



Transit Advisory Committee

MEETING #4

| 10/28/2020

Land Use & Transportation

co.washington.or.us



Goal today

- Review public comment
- Recommend priorities for the near-term two-year biennium and input on longer term five-year improvements



Agenda

- Public comment
- Public comment survey results
- Revenue forecast update
- Service proposals and recommendations
- Next steps



Public Comment

- *Up to 3 minutes*

→ Public comment summary

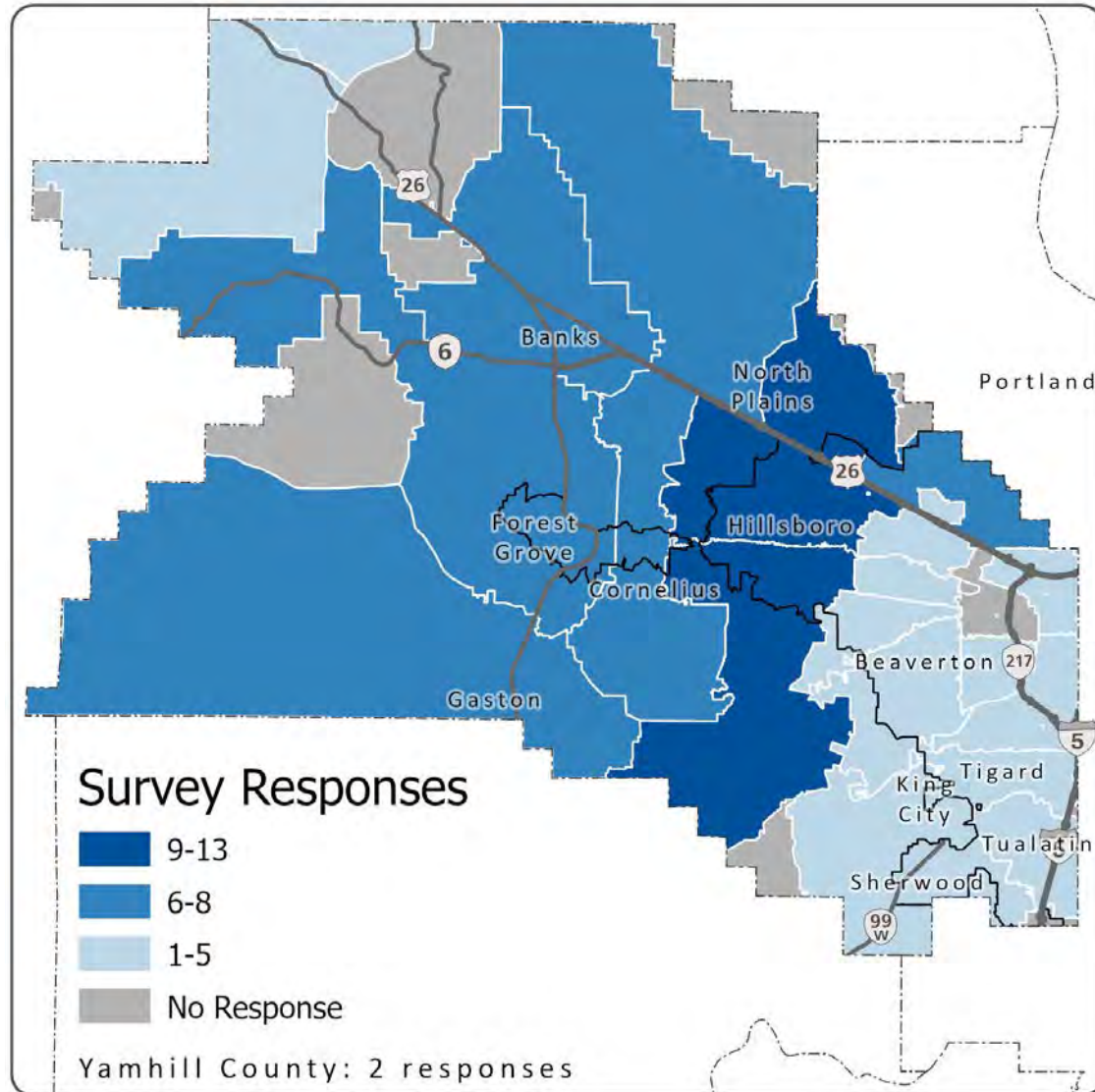
- 112 responses (106 English, 6 Spanish)
- Majority of respondents:
 - satisfied with transportation system in area;
 - drove alone, carpooled or used ride share;
 - used transit less than 1-3 time(s)/month pre-COVID
- 45% are neutral or likely to use Ride Connection/transit in future

“I did not know there were 2 transit stops in Banks until this survey.”

