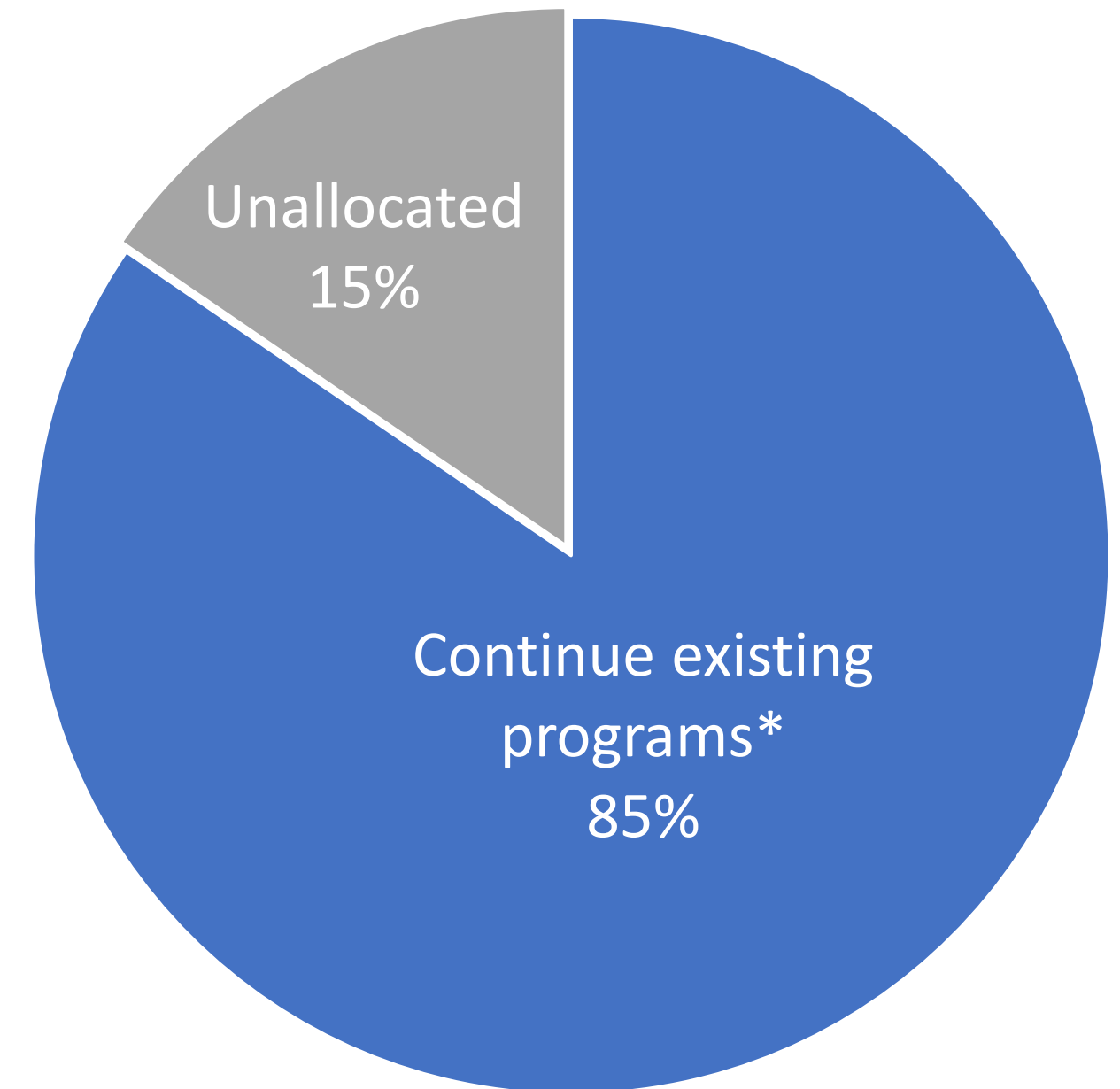
Revenue Source	FY 24	FY 25	Total Biennium
Outside TriMet District	\$431,000*	\$453,000*	\$884,000
Regional Coordination	Determined by TriMet HB2017 Committee		
Additional (carry forward + overage)	\$355,500		\$355,500
Total	TBD	TBD	<i>\$1,240,000</i>

