



Washington County Transit Committee

August 13, 2020

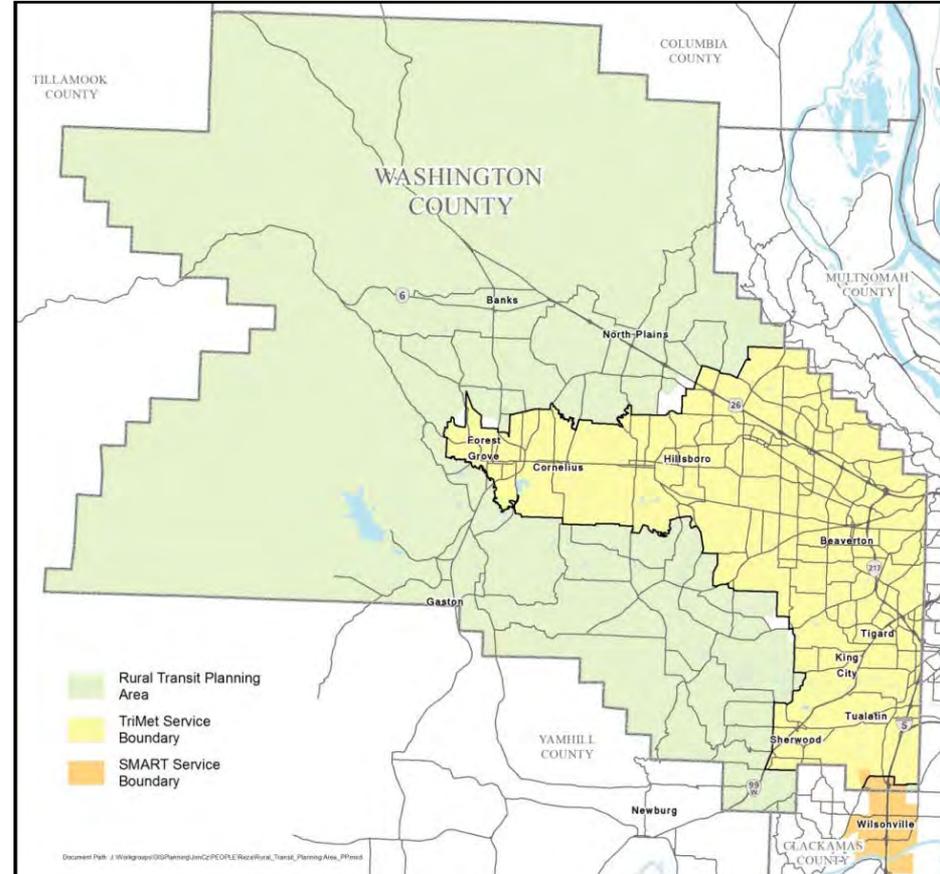
Agenda

- Welcome and introductions
- Committee charge, role and HB 2017 STIF background information
- Washington County service area characteristics
 - Rural service area
 - Regional coordination
- Public comment
- Next steps

County Transit Committee

Charge is to recommend:

- Service for areas outside TriMet, SMART districts
- Connect areas to TriMet district
- Make first/last mile connections within district





County Transit Committee

Role

- Attend up to three meetings/year
- Help solicit input on transit needs and service proposals
- Review service performance
- Recommend projects and service priorities



Statewide Transportation Improvement Fund (STIF)

- Established in HB 2017 with employee payroll tax
- Funds public transportation statewide to:
 - Improve service to low-income populations and students
 - Reduce service fragmentation
- Collection began July 2018 for FY19
- Formula Fund revenue allocated by payroll generated
- Discretionary Fund and Intercommunity Fund grants
- SB 1601 directs funding to Special Transportation Fund for older adults and persons with disabilities (STF)

STIF process

Washington County

- Prepares Transit Development Plan (TDP)
- Convenes Transit Advisory Committee to advise on TDP and recommend priority projects for STIF
- BCC approves plan and projects for inclusion in PTIP

Local Plan (TDP)

Tri-County Public Transportation Improvement Plan (PTIP)

- HB2017 Advisory Committee reviews and makes recommendation on PTIP
- TriMet Board approves the PTIP for submittal to ODOT

TriMet

ODOT

- Completeness review
- Public Transportation Advisory Committee (PTAC) provides recommendation to Oregon Transportation Commission (OTC)
- OTC accepts or rejects PTAC recommendation

Statewide Transportation Improvement Fund (STIF)

ODOT disburses quarterly payments to TriMet and County



STIF funded services FY 19-21

- Regional Coordination service
 - Forest Grove, Tualatin, North Hillsboro shuttles
 - Cooper Mtn area shuttle planning
- Adjacent county transit coordination
- Demand response supplement
- Rural work force shuttle
- North Plains/Banks service expansion



Ride Connection, Inc.

- Contracts with County as Public Transportation Service Provider
- Leverages Federal, state, local and private funds to support:
 - Individuals who can't access fixed route due to ability or geography
 - Network management and assistance to partner agencies throughout the region

