

DATE: May 26, 2022**TIME:** 10:30 a.m. – Noon**MEETING LINK:** <https://us02web.zoom.us/j/87842592110>
Join via phone (audio only): 253-215-8782; Webinar ID: 827 6080 1441

Meeting Purpose

- Solicit input on budget proposal options to take out for public comment
- Solicit input on community engagement and outreach strategy

TIME	SUBJECT	QUESTIONS/OBJECTIVES
10:30	Welcome and Introductions	
10:35	Agenda review	Any questions on agenda
10:40	Statewide Transportation Improvement Fund budget proposal options	Are there missing priorities? Are you comfortable taking these options out for public comment? Any modifications to the options?
11:10	Regional coordination service proposal	What are your thoughts on the screening results? Are there missing priorities? Do you think any of the criteria should be weighted more heavily?
11:35	Community engagement and outreach strategy	What other strategies do you suggest?
11:45	Public Comment	
11:55	Process, schedule and next steps	Overview of TC schedule
12:00	Adjourn	



Washington County Transit Committee Meeting #3

STIF FY 2023-25 TRANSIT
INVESTMENT PRIORITIES

| May 26, 2022

Land Use & Transportation

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→ Goals today

- Solicit input on budget proposal options to take out for public comment
- Solicit input on public engagement and outreach strategy

→ Agenda

- STIF budget options
- Regional coordination service proposal
- Community input engagement and outreach strategy
- Public comment
- Next steps



Revenue forecast working draft

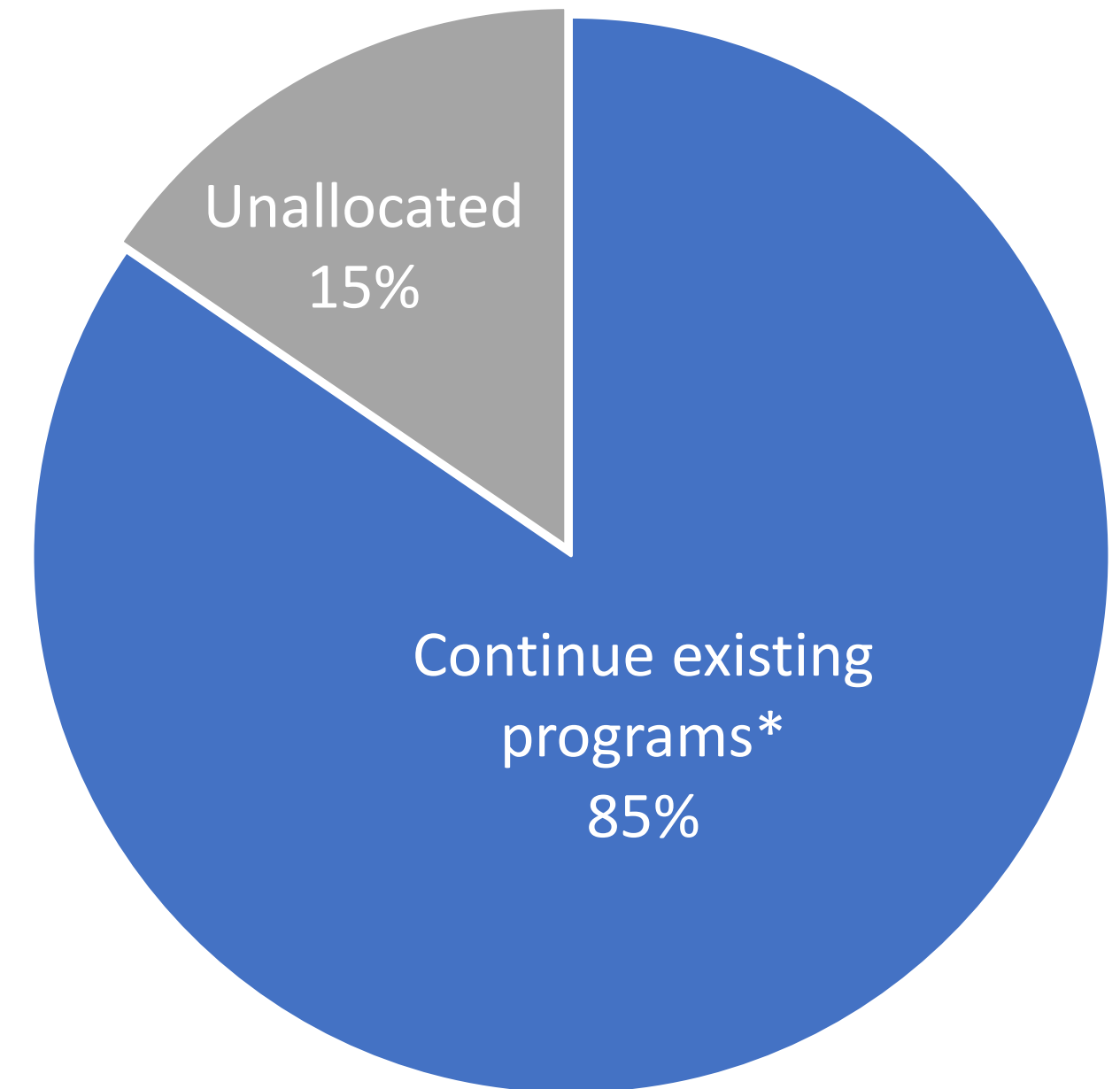
Revenue Source	FY 24	FY 25	Total Biennium
Outside TriMet District	\$433,000*	\$455,000*	\$888,000
Regional Coordination	Determined by TriMet HB2017 Committee		
Additional (carry forward + overage)	~\$355,500		~\$355,500
Total	TBD	TBD	<i>\$1,243,000</i>

- * 115% of ODOT December 2021 forecast, assumes 55/45 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 STIF budget status

Programs

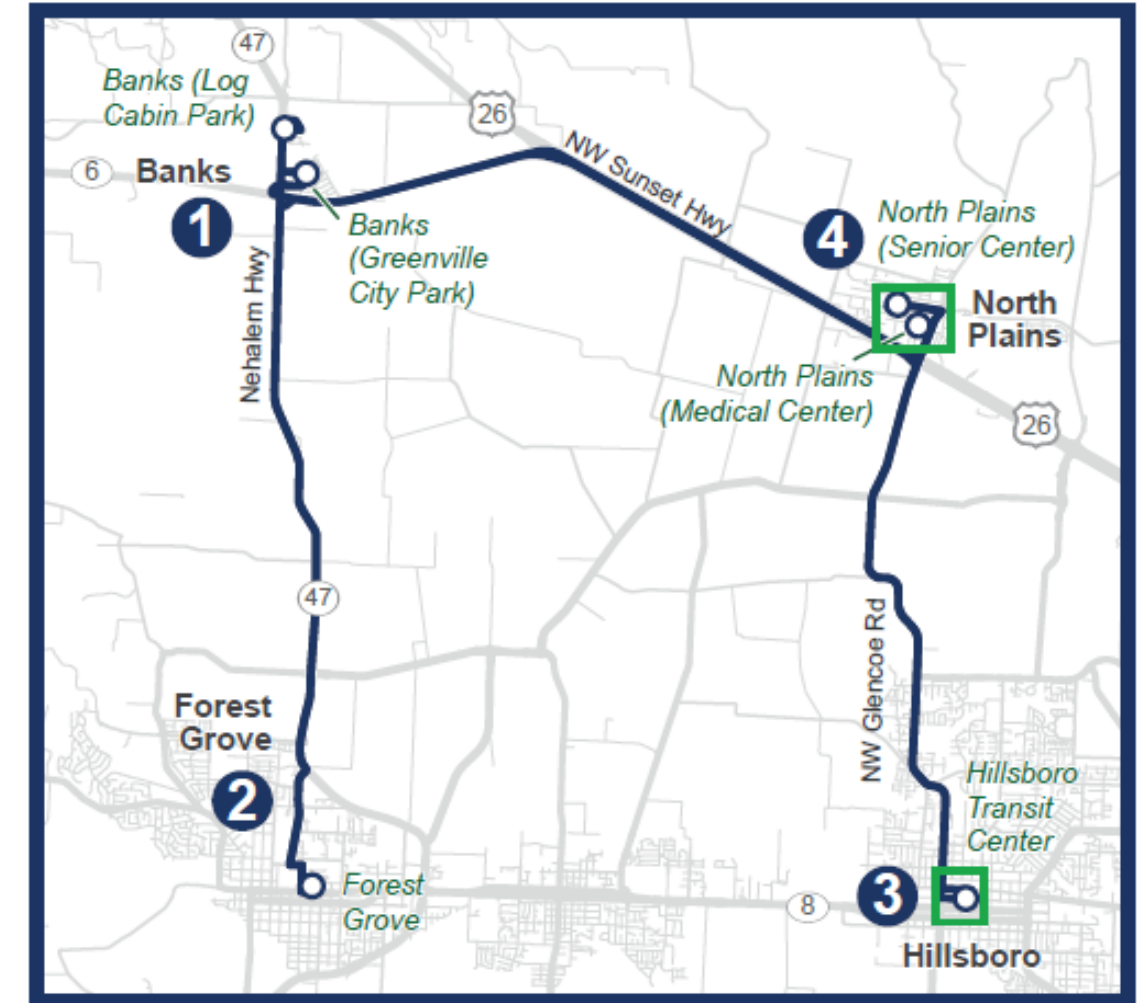
- westLink
- Rural Demand Response
- Interregional Coordination
- Rural Workforce Shuttle
- Marketing
- Infrastructure
- Planning and administration