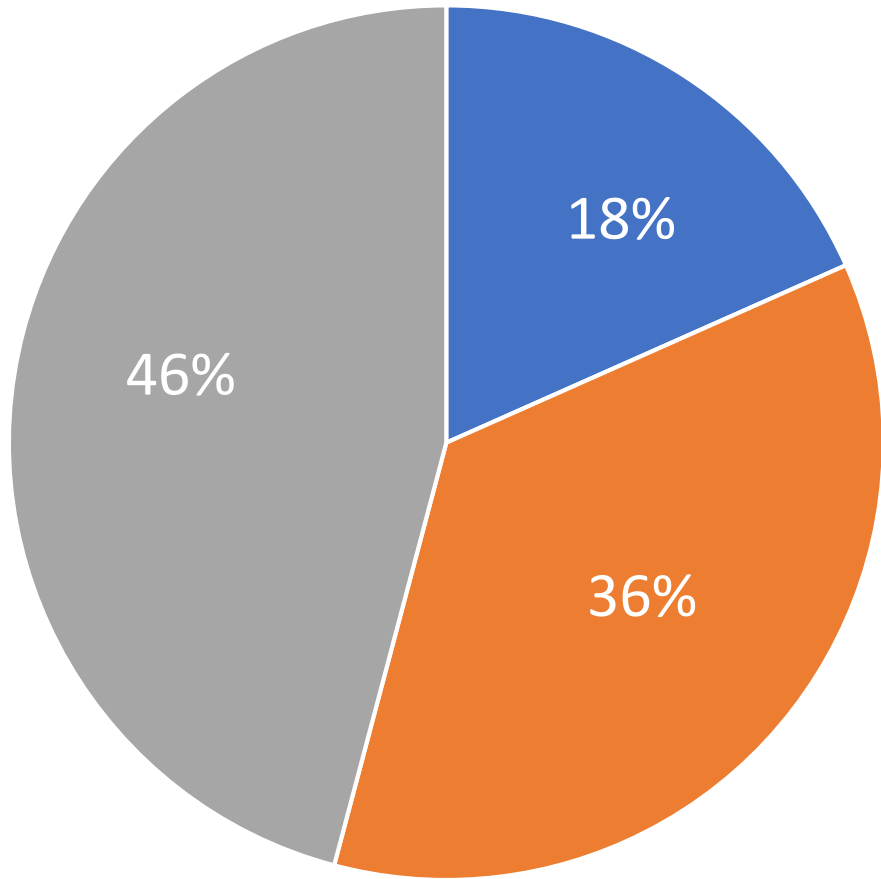
¡Ayuda!

“Absolutely no public transportation near southern Cornelius.”