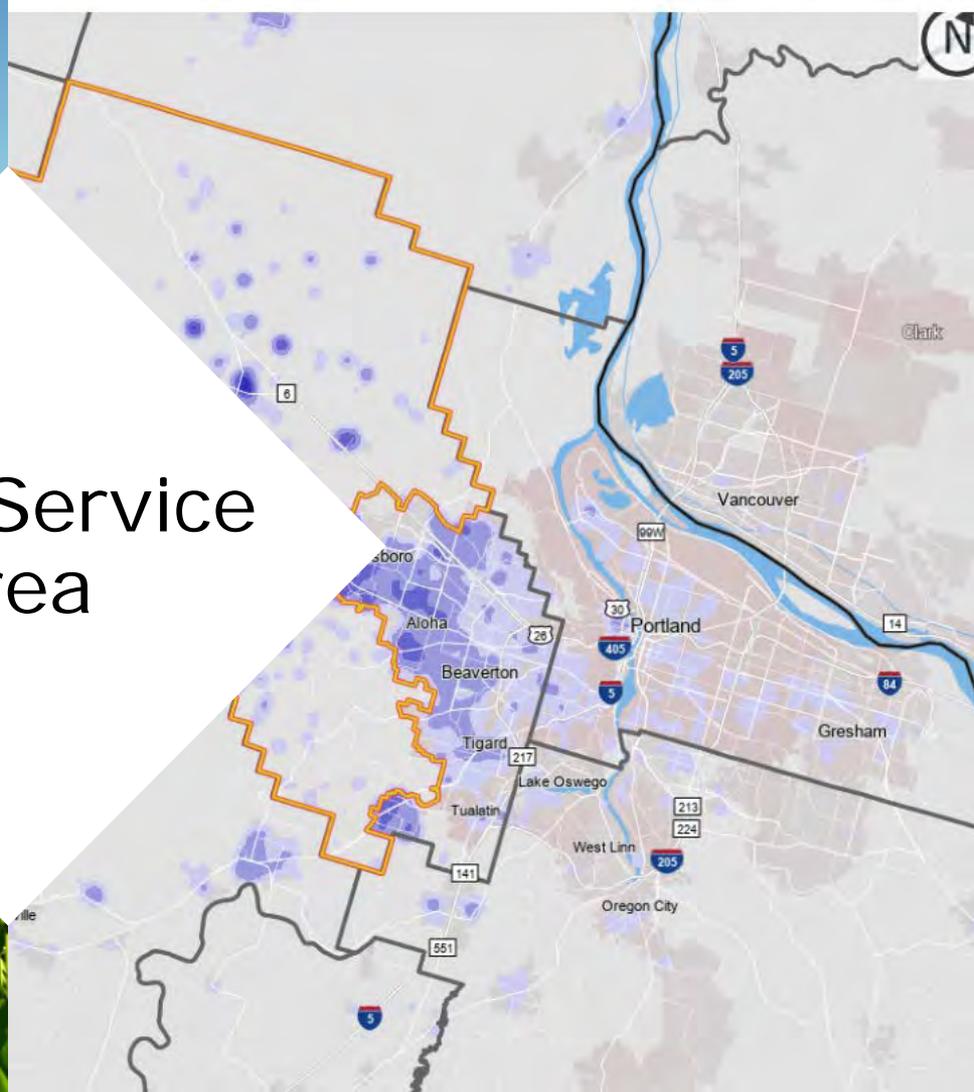


Service design process

- Rider surveys
- Employer meetings
- City Council/public input
- Proposals for comment



Rural Service Area



WestLink

- Weekday commuter-oriented inter-community connector service
- Connects with CC Rider, TriMet, WAVE and YCTA
- STIF to fund mid-day trips

Ride Connection's (no fare) bus serves North Plains and Banks riders at the following times to/from the Hillsboro Transit Center:

Monday - Friday				
Forest Grove Community Center (2037 Douglas)	Banks: Greenville City Park (at NW Trellis Ct)	Banks: Log Cabin Park (Main & Sunset)	North Plains (Commercial and 314th)	Hillsboro Transit Center
EAST Bound				
6:55 AM	7:10 AM	7:15 AM	7:30 AM	7:45 AM
4:35 PM	4:50 PM	4:55 PM	5:15 PM	5:30 PM
Hillsboro Transit Center	North Plains (Commercial and 314th)	Banks: Greenville City Park (at NW Trellis Ct)	Banks: Log Cabin Park (Main & Sunset)	Forest Grove Community Center (2037 Douglas)
WEST Bound				
8:00 AM	8:15 AM	8:30 AM	8:35 AM	8:55 AM
5:45 PM	6:00 PM	6:15 PM	6:20 PM	6:45 PM

For more information about this and other transportation services please call our service center at 503-226-0700 (TTY: 711) or visit www.rideconnection.org.

Inter-regional coordination

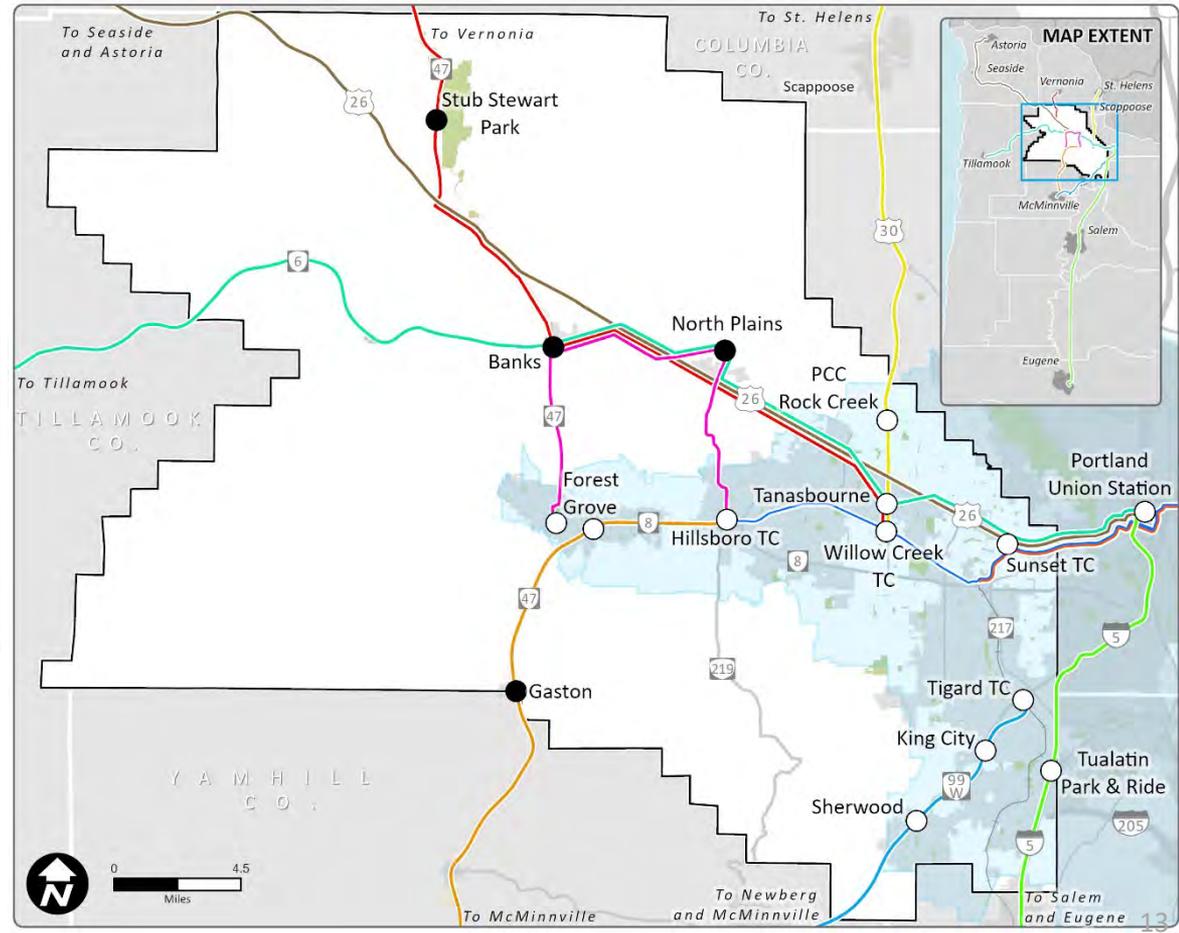
- Coordinate with Tillamook WAVE, Yamhill and Columbia County transit providers to add stops and service