*Assumes 3% annual cost increase over FY23

→ westLink (Option 1)

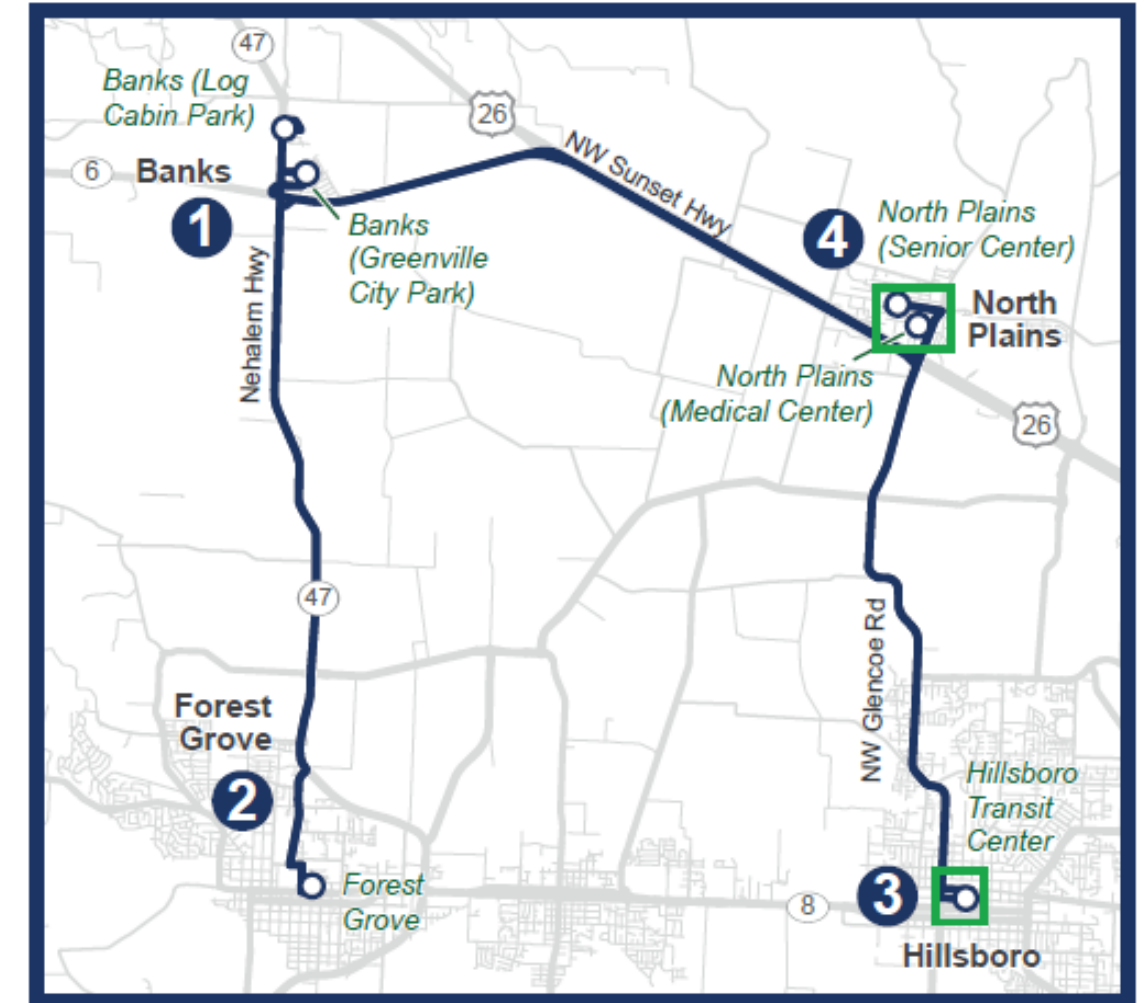
- ✓ Maintain existing/committed + inflation



FY 24	FY 25	One-time	Total Biennium
\$153,000	\$158,000	\$35,000	\$346,000

→ westLink (Option 2)

- ✓ Maintain existing/committed + inflation
- Add weekend service
- More frequent weekday service
- Modify route



FY 24	FY 25	One-time	Total Biennium
\$207,000	\$213,000	\$35,000	\$455,000

→ Rural work force shuttle

- ✓ Maintain existing/committed + inflation

FY 24	FY 25	One-time	Total Biennium
\$109,000	\$113,000	\$0	\$222,000

→ Inter-regional coordination (Option 1)

- ✓ Maintain existing/committed + inflation



**Yamhill County
Transit Area**

FY 24	FY 25	One-time	Total Biennium
\$27,000	\$28,000	\$0	\$55,000

→ Inter-regional coordination (Option 2)

- ✓ Maintain existing/committed + inflation
- Better coordinated marketing and promotion
- Bulk pass purchase
 - Low-income or general public?