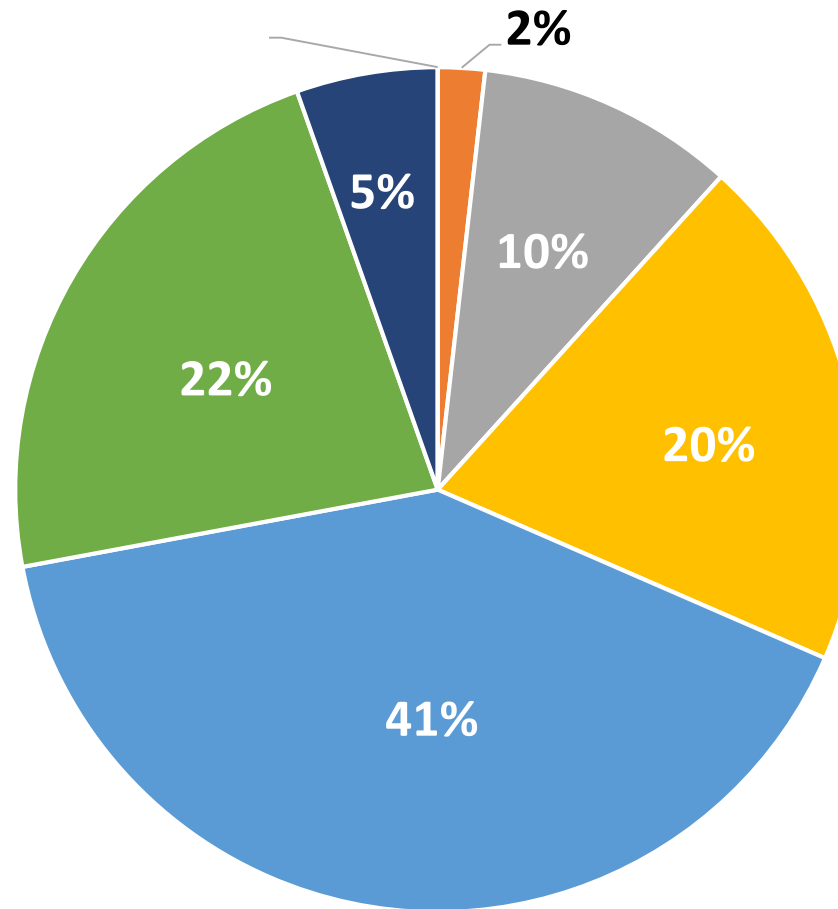
→ Geographic distribution



→ Demographics – Age & education



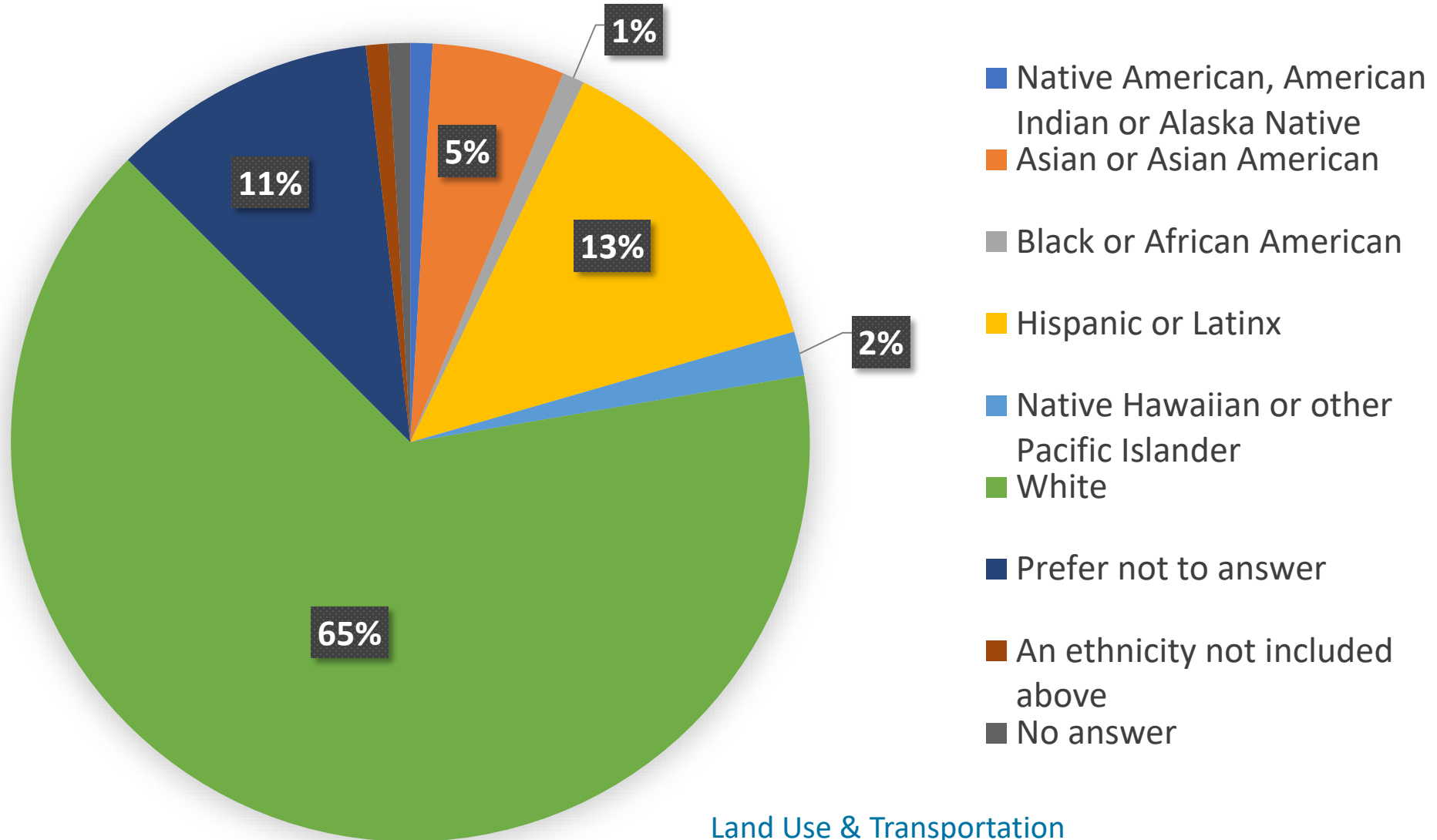
■ 18-34 ■ 35-54 ■ 55+



- Less than high school
- Some high school
- High school diploma
- Some college or an associate's or 2-year technical degree
- Bachelor's degree
- Post-graduate degree
- Prefer not to answer
- Other

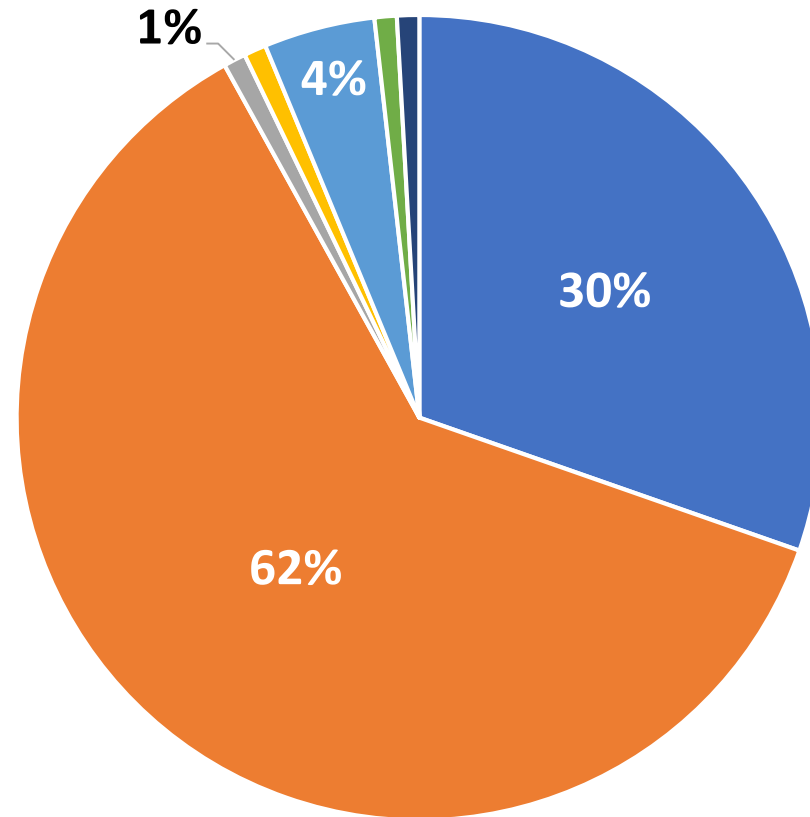
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→ Demographics – Race/Ethnicity