**Yamhill County
Transit Area**

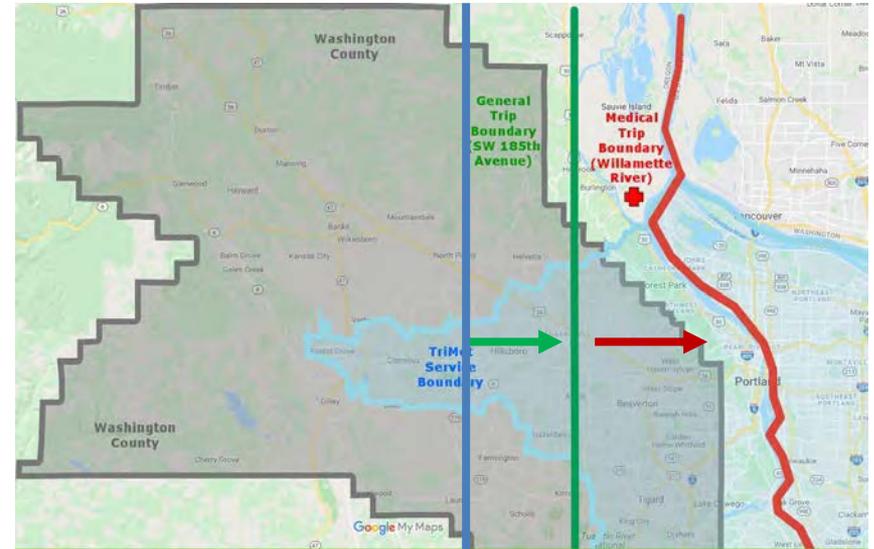
Interregional transit services

- TriMet connection point
- Other Washington County stop
- CCR Route 2: PCC Rock Creek
- CCR Route 6: Vernonia
- Cascade POINT
- NorthWest POINT
- Ride Connection WestLink
- TCTD Route 5: Tillamook-Portland
- YCTA Route 33: McMinnville-Hillsboro
- YCTA Routes 44/44X: McMinnville-Tigard
- TriMet Boundary
- MAX Blue Line
- MAX Red Line



Demand Response

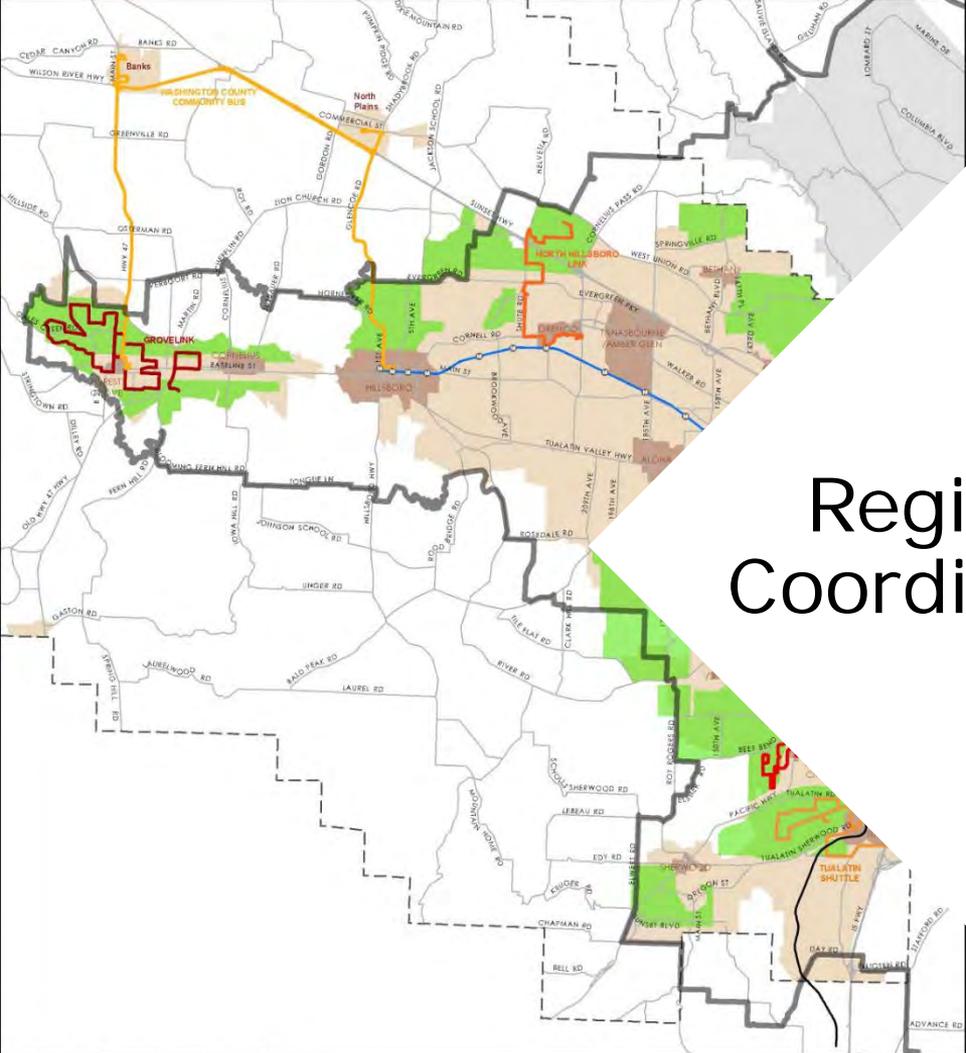
- Service is free, open to general public
- Monday – Friday, daytime
- STIF to fund expanded boundaries
- New rural to rural connections
- Loosened parameters for scheduling trips
- 2 new electric vehicles