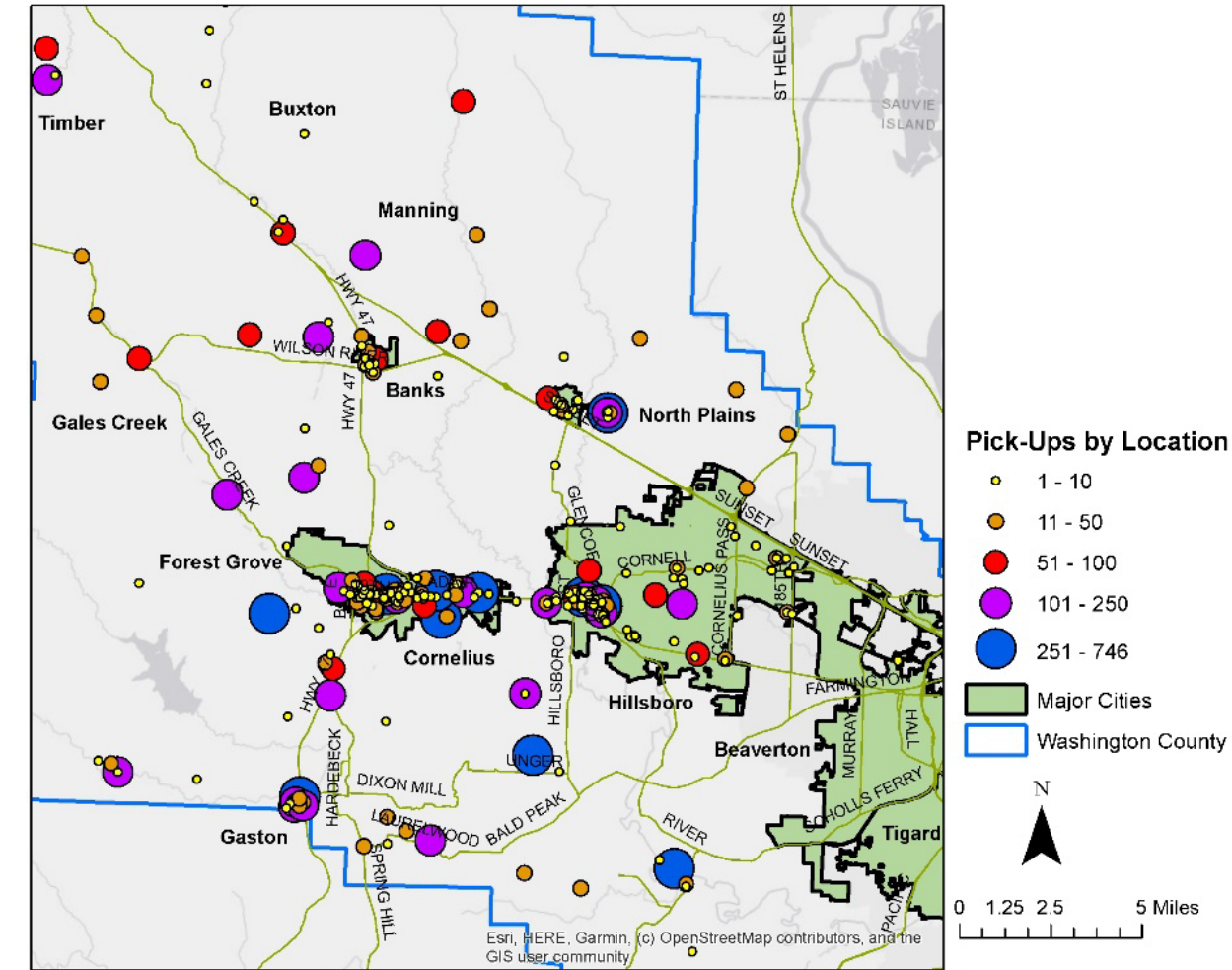
**Yamhill County
Transit Area**

FY 24	FY 25	One-time	Total Biennium
\$52,000	\$54,000	\$0	\$106,000

→ Demand response (Option 1)

- Expand coverage
- On-demand/microtransit pilot
- Trip planning platform

**Rural Washington County Door-to-Door Pick-Ups
Jan. 1 - Dec. 31, 2019**

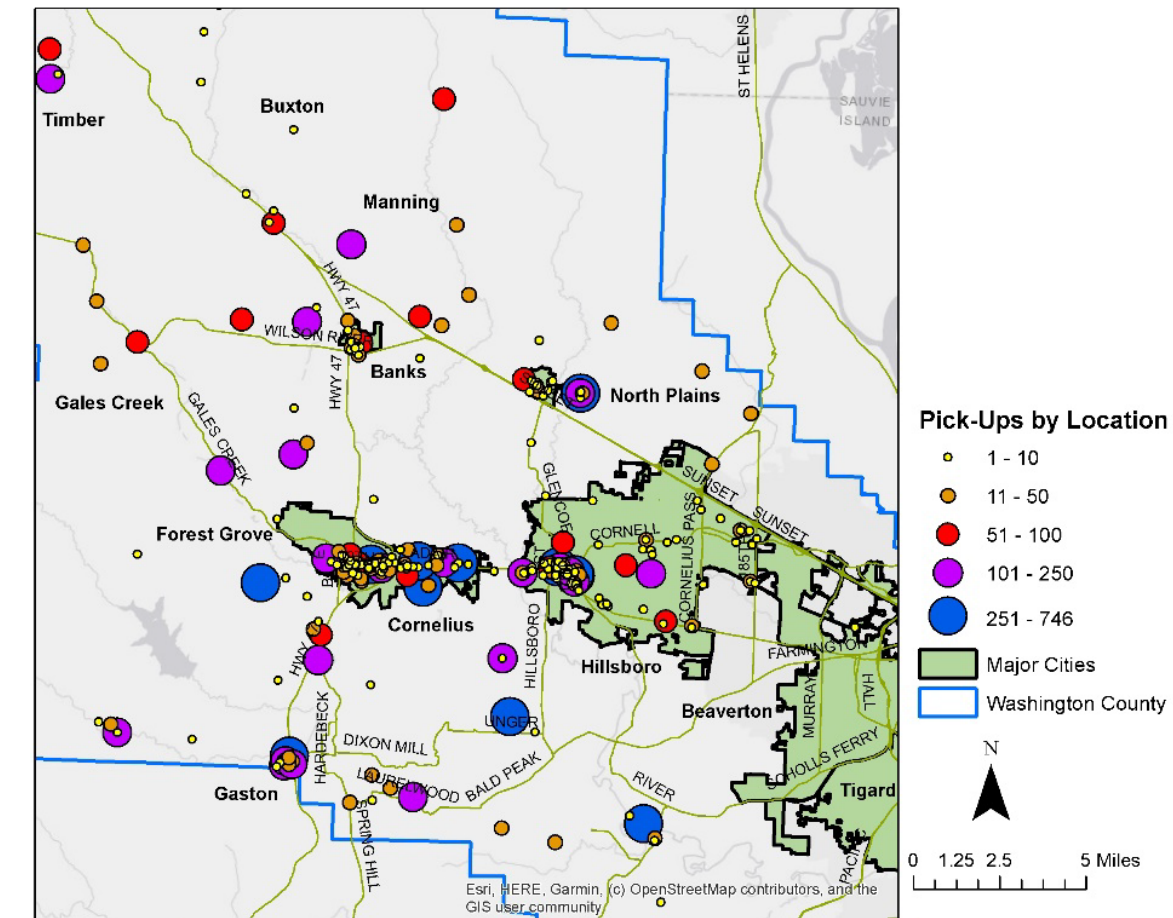


FY 24	FY 25	One-time	Total Biennium
\$104,000	\$107,000	\$0	\$211,000

→ Demand response (Option 2)