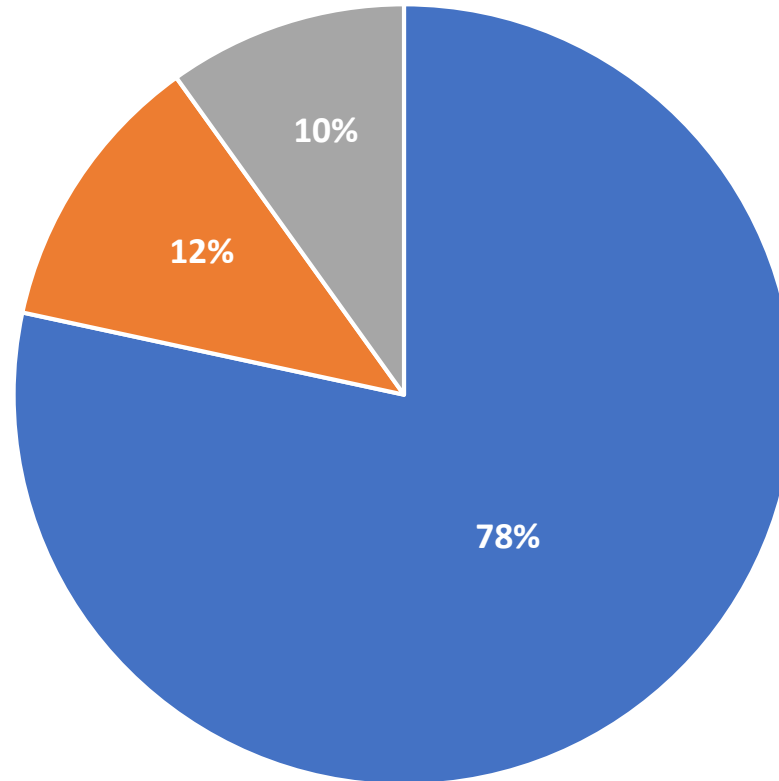
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→ Demographics – Gender



■ Man ■ Woman ■ Transgender ■ Non-binary, genderqueer or third gender ■ Prefer not to answer ■ A gender not listed ■ No answer