Rural work force shuttle

Public shared-ride, shuttle or micro-transit to serve farm, nursery and other agricultural industry work force needs





Regional Coordination



GroveLink

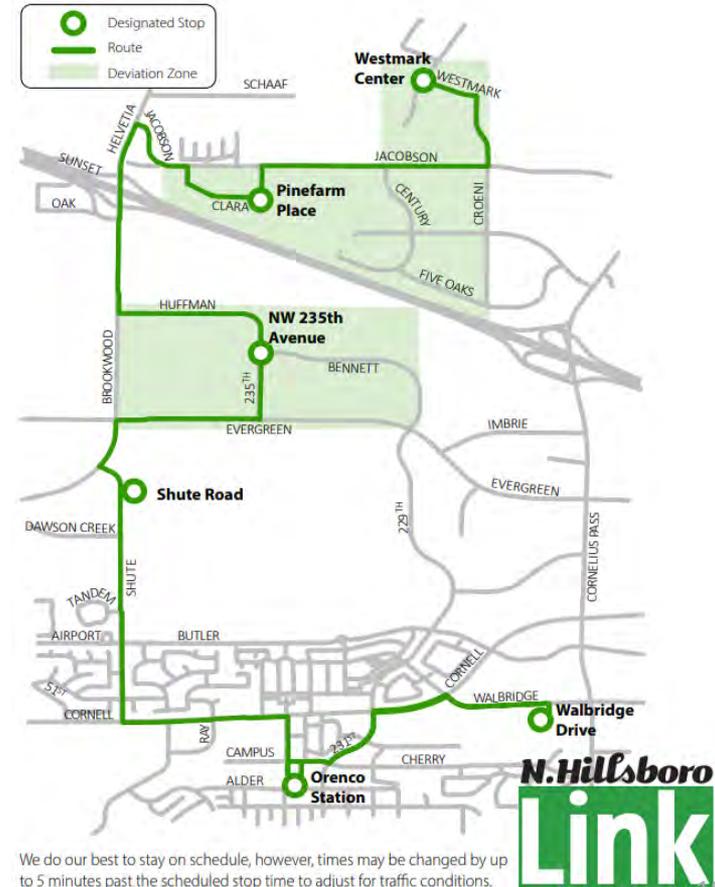
- Weekday community circulator service (6:30am-7pm)
- Pilot program for weekend service and Cornelius extension

GroveLink Route Map



North Hillsboro Link

- Deviated fixed-route service
- Weekday and weekend service (5am-9:45pm)
- Weekend service has reduced frequency

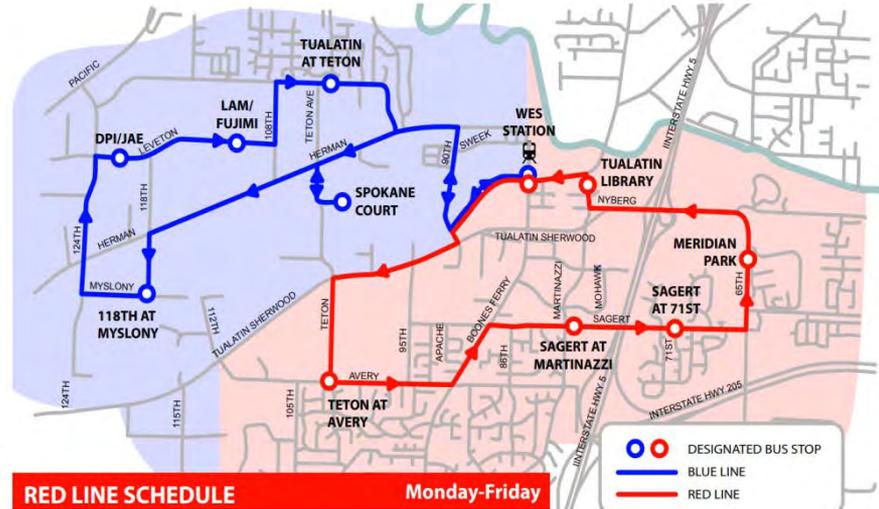


We do our best to stay on schedule, however, times may be changed by up to 5 minutes past the scheduled stop time to adjust for traffic conditions.