✓ Serving existing demand

Rural Washington County Door-to-Door Pick-Ups
Jan. 1 - Dec. 31, 2019



FY 24	FY 25	One-time	Total Biennium
\$30,000	\$31,000	\$0	\$61,000

→ Infrastructure and capital

Bus stops

- ADA-compliant landing pads
- Shelters, benches, or seats
- Signs, wayfinding

Other capital

- EV charging infrastructure



FY 24	FY 25	One-time	Total Biennium
\$0	\$0	\$150,000	\$150,000

→ Marketing

- Branding
- Coordination between service providers
- Outreach materials



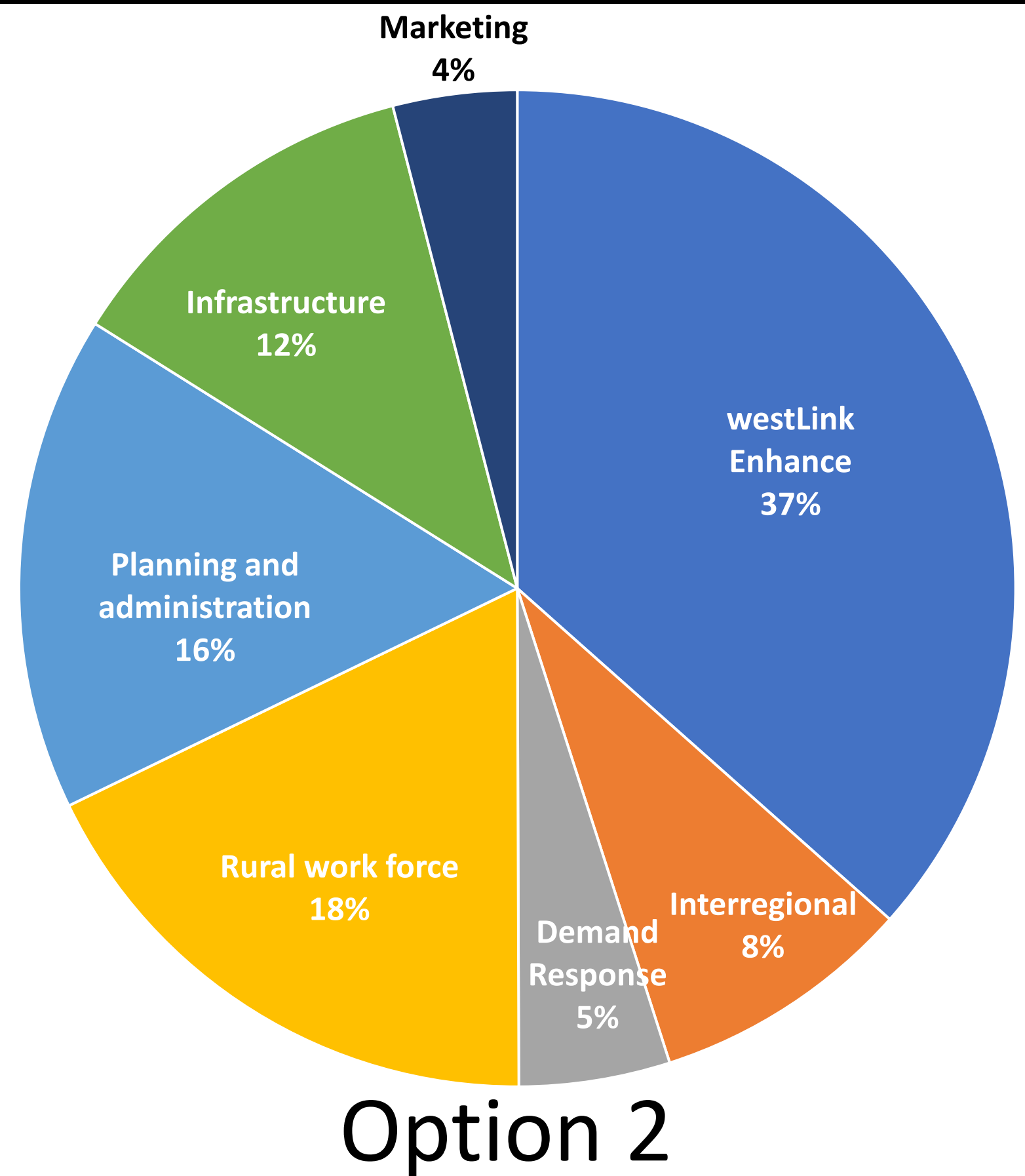
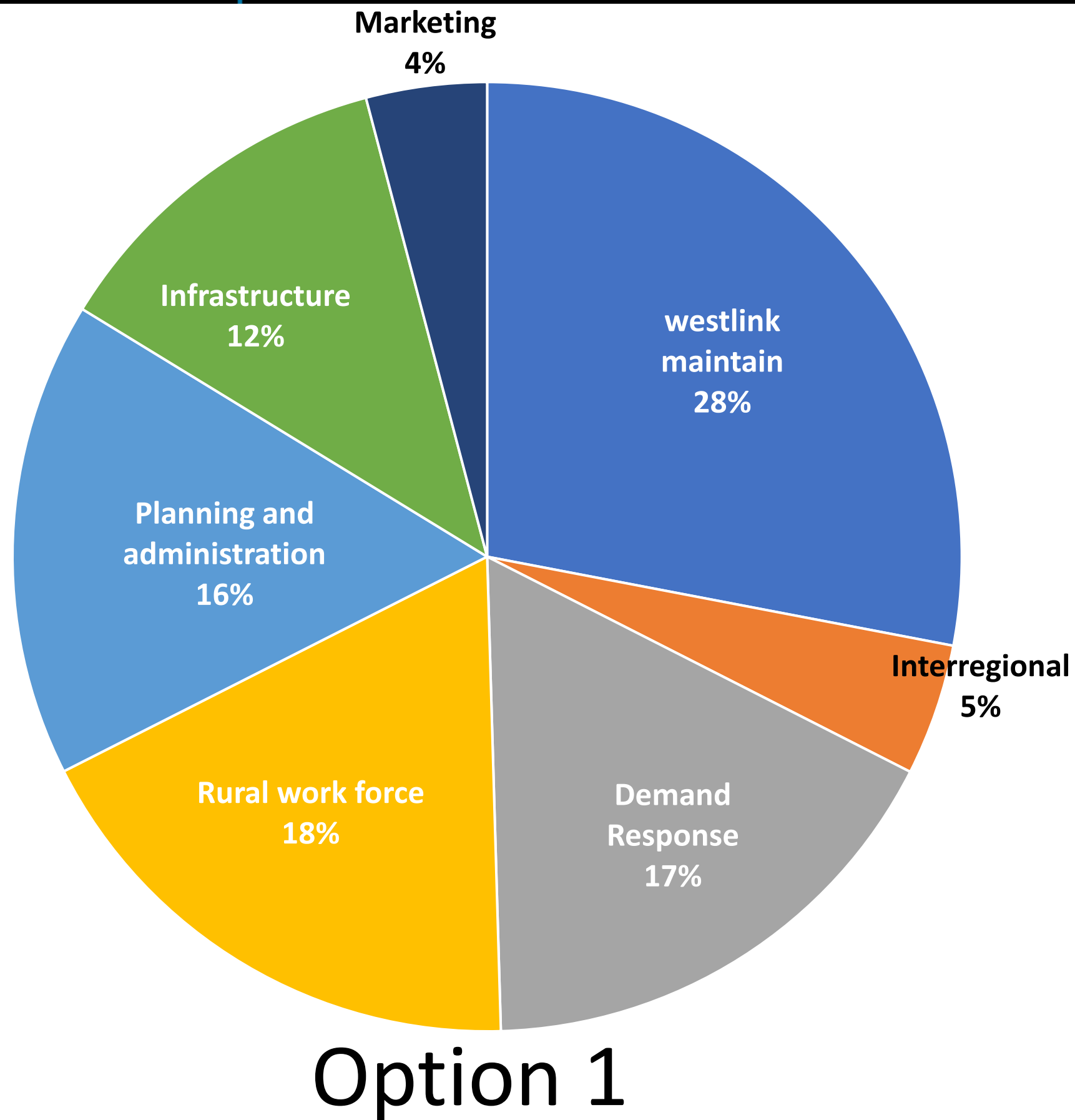
FY 24	FY 25	One-time	Total Biennium
\$25,000	\$25,000	\$0	\$50,000

→ Planning and administration

- Manage STIF program
- Planning studies
- Service implementation

FY 24	FY 25	One-time	Total Biennium
\$100,000	\$100,000	\$0	\$200,000

→ STIF budget proposal options





Questions

Are there missing priorities?

Are you comfortable taking these options out for public comment?