→ Demographics – Disabilities



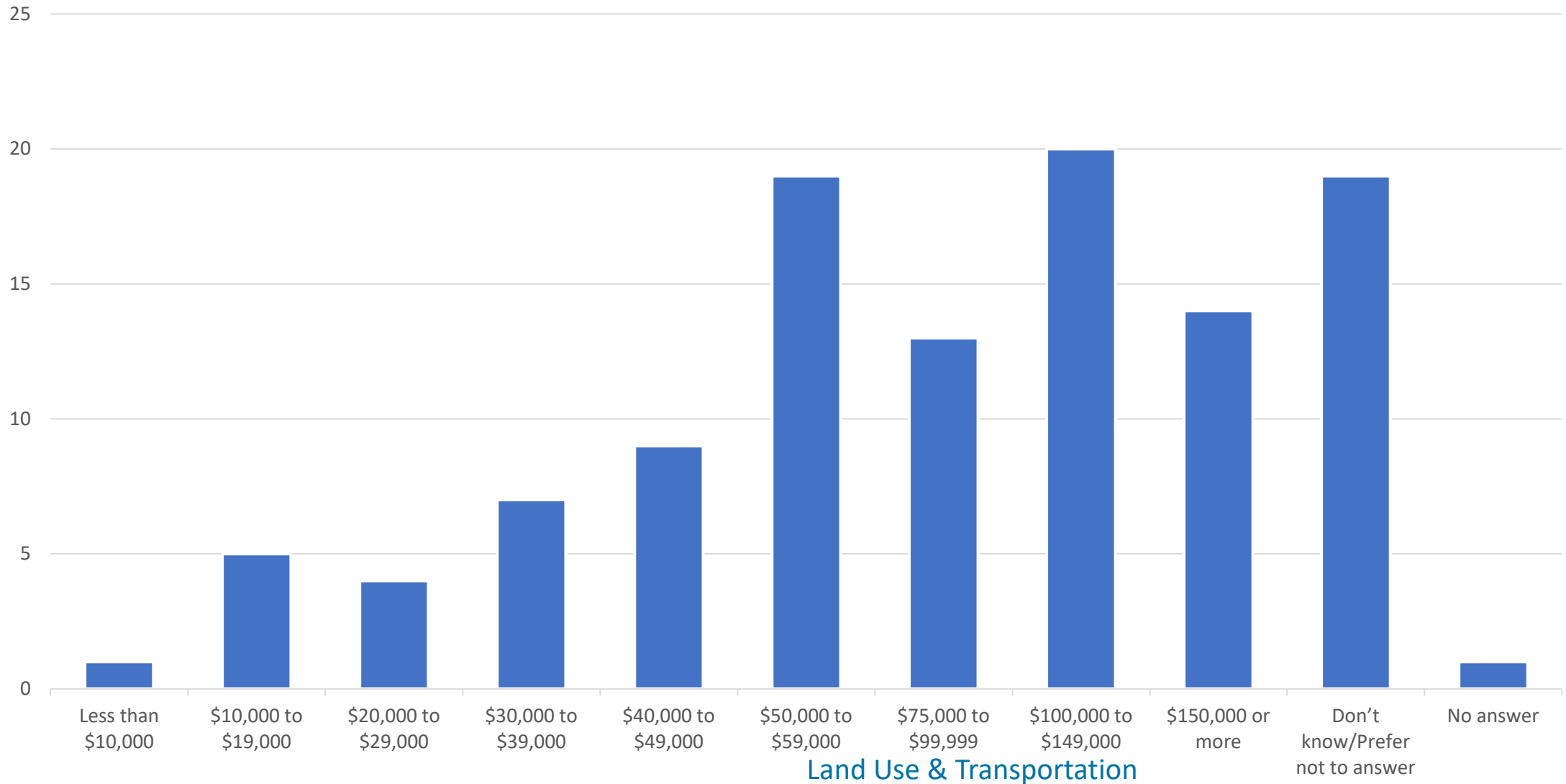
■ No disability

■ Hearing, vision, cognitive or ambulatory difficulty

■ Prefer not to answer or disability not listed

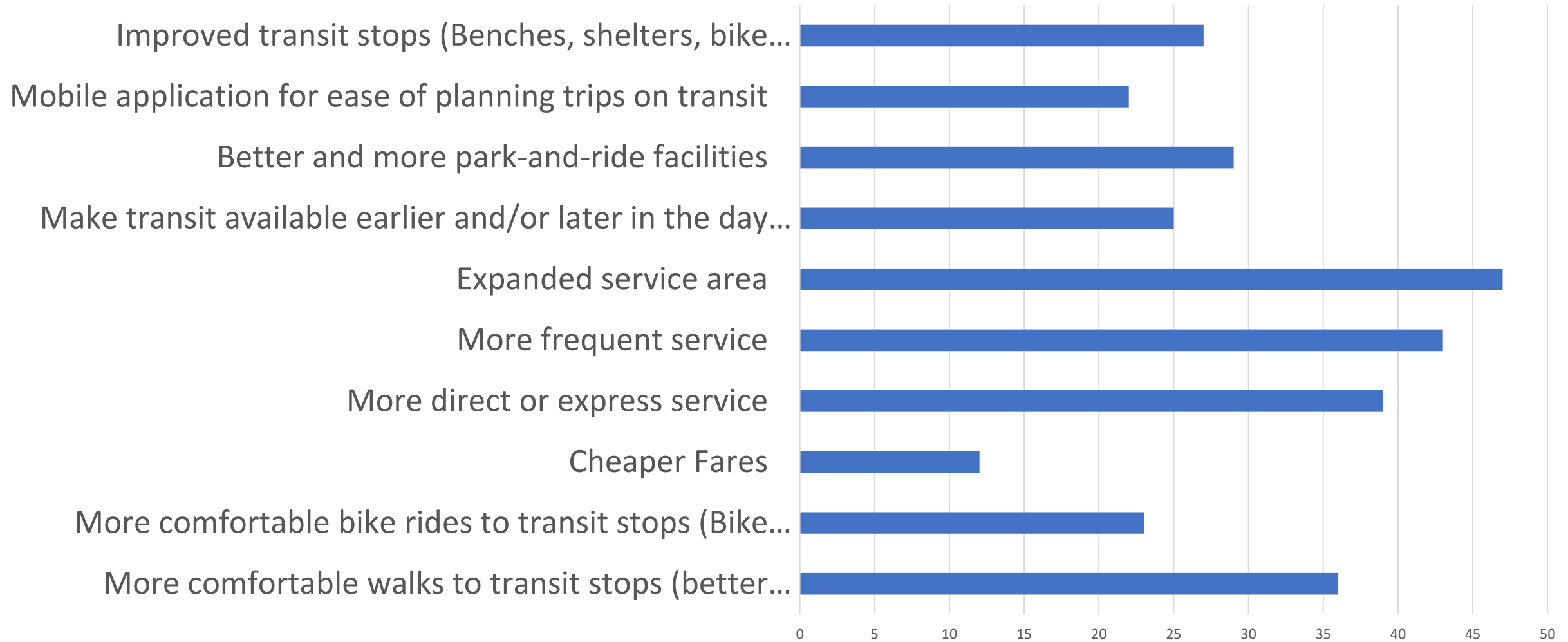


Demographics – Household income



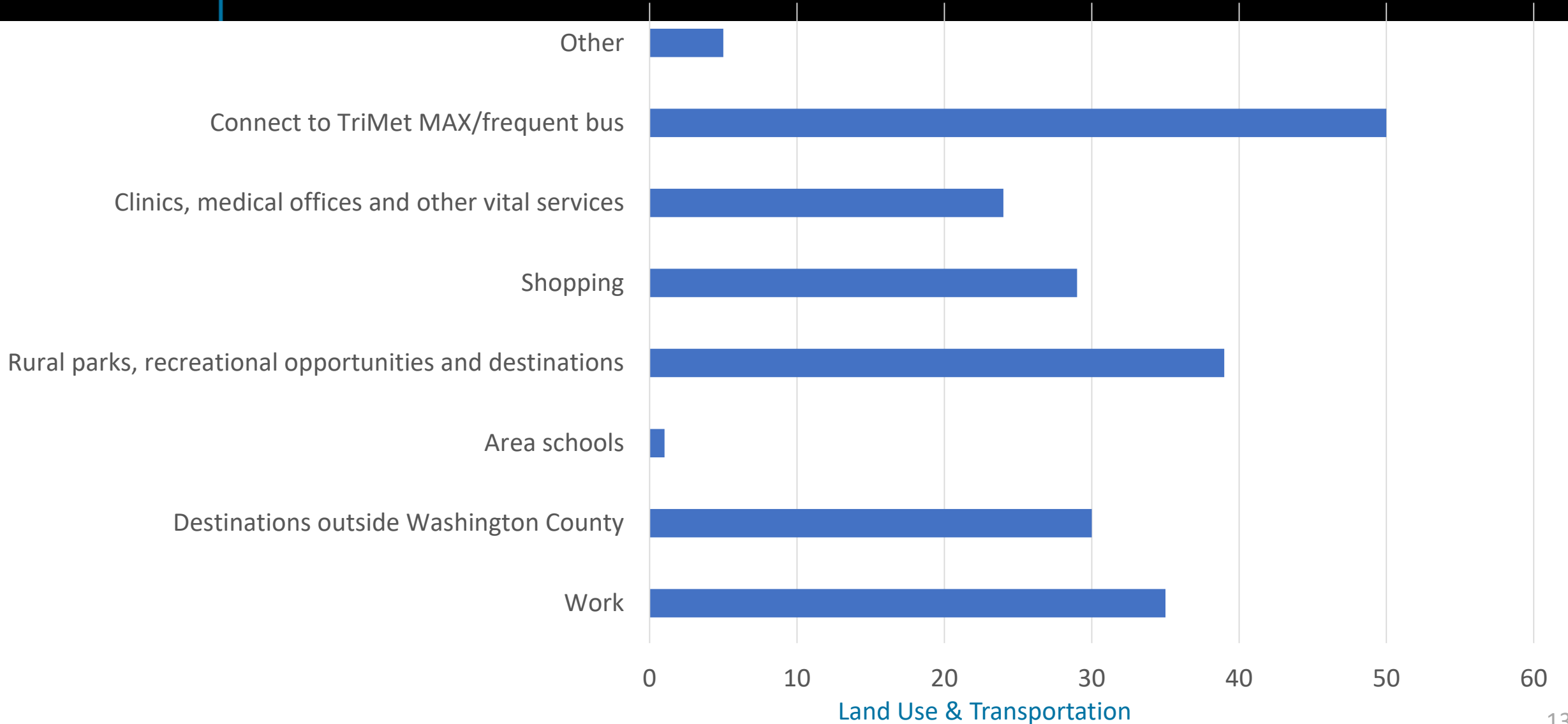


What would encourage you to use transit?





Locations you'd like to travel by transit





Outreach

- Social media -Facebook advertising (Spanish language)
- Media
- County and partner interested parties lists and newsletters
- CPOs and other community newsletters
- Business Recovery Centers

→ FY22-23 Funding

Revenue

- Regional coordination (Funds set by TriMet HB2017 Advisory Committee)
- Proportional share outside TriMet and SMART districts

Carry forward

- Unspent FY 2019-21 funds (lower cost, unable to implement services due to COVID-19)

Overage

- Collected revenue exceeded planned FY 2019-21 budget



FY 22 – 23 revenue forecast

	FY 22	FY 23
Regional coordination	\$1,207,294	\$1,207,294
County revenue	\$282,433	\$308,917
Carry forward	\$435,045	TBD
Overage	\$238,500	TBD
Total	\$2,163,272	\$1,516,211

→ FY22-23 Principles

- Plan for uncertainty (ensure flexibility)
- Preserve existing before expanding
- Monitor and phase in services – avoid service cuts in FY 24-25



FY 2022-23 Service proposal





WCTC input – meeting #3

Program	FY22-23
WestLink	X
Demand Response	
Interregional Coordination	XXX Expand and promote, reflect survey – connect to TriMet, adjacent counties, fare reciprocity