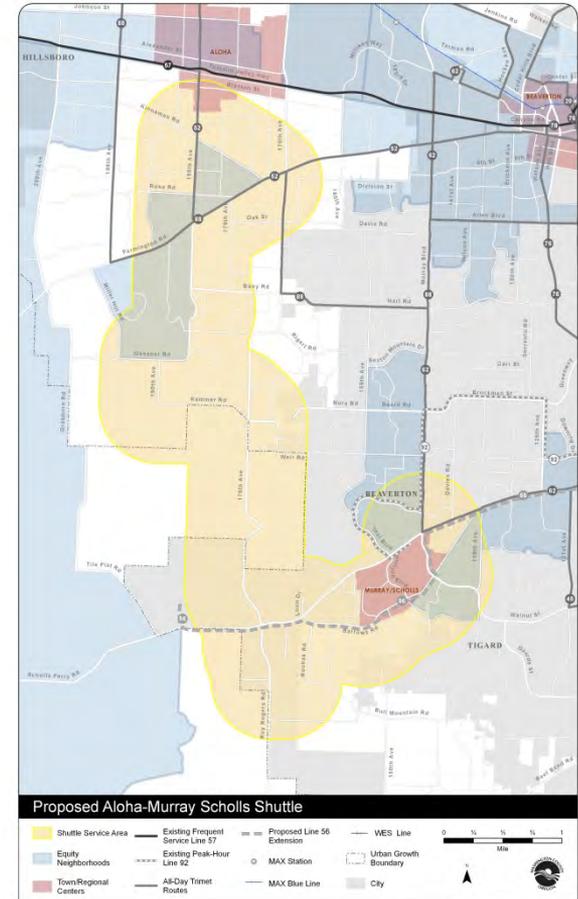
Tualatin Shuttle

- Commuter service (5am-9am, 3pm-7pm)
- Plan to add 2 additional hours each weekday



South Beaverton service study

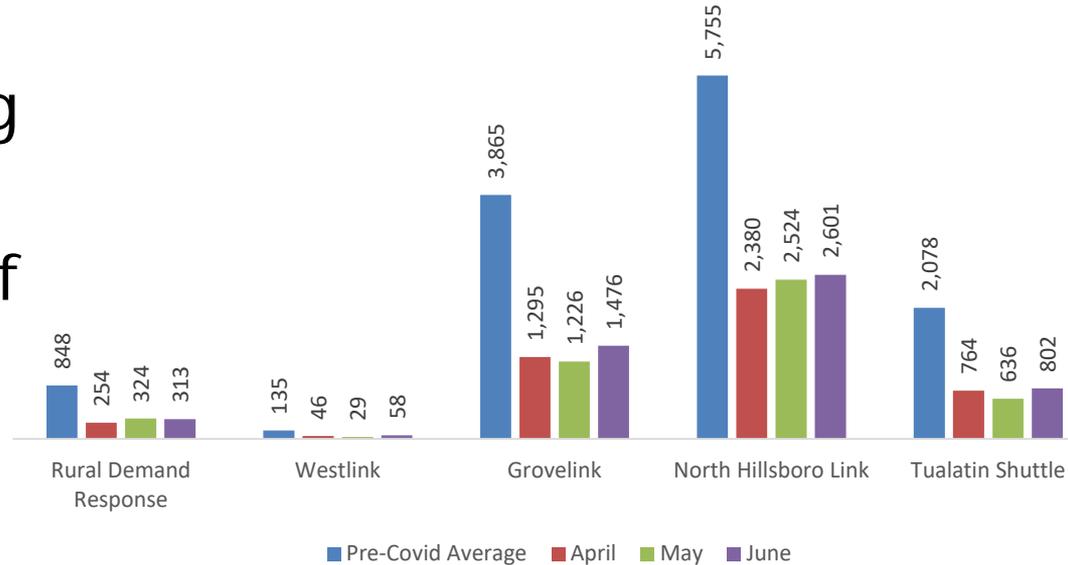
- Evaluate need
- Define mode, route, span, and frequency
- Respondents desire flexible service models, better access to MAX/TriMet, an access to local shopping and parks



COVID-19 impacts

- Ridership impacts
- New social distancing requirements
- Increased cleaning of buses
- Added capacity on shuttles

COVID-19 Impacts to Avg. Monthly Ridership





Source: WCVA



Community Characteristics

Source: Oregon Business

Comparative demographic data

	Rural	Urban	TriMet
Density	50	4,100	3,000
Low Income	17%	23%	27%
People of Color	15%	36%	30%
Older Adults	17%	12%	14%
Youth	21%	23%	21%