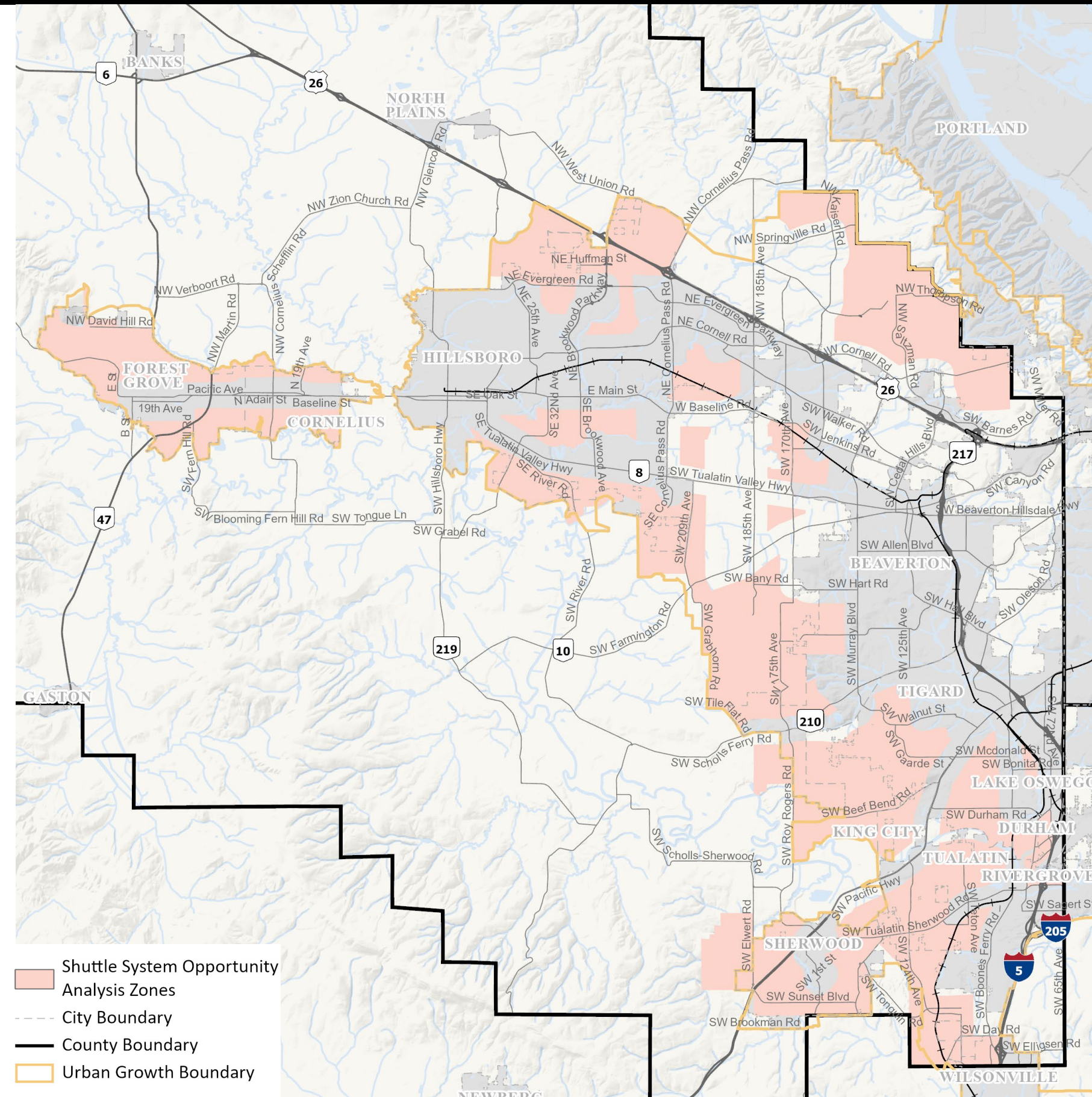
Any modifications to either option?



Regional Coordination service proposal

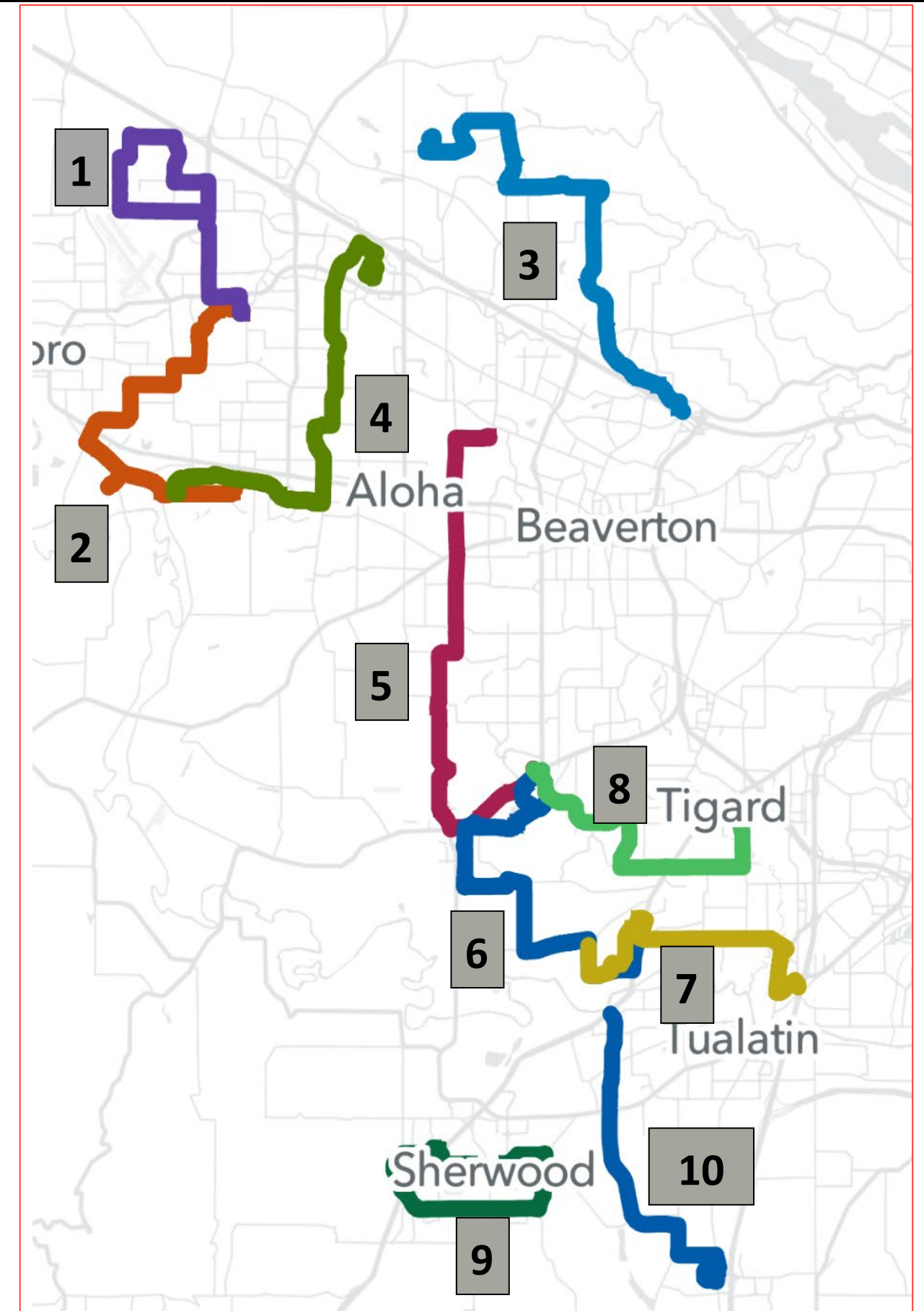
Inside TriMet District

- Maintain existing services
- Enhancements to existing services
 - GroveLink - Cornelius weekday circulator
 - North Hillsboro Link route extension and peak frequency
 - Tualatin shuttle expansion – Bridgeport Village to Stafford Rd/I205 Interchange
- Add one new shuttle service
 - New vehicles
 - Operations



→ New shuttle service candidates

Area	
1	Northwest Hillsboro
2	Witch Hazel/Orenco
3	Bethany/Cedar Mill
4	South Hillsboro
5	South Beaverton/Cooper Mountain
6	River Terrace/Bull Mountain
7	Durham/King City
8	Central Tigard
9	Sherwood
10	Basalt Creek



Screening Criteria	Northwest Hillsboro	Witch Hazel / Orenco	Bethany / Cedar Mill	South Hillsboro	South Beaverton / Cooper Mountain	River Terrace / Bull Mountain	Durham / King City	Central Tigard	Sherwood	Basalt Creek
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Equity Needs