Rural Workforce Shuttle	XX Need to be implemented and monitor, improved access to jobs
New pilot	X Quality of life, near-term should focus on safety net
Capital and infrastructure	XX Improved trip planner, seamless across devices
Marketing	XXXX Continuous and with new service, additional language translations



Transit priorities

Program	Priorities
WestLink	<ul style="list-style-type: none">• Add weekend service• Add earlier and/or later service
Rural Demand Response	<ul style="list-style-type: none">• Flexibility to pilot new service structure• Achieve cost savings due to efficiency/technology improvements
Interregional Coordination	Continue coordination with adjacent counties: <ul style="list-style-type: none">• Add and/or improve service and stop coordination
Rural Workforce Shuttle	<ul style="list-style-type: none">• Expand/adjust based on demand



Transit priorities, cont.

Program	Priorities
Marketing	<ul style="list-style-type: none">• Increase awareness and ease of use of services
Administration	<ul style="list-style-type: none">• Review program records, audit financial records, budget item for both rural and urban
Capital	<ul style="list-style-type: none">• Technology, bus stops, fleet, charging stations
Planning	<ul style="list-style-type: none">• Planning and feasibility study both regional coordination and rural, TDP update
Regional coordination	<ul style="list-style-type: none">• Cover shortfall• Expand to meet increased demand; weekend and midday service