Source: American Community Survey (ACS) 2014-18

Density: people per square mile

Low Income: 200% federal poverty level

People of Color: non-white

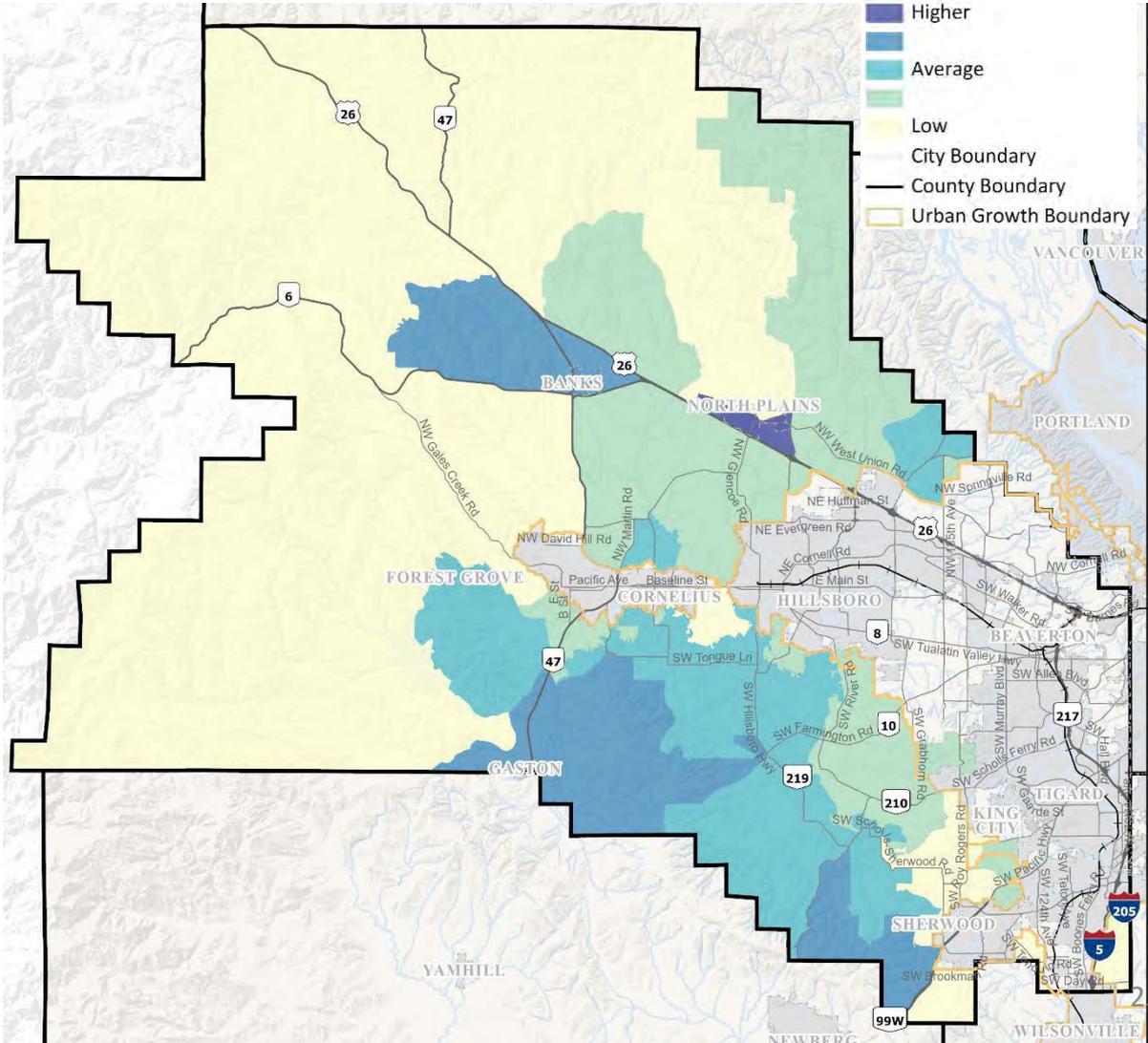
Older adult: 65+

Other demographic considerations

Category	#	%
Rural Total Population	27,068	100%
Limited English-Speaking Households	84	1%
No vehicle households	225	2%
Population 18 and over with a disability	2,883	13%
Population 18 and over with veteran status	2,105	10%

Source: American Community Survey (ACS) 2014-18

Rural Area Population Equity Map



Comparative jobs statistics

Income	Rural		Urban	
	#	%	#	%
\$1,250 or less	1,334	19%	40,377	15%
\$1,251 to \$3,333	2,979	42%	84,091	31%
More than \$3,333	2,717	39%	149,345	55%
Total	7,030	100%	273,813	100%

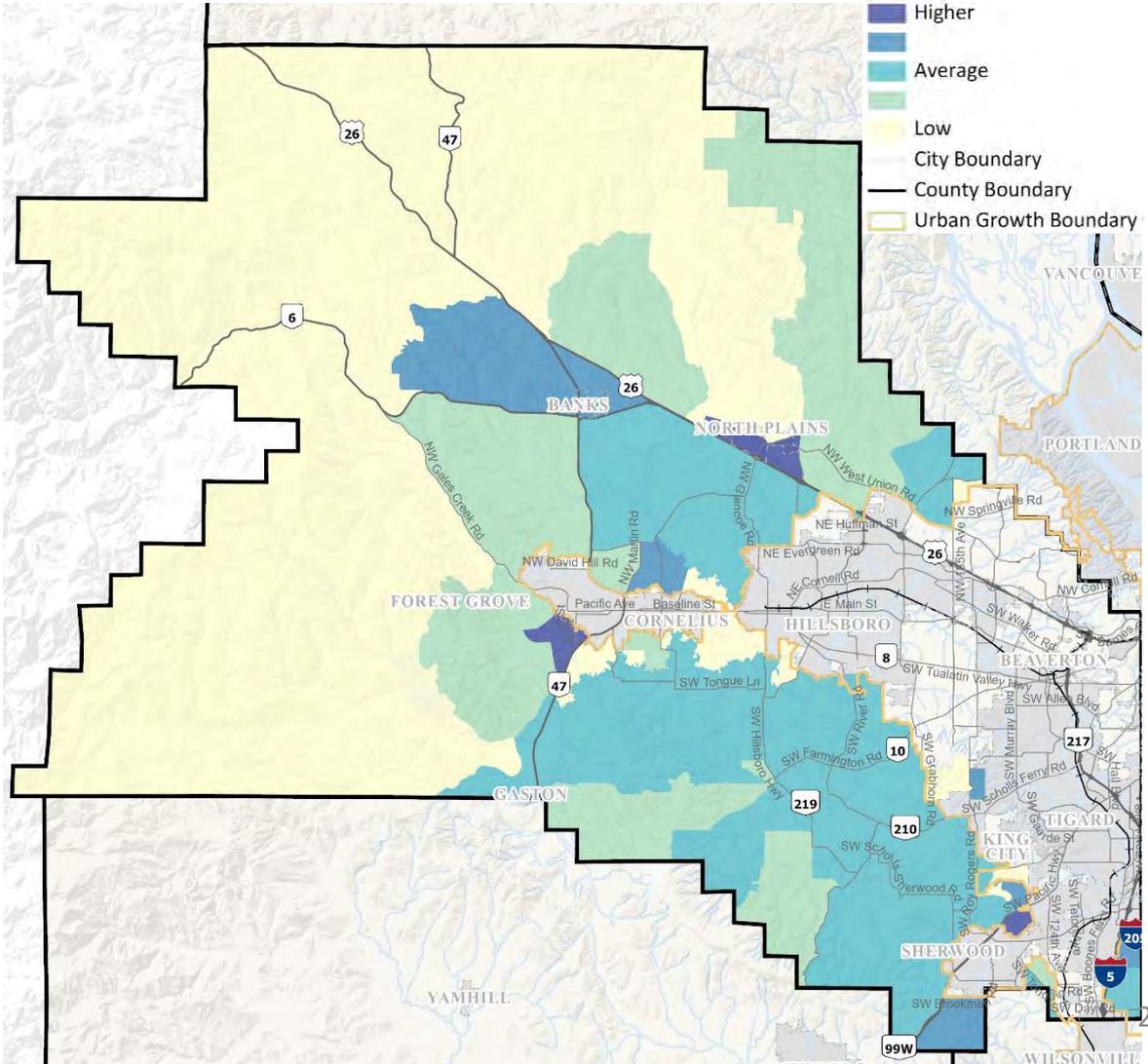
Source: 2017 Longitudinal Employer-Household Dynamics (LEHD)