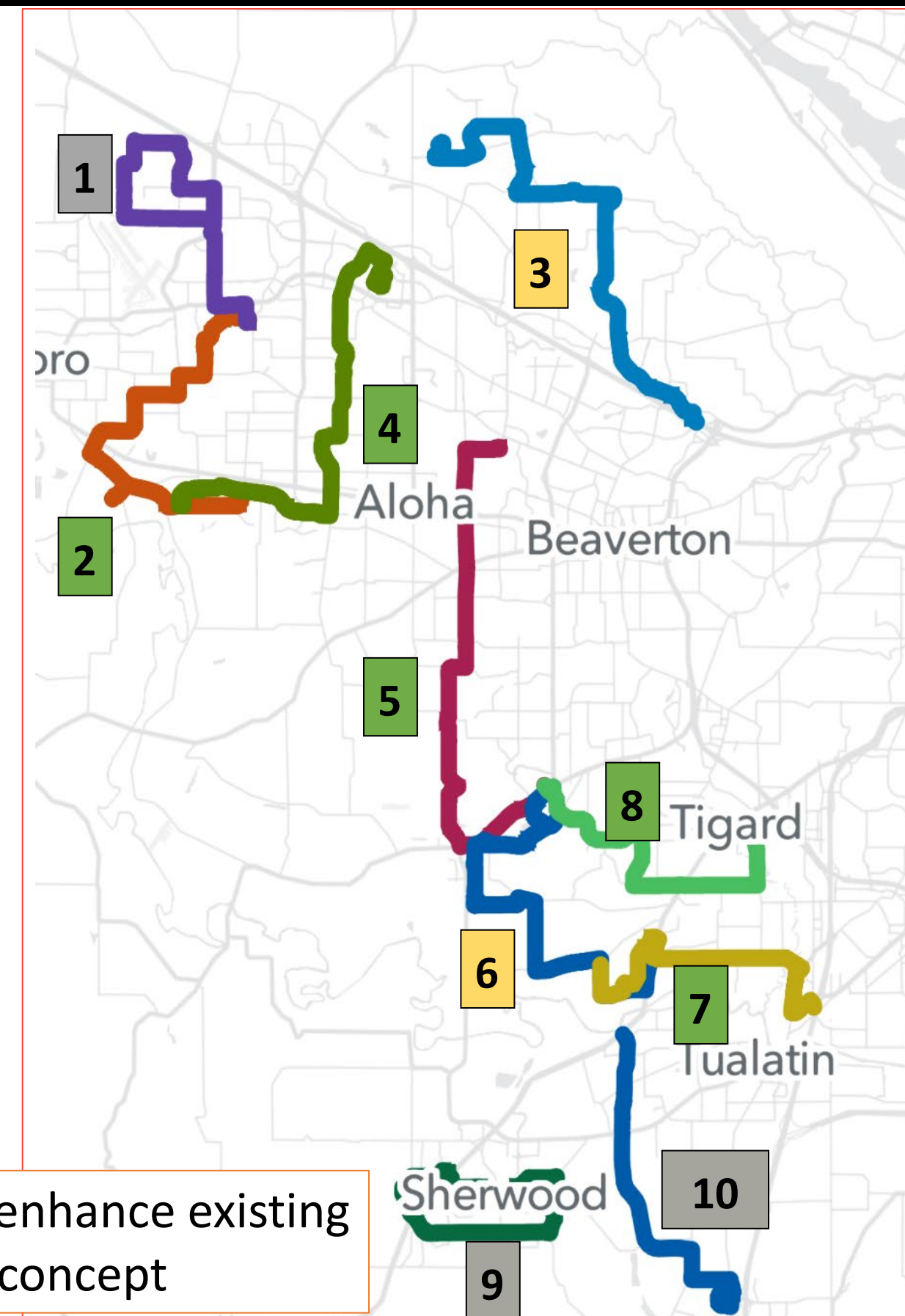
Percent population within 200% poverty level				⬇	⬇	⬇	⬇	⬇		
Percent population 65 and older	⬇	⬇				⬇	⬇	⬇		⬇
Percent population under 18	⬇	⬇	⬇		⬇			⬇	⬇	
Lower-wage jobs (up to \$3,333/ month)	⬇	⬇		⬇	⬇		⬇			
Affordable (regulated) housing units		⬇	⬇	⬇				⬇		⬇

Ridership Propensity

Existing population plus jobs per acre			⬇	⬇		⬇	⬇	⬇		
Zero-car households per acre				⬇	⬇	⬇	⬇	⬇		
Number of weekday connecting transit trips		⬇	⬇	⬇	⬇			⬇		

→ Screening results

Tier 1	
2	Witch Hazel/Orenco
4	South Hillsboro
5	South Beaverton/Cooper Mountain
7	Durham/King City
8	Central Tigard
Tier 2	
3	Bethany/Cedar Mill
6	River Terrace/Bull Mountain
Tier 3	
1	Northwest Hillsboro*
9	Sherwood
10	Basalt Creek

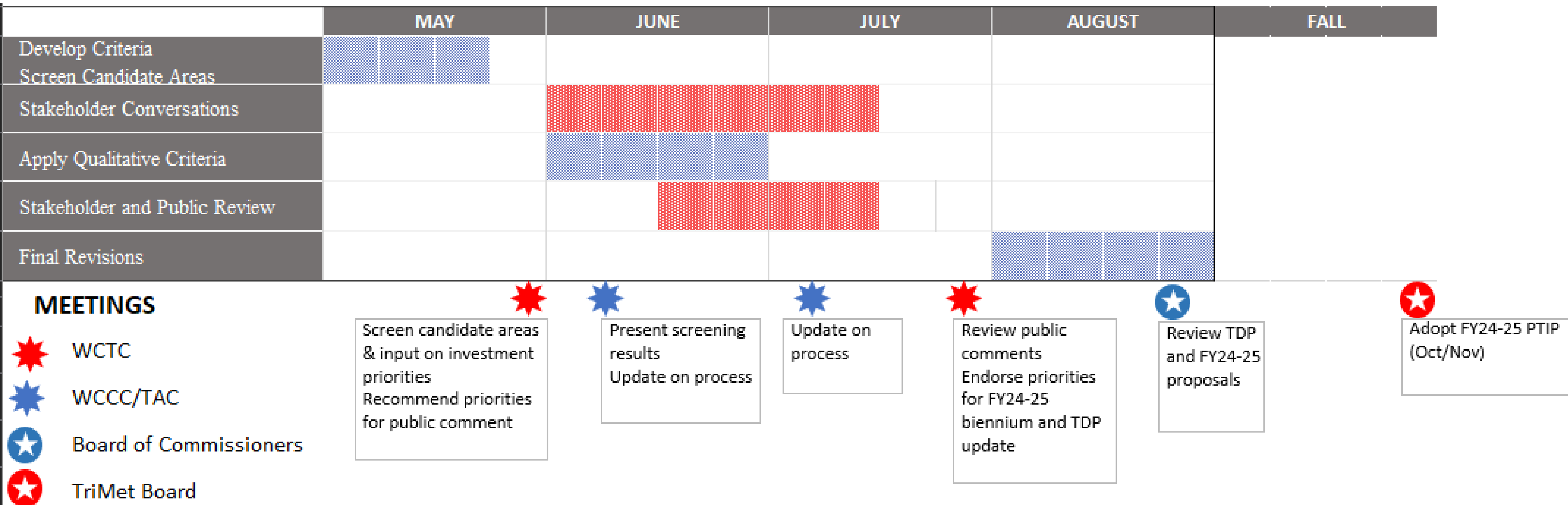


→ Regional Coordination draft budget proposal

	FY24		FY25 Operations	TOTAL
	Operations	New vehicles		
Maintain Current/Committed Service	\$1,502,000	0	\$1,547,000	\$3,049,000
Enhance Existing Service	\$639,000	\$230,000	\$658,000	\$1,527,000
Serve One New Area	\$527,000	\$230,000	\$543,000	\$1,301,000
Total	\$3,128,000		\$2,748,000	\$5,877,000

→ Regional Coordination proposal next steps

- Solicit stakeholder and community input on all candidates





Questions

What are your thoughts on the screening results?