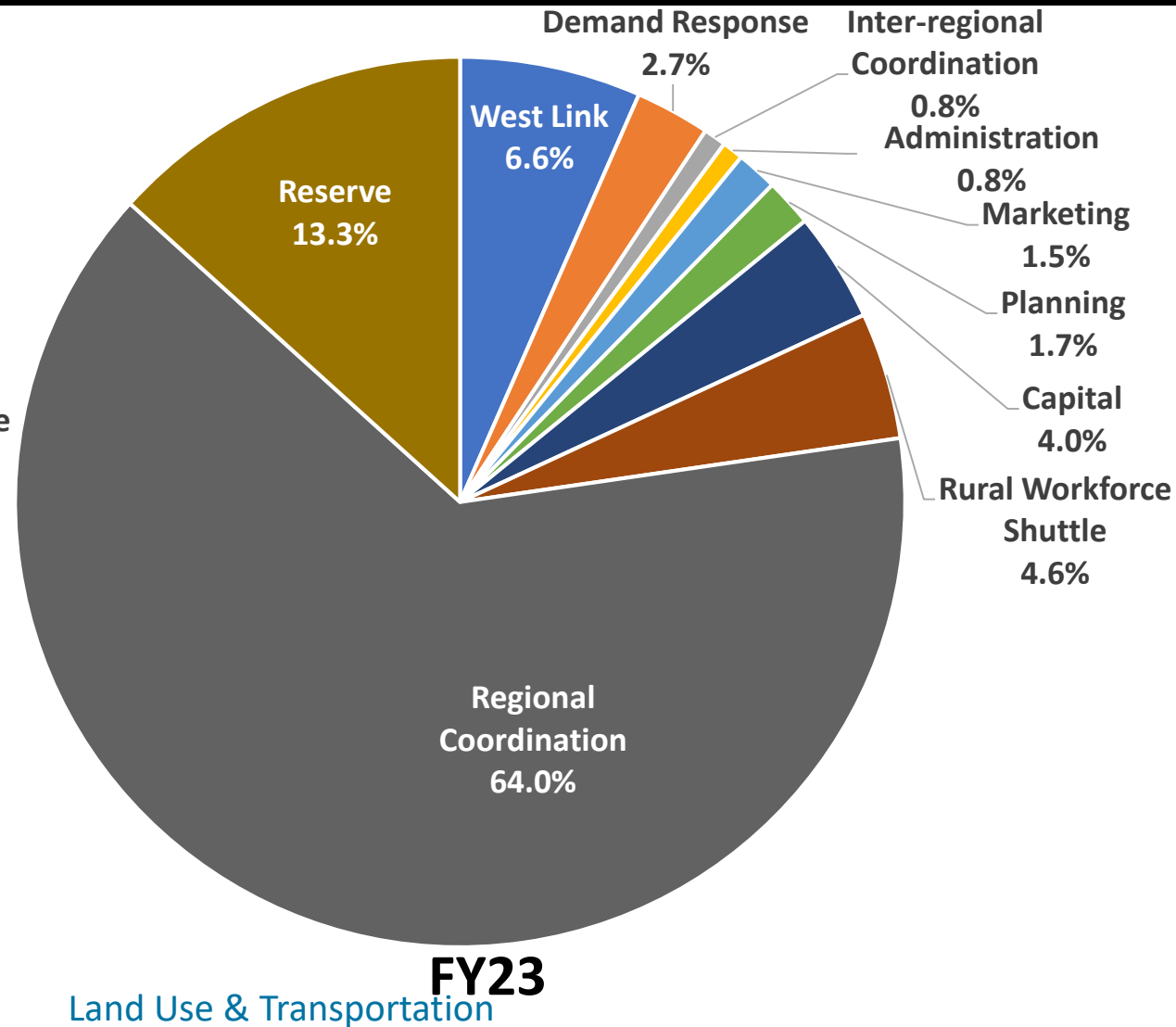
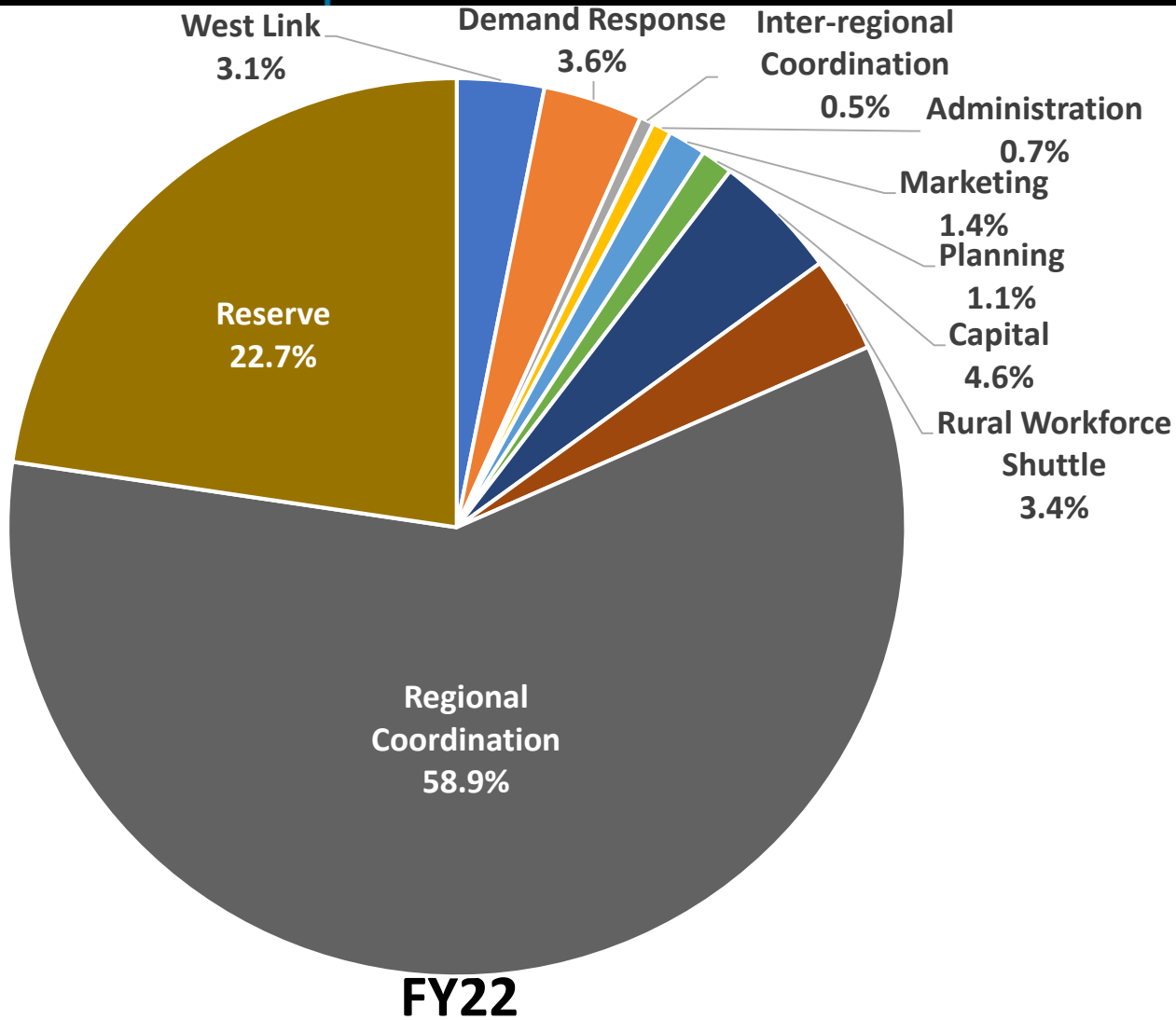


Questions

- Are these the right programs and priorities?
- Are there missing priorities?
- Do you support a recommendation for these priorities? With revisions?