Other job statistics

Category	#	%
Total rural jobs	7,070	100%
Low-wage (below \$3,334/month)	4,327	61%
Non-white jobs	564	8%
Latinx jobs	1,576	22%
< Age 29	1,471	21%
> Age 55	1,981	28%
Non-bachelor's degree	5,916	84%

Source: 2017 Longitudinal Employer-Household Dynamics (LEHD)

Rural Area Employment Equity Map

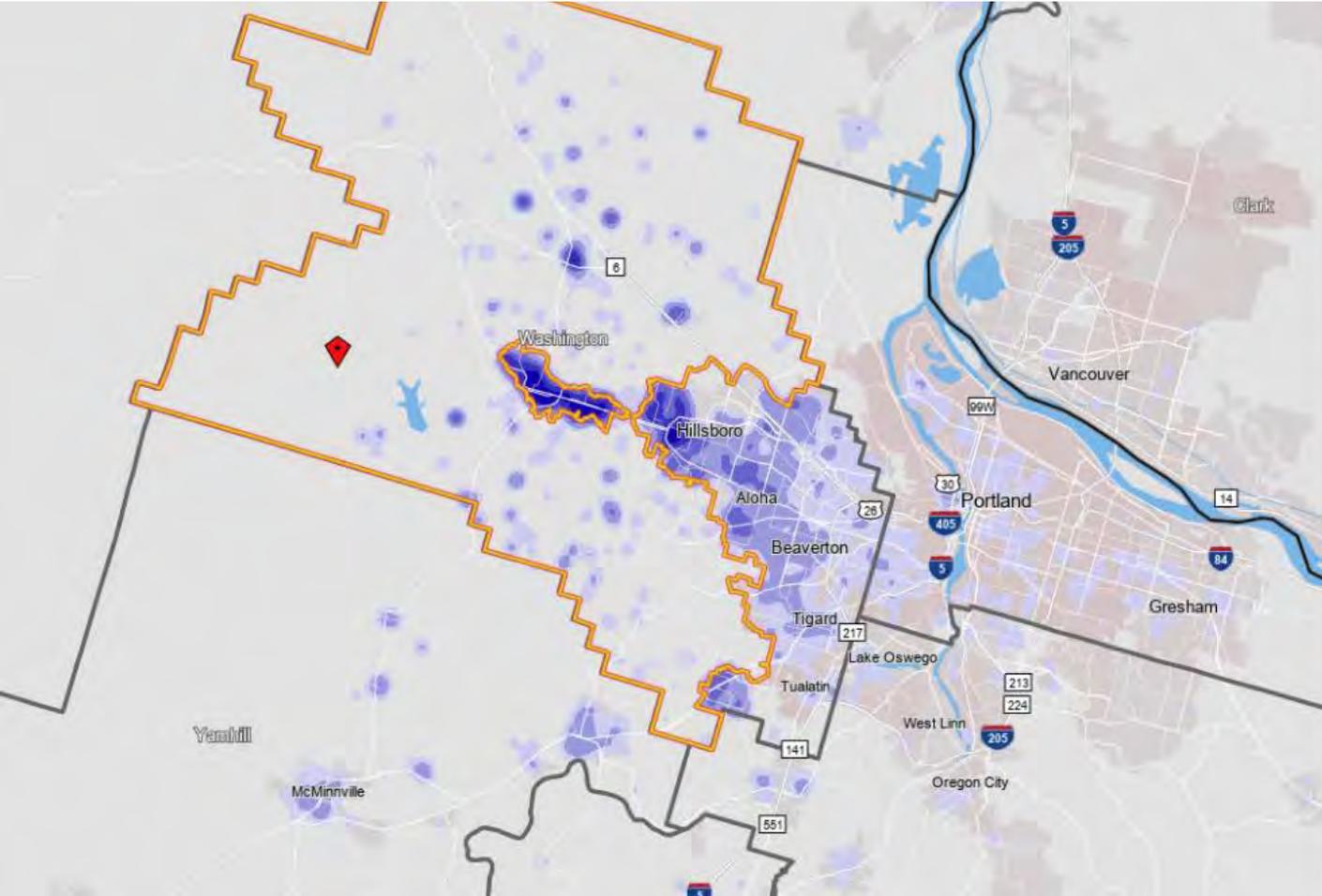


Rural Area Commute Patterns

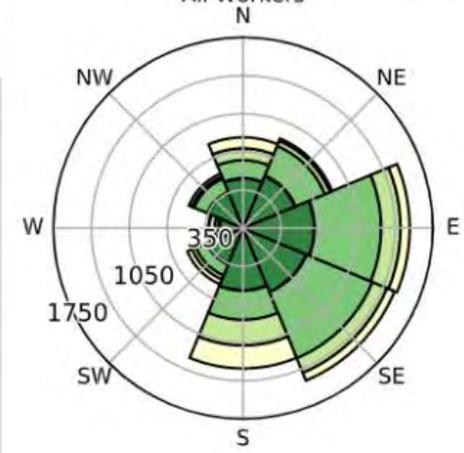


Source: 2017 Longitudinal Employer-Household Dynamics (LEHD)