Are there missing priorities?

Do you think any of the criteria should be weighted more heavily?

→ Community input

Engagement

- Online survey
- Tabling events
- Stakeholder briefings

Outreach strategy

- Partner notification materials
- County and partner interested parties' lists, social media
- CPOs and other community newsletters



Public comment opportunity

Up to 3 minutes

→ Next committee steps

March

- Review STIF goals
- Project updates

April

- Review needs and opportunities
- Review shuttle evaluation criteria and measures
- Review revenue forecast

→ May

- Review and provide input on budget proposals
- Recommend priorities for public comment

July

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



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**WASHINGTON COUNTY TRANSIT COMMITTEE #2
MEETING SUMMARY
APRIL 28, 2022, 10:30 AM-12:00 PM
Zoom Virtual Meeting**

Members

Kathryn Harrington, Washington County, Chair
Jolynn Becker, City of Banks
Dwight Brashear, SMART/Wilsonville
Annadiana Johnson, Rider Representative
Stephanie Jones, City of Banks
Rebecca Miller, Washington County

Michael Ray, TriMet
Deanna Palm, Washington County Chamber
Mahesh Udata, Rider Representative
Elaine Wells, Rider Representative
Julie Wilcke Pilmer, Ride Connection

Attendees

Chris Deffebach, Washington County
Valerie Egon, Oregon Department of Transportation
Reza Farhoodi, Washington County
Cody Field, City of Tualatin
Kate Lyman, TriMet

Roy Rogers, Washington County
Julie Sosnovske, Washington County
Dyami Valentine, Washington County
John Whitman, Ride Connection
Ken Zatarain, WSP

Welcome and Introductions

Chair Kathryn Harrington opened the meeting welcoming members.

Chris Deffebach stated the purpose of the meeting, which was to share the anticipated revenue forecast for the upcoming biennium (Fiscal Years 2024 and 2025) which would determine how much is available to spend on transit priorities for the rural area and first-last mile shuttles and solicit input from the committee on needs and opportunities. Chris stressed that staff did not want to limit the committee's ideas, as some projects will be included in the budget for the two-year biennium and there will be grant opportunities to help fund additional priorities. This discussion would set the stage for the next meeting in May, when staff will present the draft project list for the upcoming biennium as well as longer-term priorities and seek input prior to release for public comment.

In addition, TriMet had been invited to share research they have been collecting as part of their Forward Together initiative rethinking the future of service beyond the COVID-19 pandemic. The committee will also receive results from Ride Connection's recent onboard survey designed to learn more about travel trends during the pandemic.

Solicit Input on Needs and Opportunities

Michael Ray from TriMet presented on the ongoing Forward Together process, which began in January and is the agency's evaluation of how they are providing service as a result of the pandemic's effects on transit ridership. Over the past decade, TriMet had created the various Service Enhancement Plans (SEP) to provide a roadmap for adding service after the Great Recession, which was followed by House Bill 2017 which created new statewide funding for transit operations and accelerated the growth of service that was guided by the SEPs. However, the pandemic had since created a labor shortage and steep loss in ridership which paused expansion plans and forced service reductions.

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Michael elaborated that COVID had created a spotlight on the needs of essential workers and transit-dependent populations, and that the needs of TriMet's riders had changed because of increased telecommuting and companies relocating. Sharing service level and ridership data for bus and MAX service since March 2020, light rail service levels dropped 8 percent compared to a 15 percent drop in bus service levels with an overall 54 percent loss in ridership, as well as a greater loss in peak-hour ridership from pre-pandemic compared to the rest of the day. These impacts were on top of ongoing changes in demographics that were likely in part due to increased housing costs which caused displacement of lower-income populations away from the center of the region (and correlate to a loss of ridership in inner areas compared to outer areas).

As part of this comprehensive service analysis, TriMet in February conducted a market study to review employment data, development trends, and engagement with local employers and community members. Currently, the agency is developing multiple service scenarios as part of an alternatives analysis to bring to the public for feedback in July and August, followed by further refinement into a preferred scenario for implementation in September and approval by the TriMet Board in October. Dyami Valentine from Washington County noted that this presentation was intended to bring awareness to the work TriMet was doing to consider the emerging trends coming out of the pandemic, which would provide framing and context to the committee's work as the County thinks about improving rural and first/last mile service.

The Chair commented that the timeline of this analysis may not consider the possibility that the coming academic school year may bring increased ridership as several workplaces may have delayed returning to workplaces until after the current school year ends in June and hoped that the service recommendations as a result of this process would not be too drastic based on these circumstances. Michael responded that the unprecedented nature of the pandemic made it difficult to make service planning decisions, but that current trends throughout the industry were showing that both employers and employees are open to revisiting how they operate, whether that means working remotely or a hybrid schedule where workers come into the office occasionally, and that it would take time for routines and travel patterns to stabilize. Nevertheless, he added that there is an entire service sector that relies on transit all day long rather than relying on peak-period downtown-based trips, and so it would be important to serve both needs.

Rebecca Miller from Health and Human Services noted that social service centers had been closed during the pandemic which impacted ridership, and that the timing of public engagement and any potential changes would be key. She encouraged TriMet to partner with Disability, Aging and Veteran Services on in-person outreach rather than strictly online and emphasized that Washington County has an aging population.

John Whitman from Ride Connection presented results from the provider's latest annual on-board survey from 2021 (after skipping 2020) to show how travel behavior and attitudes have changed since the pandemic to make sure that Ride Connection is meeting demand. The survey responses showed that while low-income ridership dropped from 34 to 24 percent, work commute trips were up from 60 to 73 percent and the number of trips connecting to TriMet or other service providers went up from 47 to 60 percent, which he felt was a positive sign towards reducing service fragmentation. The increase in work trips likely corresponded to a drop in more discretionary shopping, recreation or other personal trips compared to essential work (and medical) trips, adding that the drop in low-income could have stemmed from the economic stimulus during the pandemic or due to a stigma in identifying as low-income. He echoed that the

business community was still very much in flux, and it wasn't clear if 2021 would be an anomaly or a sign of continuing trends.

Dwight Brashear from SMART/City of Wilsonville reported that SMART's experience during COVID was similar, but that ridership was starting to rise again with March 2022 being the highest ridership month since before the pandemic. In addition to the upcoming express service to Clackamas County, he mentioned that SMART was working with employers for guidance on future service as the agency embarks on an update of their Transit Master Plan, for which Jarrett Walker and Associates was recently selected as the consultant. Dwight added that the free-fare model would continue for all existing and future service.

Participants questions or comments:

- One member felt that TriMet's timeframe to develop service recommendations by September may be too accelerated as workplace arrangements remain fluid, and that conducting outreach in the height of summer would be challenging. Kate Lyman from TriMet responded that this was a short-term plan intended to guide TriMet out of the pandemic for next biennium and would make sure that's clear as part of their outreach.
- Several members asked about potential impacts to the LIFT program in the case of service changes, either new or deleted service. Kate responded that if new service is added in an area, then the agency would be required to operate paratransit service where it's not available. She added that TriMet had not considered a scenario where service was removed but acknowledged that it would be important to consider the possibility.
- One member expressed concern that TriMet had removed multiple Line 57 stops in Cornelius without sufficient notice which had reduced transit access (including LIFT service) for a new residential development in the area and asked if the change was temporary or permanent. Kate responded that she would need to check with TriMet staff in charge of bus stops on that matter.
- Chair asked the impact of the pandemic on the total number of riders for Ride Connection. John responded that Ride Connection is seeing similar impacts as TriMet with total ridership below 50 percent of what it was pre-pandemic.
- One member expressed concern over the rising number of incidents of abuse and discrimination involving the LGBTQ community and suggested that the County consider the needs of this population in its marketing/communications and how the service is delivered.