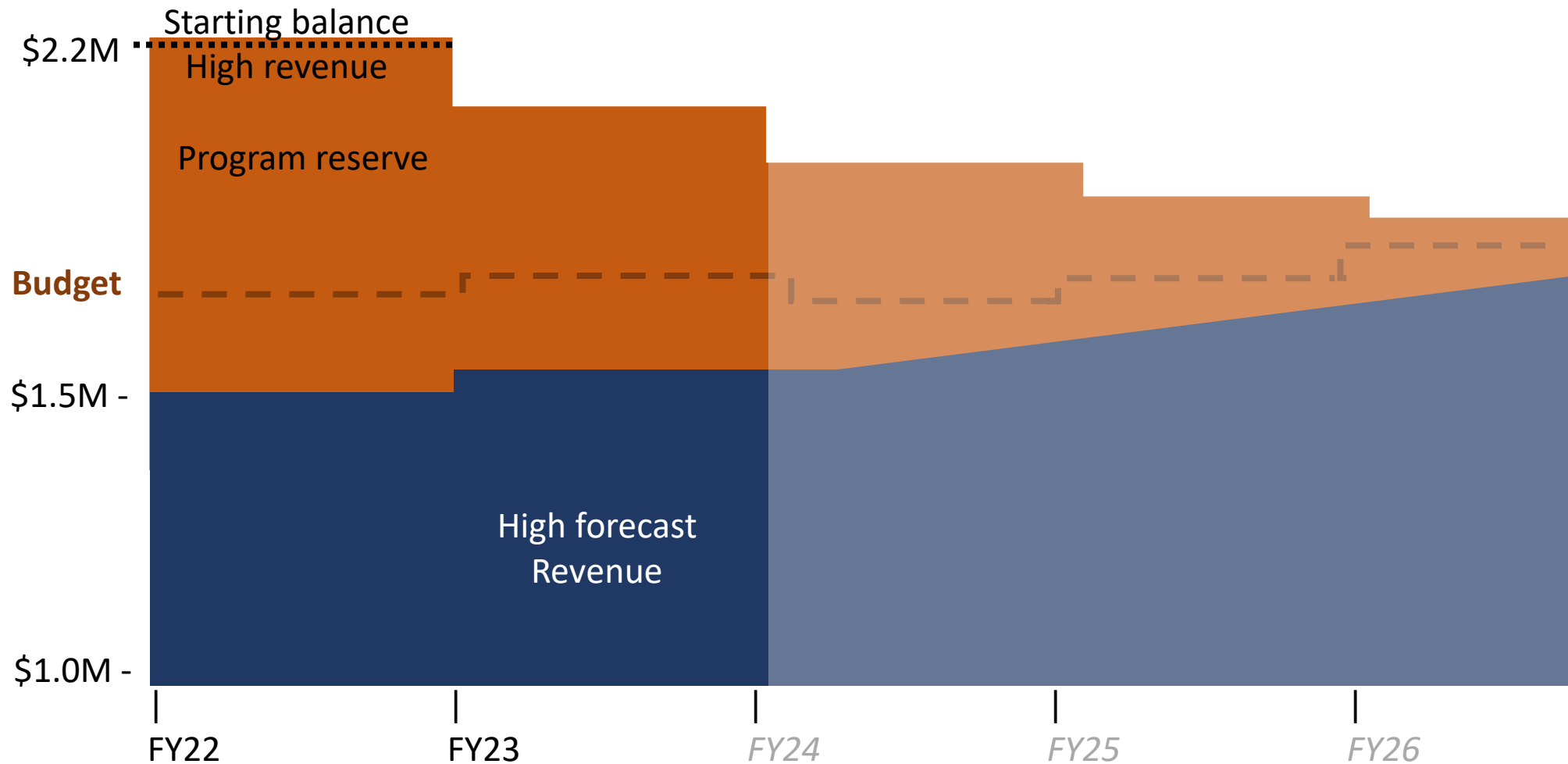


FY22-23 working budget





Revenue and expenditure risk assessment





FY24 and beyond

Program

- Tualatin shuttle expansion – Bridgeport Village, Borland Rd
- South Beaverton, Copper Mountain, and Progress Ridge area
- Metzger/Washington Square/Tigard industrial service **
- Serve parks and recreation areas **
- Agritourism connections**
- Link Seniors/low-income families to [FDNP](#) farm sites**
- South Hillsboro service**
- North Bethany service**

***Planning and feasibility study needed*



STIF next steps

- Nov. 17 County Board direction on FY 22-23 project priorities to submit to Trimet
- Nov. 20 TriMet HB 2017 Transit Advisory Committee approval of 3-county FY22-23 project priorities
- Dec. TriMet Board Public Transit Improvement Plan approval for submission to ODOT
- Jan. 2021 County Board approval of Transit Development Plan
- Feb. 1 2021 TriMet submission of PTIP with detailed budget allocations to ODOT
- 2021 – review by ODOT committees and approval by OTC by May



Committee next steps

- Review and comment on Transit Development Plan prior to Board approval
- Revisit revenue assumptions and priorities at end of FY 21
- Continued engagement as services are rolled out



Thank you!!