- * 115% of ODOT December 2021 forecast, assumes 54/46 split with SMART Outside TriMet District
- Overage represents additional revenue not accounted for in 22/23 budget
- Carry forward represent anticipated 22/23 unspent \$\$

→ FY 24-25 rural service budget status

FY22 and FY 23 Programs

- westLink
- Rural Demand Response
- Interregional Coordination
- Rural Workforce Shuttle
- Marketing
- Administration
- Capital
- Planning



*Assumes 8% annual cost increase

→ What we heard from you in 2020

Rural service enhancements

- More frequent westLink weekday service
- Improve access and convenience of general public rural demand response service
- Expand rural work force vanpool service in Gaston, south of Forest Grove/Hillsboro
- Expand rural work force vanpool service to the weekends

→ What we heard from you in 2020

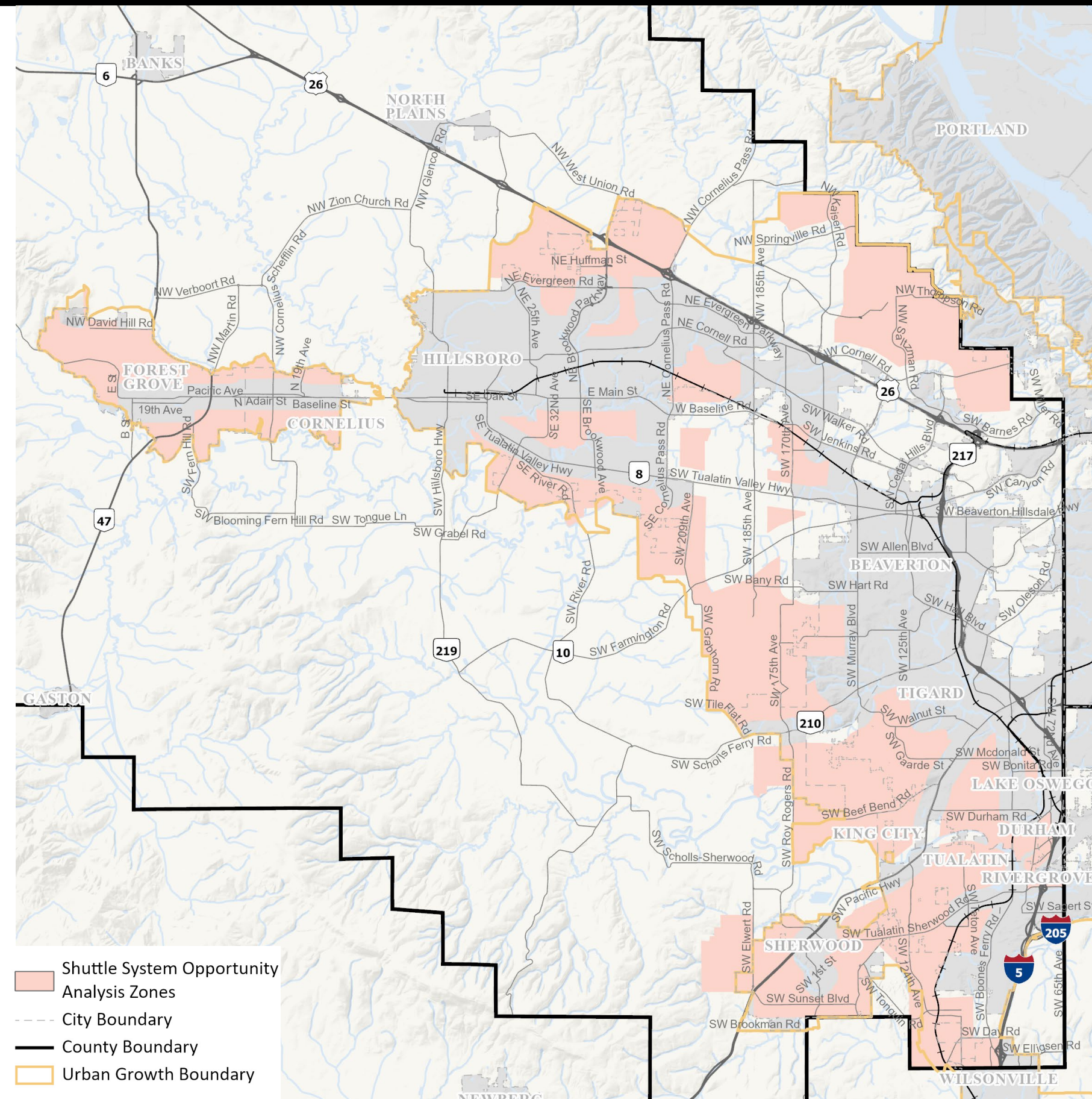
Inside TriMet District opportunities

- Account for annual cost increases
- Enhancements to existing services
- Tualatin shuttle expansion – Bridgeport Village to Stafford Rd/I205 Interchange
- Improved stops with signage, shelters, lighting, schedule information, bus zones, benches and bike racks

→ What we heard from you in 2020

Assess the need and feasibility of service

- Basalt Creek,
- Bull Mountain/portions of King City west of OR 99W,
- Cedar Mill/Bethany/North Bethany,
- Cornelius north and south of OR8,
- west and south of downtown Sherwood,
- South Hillsboro service,
- south Tigard/Durham



→ STIF evaluation criteria

- Expand services to reach communities with a high percentage of low-income households
- Coordination between transit providers to reduce service fragmentation
- Improve the frequency and reliability of service connections between communities
- Provide student transit services for students in grades 9 through 12
- Maintain and expand the existing system

→ Values and tradeoffs

Productivity

- Ridership potential
- Cost-effectiveness (boardings per revenue hour)

Coverage

- Some access for everyone
- Lifeline access for those who need it
- Improve service connections between communities

Equity

- Serve transportation disadvantaged
- Serve low-wage jobs or households

Ride Connection
boardings per revenue
hour (B/RH) ranges from
2 to 9 B/RH

SacRT Example
Averages about 3 B/RH for
microtransit, best route is
about 5 B/RH

→ Elements of successful shuttle service

- Fill gaps in fixed route service in lower demand areas and emerging markets
- Target features for locating services (equity areas, low auto ownership)
- Incorporate equity
- Local support/champions/partnerships
- Leverage other \$\$
- Avoids duplicating service

→ Analysis considerations

- Population per acre: 3-11 people
- Jobs per acre: 1.5-5 jobs
- Combined land use density: 5-15 people and jobs