Review Revenue Forecasts

Dyami Valentine presented the draft Statewide Transportation Improvement Fund (STIF) revenue forecast for the upcoming biennium, consisting of transit service in rural Washington County (outside of TriMet's service district) and regional coordination funds dedicated to the first/last mile shuttles. Based on historic trends the current forecast assumes 115 percent of the Oregon Department of Transportation's employee payroll tax revenue forecast from December 2021. Preparing a budget with higher revenue assumption ensures Washington County receives funds in the biennium the funds are generated above those forecasted, which has been a consistent trend over the previous two cycles. The numbers shown assume a 54/46 split in funds between the County and SMART, which may be adjusted as new revenue figures are shared in advance of approving the budget. The regional coordination funding for shuttles will be determined by TriMet's HB2017 Advisory Committee, which Dyami noted was funded at \$3 million regionwide last biennium but that there was growing interest in possibly increasing this number. He noted that due to the pandemic causing delays in implementing service improvements it is estimated that there will be an additional \$355,500 of unspent funds carried over from the previous biennium.

Dyami showed that maintaining existing programs at previously approved levels would account for 85 percent of the budget against the forecasted revenue, leaving 15 percent unallocated. Dyami revisited rural priorities identified by the committee in 2020, which included more frequent WestLink weekday service, improving the access and convenience of rural demand response, and expanding the rural workforce shuttle to weekends, Gaston and other areas south of Forest Grove and Hillsboro. Priorities within the TriMet district from 2020 included accounting for annual cost increases, service improvements to existing shuttles, expanding the Tualatin Shuttle to Stafford Road/I-205 to connect with SMART's express service and improved stop amenities with signage, shelters, lighting, schedule information, bus zones, benches and bike racks. The Committee approved planning funds to assess the need and feasibility of new first/last mile shuttle service in emerging growth areas where there is currently no or minimal TriMet service, including Cedar Mill/Bethany/North Bethany, Sherwood, Cornelius, and Bull Mountain/King City West.

Dyami asked committee members for their thoughts on transit priorities, adding that the already delayed launch of the rural workforce shuttle would likely continue to be on hold for the near-term. County staff would return at next month's meeting with a near-term service proposal to submit to TriMet for their consideration, as well as opportunities for longer-term service priorities. Chris Deffebach encouraged members not to feel limited by the 15 percent number as the committee would be establishing long-term service priorities beyond the upcoming biennium and that the County has been successful in winning \$800,000 in STIF Discretionary grant funds. The chair added that the committee may want to consider whether any previously identified needs in 2020 may no longer be as important beyond the pandemic.

The chair asked if all the communities included in the shuttle system analysis were already developed, or whether some are still in the planning stages, expressing concern about tradeoffs with areas that have existing service and are also in need of further improvements. Dyami answered that staff are in process of creating evaluation criteria that would help the committee make investment decisions. He shared and sought feedback on the potential criteria.

Dyami shared that the County's consultant is working on a best practice analysis to determine the appropriate thresholds for new service to help inform the criteria including ridership potential and cost-effectiveness. Elements of successful shuttle service included filling gaps in fixed route service in lower demand areas and emerging markets, incorporating equity into decisions including targeting investments in equity areas or where auto ownership is lower, locating where there is local support and/or opportunities for partnerships, leveraging external funding and avoiding the duplication of existing service. He added that some areas, such as , new areas west of King City won't be developed for some time and can be deferred to a later priority.

Dyami then shared recent demographic data which indicate a declining rural workforce in 2019 compared to 2017. Commute patterns show that rural employees are concentrated in Forest Grove, Cornelius and west Hillsboro while rural residents are primarily commuting to jobs in North Hillsboro, Forest Grove and Beaverton. The census block groups with the highest equity need in the rural area include Banks, North Plains, areas south of Forest Grove and south of Sherwood, while TriMet had also identified several areas within the urban area. Dyami noted that staff would come back to the committee to discuss how these considerations could inform future investment decisions, including new shuttle service. He asked committee members how the County can make transit more useful to the public if there are insights from the broader community on needs and opportunities that are not yet being accounted for.

Participant questions or comments:

- The chair suggested looking at sites identified for shelters and permanent supportive housing, acknowledging that existing transit service is a factor in locating those resources so it may be a chicken and egg scenario.
- One member suggested serving growing suburban areas like Forest Grove and Sherwood, particularly at affordable housing sites, and that improvements to transit access were needed in conjunction with new service, such as sidewalks and crosswalks. Chris responded that service to persons with low income was part of the STIF criteria and that the County had mapped those locations.
- One member suggested targeted outreach with the cities of Banks and North Plains so that residents and employees in and near both cities are aware of service planning efforts.
- Several members asked if the South Cooper Mountain and River Terrace areas would be considered for new service for nearby residents and employees, including Mountainside HS students and staff. Dyami responded that the County and TriMet are both aware of the demand for transit in those communities given new housing construction and will be assessing future transit service in those areas. Chris Deffebach noted that it was among the County's areas with higher density without any service and that the Board had submitted a letter of support in 2020 to expand the TriMet boundary to allow for TriMet service expansion. She noted a planned extension of Line 56 but that it was put on hold indefinitely due to the pandemic. Michael Ray added that Progress Ridge and South Cooper Mountain scored high among all scenarios in the Forward Together processes but the main question was when TriMet could begin initiating service to the area given the operator shortage.
- One member asked if further expansion of services would be on the table beyond what's in the list of priorities, such as additional stops for WestLink in Banks and connections to other areas such as Portland Community College. Dyami responded that all needs should be explored as the Transit Development Plan reflects everything in the County's vision for 5 years and beyond and will help set the stage for longer-term goals.
- John Whitman indicated that near-term service enhancements previously identified for WestLink included additional frequency on weekdays (including a new mid-afternoon run)- and new service on weekends to serve local demand. Ride Connection's approach for service expansion includes extensive community outreach, which is a necessary step before finalizing improvements. He noted that Ride Connection is planning on engaging the community over the next fiscal year prior to initiating additional WestLink service improvements.
- Rebecca Miller suggested considering the needs of community-based partners that host events such as food banks when determining new transit lines or stops. The chair asked if those partners have data available on transit usage to their events, to which Rebecca replied that DAVS considers availability of existing transportation when determining location for events, but that she can follow up with other partners.
- One member asked if there would be an opportunity for shuttles to help meet transit demand in a community until TriMet is available to provide fixed-route bus service, and whether those resources could then be shifted to another area. Dyami replied that using shuttles to prove up transit demand in an area prior to implementing fixed route bus was a possibility. Michael added that TriMet would be open to that arrangement but that what the County and Ride Connection decides to allocate resources for shuttle service was not within TriMet's purview.

Public Comment

- There was no public comment at the meeting.

Review Next Steps

Chris Deffebach reviewed the next steps for the committee. In May, committee members would be asked to review and provide input on draft investment priorities to release for public comment. At the following meeting in July, the committee would review public comments and recommend priorities for the FY24-25 biennium and update to the County Transit Development Plan for Washington County Board consideration.

Chris also shared the previous outreach strategy developed with input from the committee in 2020, which included announcements via County and partner interested parties lists and social media accounts, using Community Participation Organizations and other community newsletters, farmer's markets, and coordination with DAVS such as direct mailers for outreach to older adults. Other culturally specific outreach included business recovery centers, and enlisting Centro Cultural to coordinate on distribution of Hop transit passes. TriMet is also similarly conducting public outreach for their update to the Tri-County Public Transportation Improvement Plan during this time.

Adjournment

Chair Harrington thanked committee members for their time and participation and adjourned the meeting at approximately 12:00 p.m.