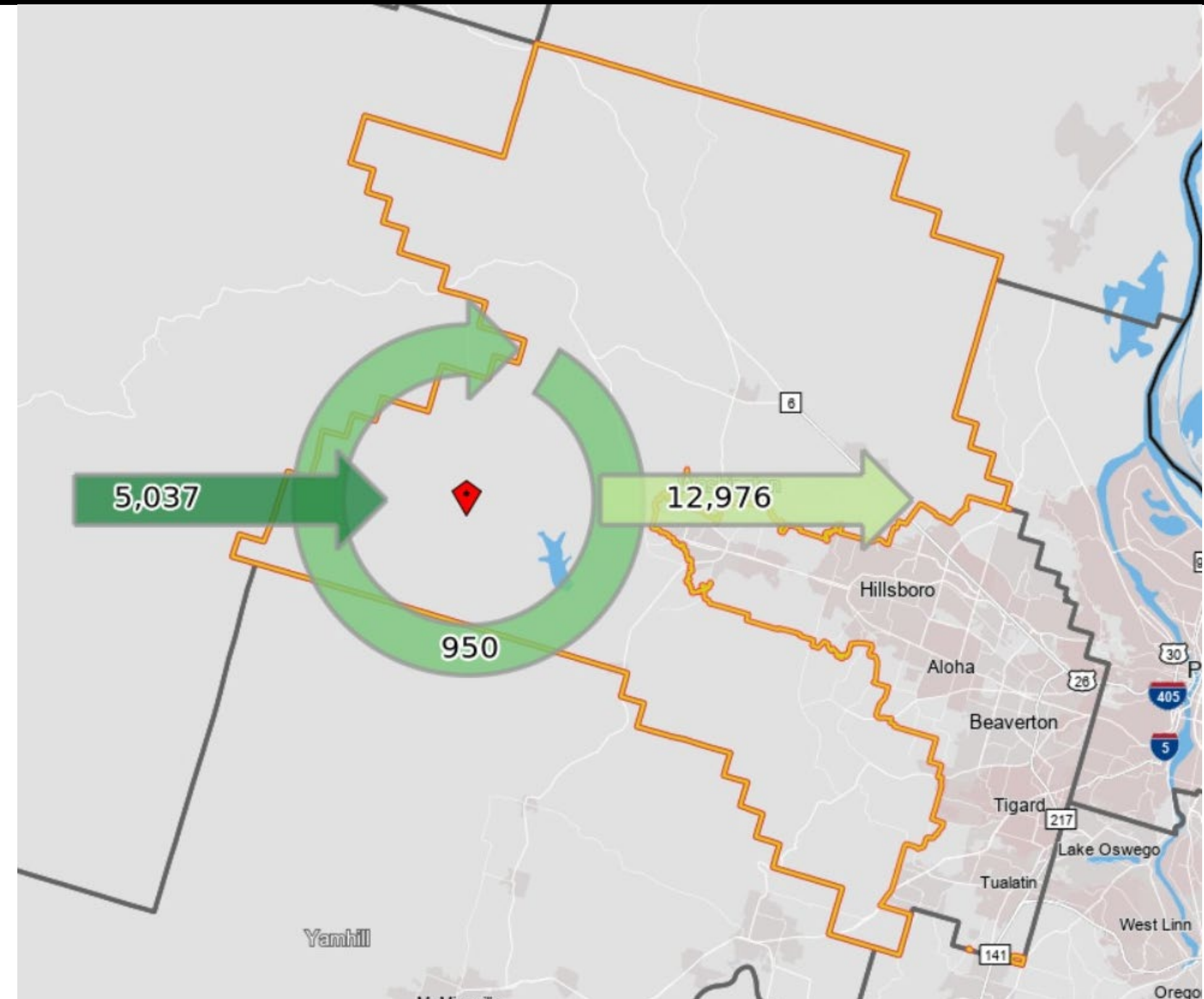
Additional data considerations:

- Zero-vehicle households
- Poverty rate and income level
- Underserved populations
- Origin-destination data

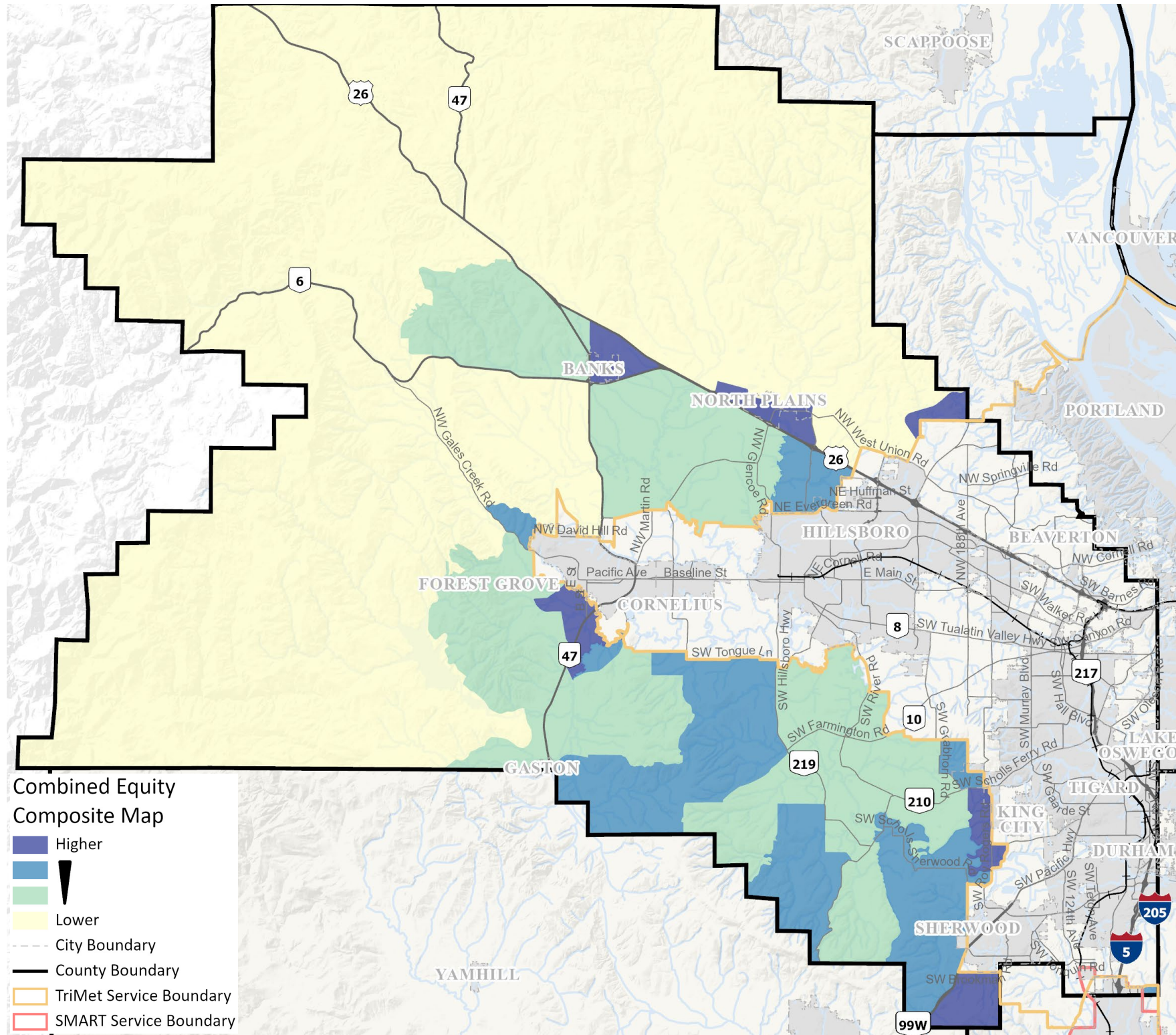


Rural area commute patterns

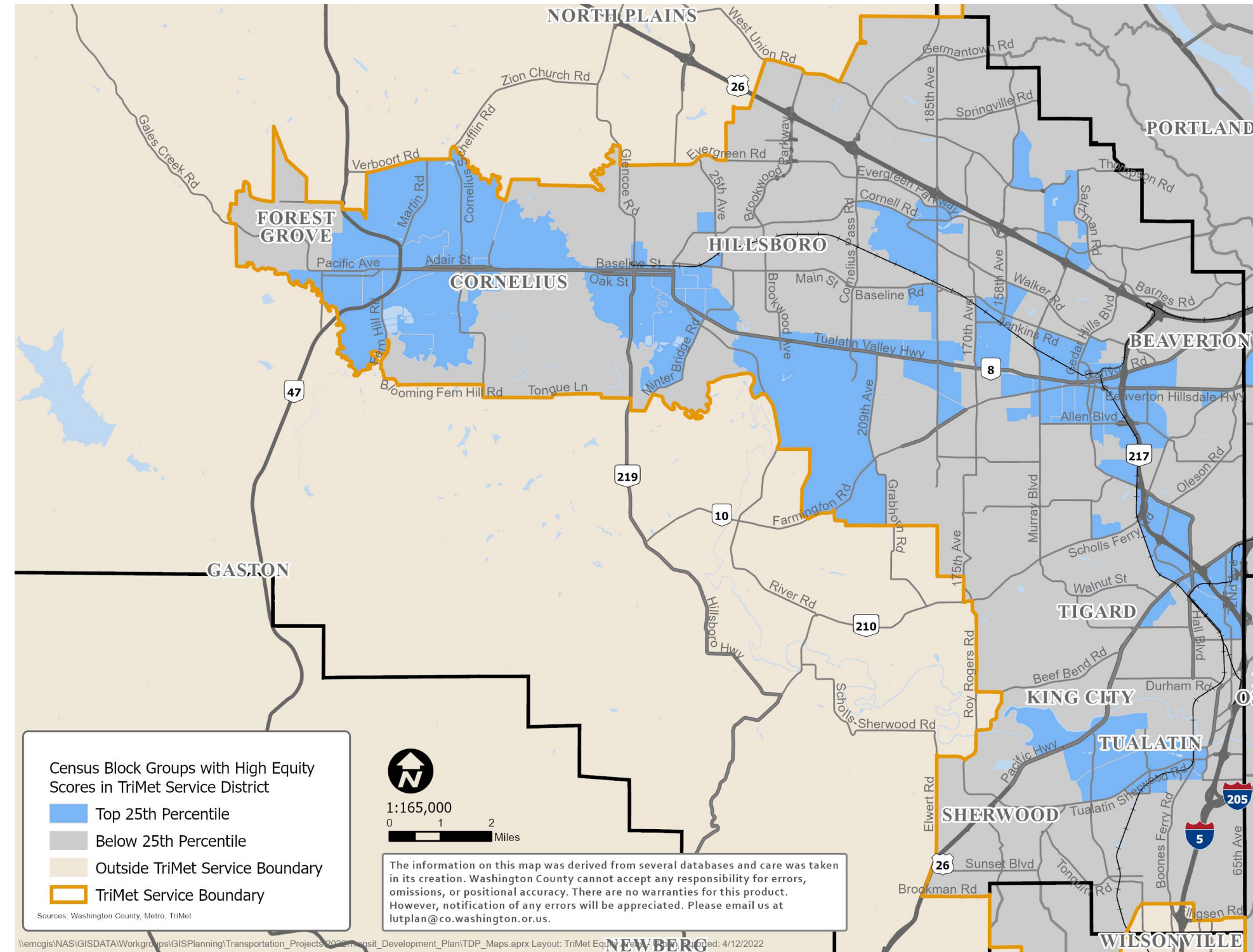
- Rural employees are concentrated in Forest Grove, Cornelius and west Hillsboro
- Rural residents are primarily commuting to N. Hillsboro, Forest Grove and Beaverton



→ Census Blocks with the most equity need



Rural



Urban



Questions

How can we make transit most useful to the public?

What are you hearing from the community on needs and opportunities?

Are there missing opportunities?



Public comment opportunity

- *Up to 3 minutes*



Next committee steps

TC#3
May

- Review and provide input on investment priorities
- Recommend priorities for public comment

TC#4
July

- Review public comments
- Endorse priorities for FY24-25 biennium and Transit Development Plan update



What we heard from you in 2020

Outreach strategy

- Announce via County and partner interested parties lists, social media,
- CPOs and other community newsletters (e.g. North Plains newsletter in water bill)
- Farmer's markets
- Direct mailer for outreach to older adults,
- Culturally specific outreach
 - Business recovery centers
 - Centro coordinate on Hop pass distribution
- Coordinate with DAVS, TriMet also doing engagement



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