Where rural employees live



Job Counts by Distance/Direction in 2017
All Workers



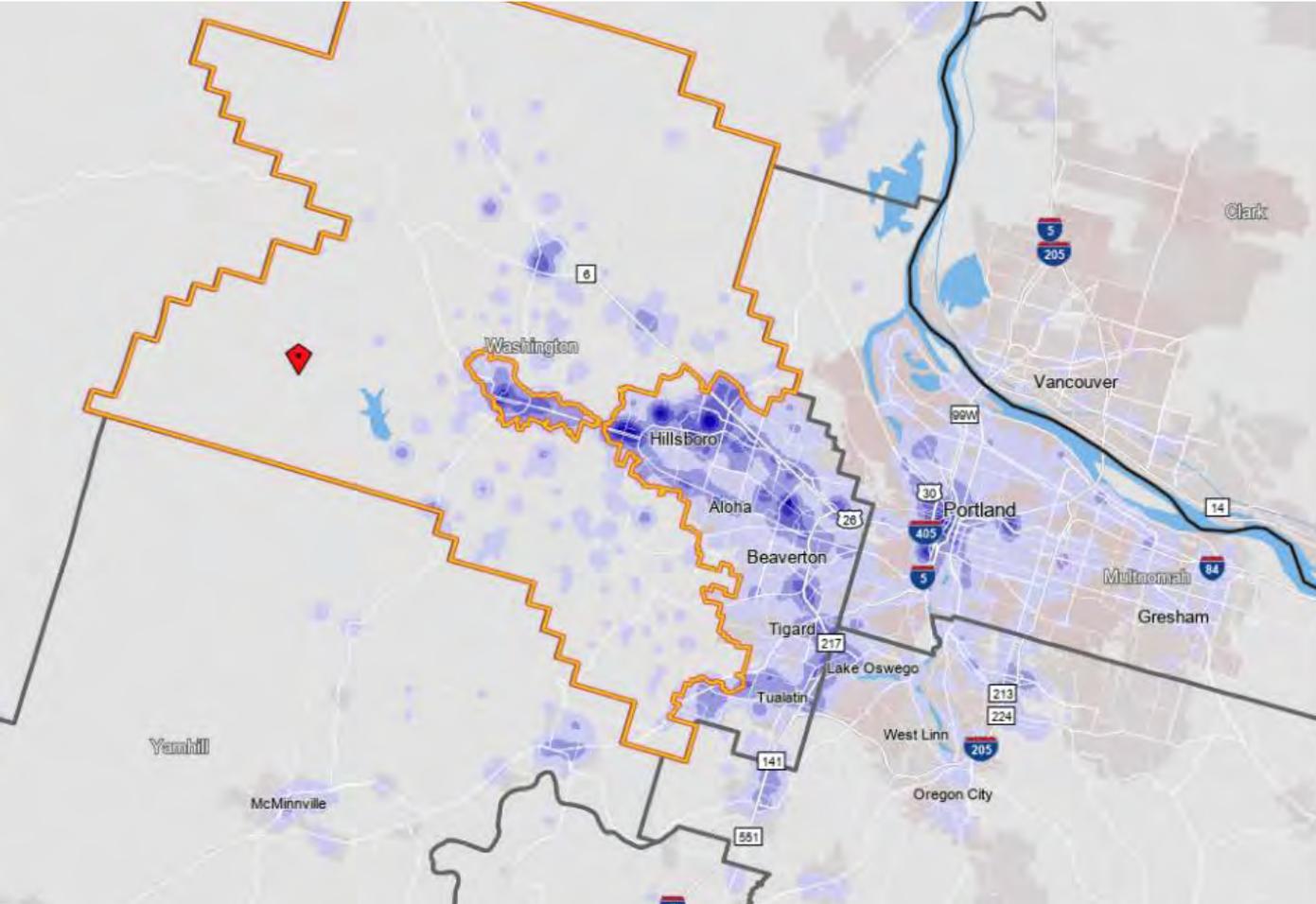
View as

Jobs by Distance - Work Census Block to Home
Census Block

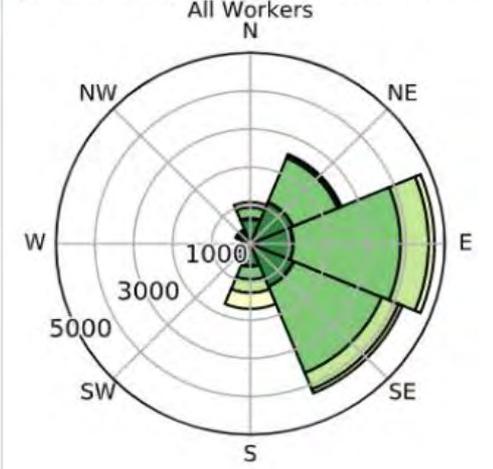
	2017	
	Count	Share
Total Primary Jobs	7,475	100.0%
■ Less than 10 miles	3,801	50.8%
■ 10 to 24 miles	2,271	30.4%
■ 25 to 50 miles	831	11.1%
■ Greater than 50 miles	572	7.7%

Source: 2017 Longitudinal Employer-Household Dynamics (LEHD)

Where rural residents work



Job Counts by Distance/Direction in 2017
All Workers
N



View as

Jobs by Distance - Home Census Block to Work
Census Block

	2017	
	Count	Share
Total Primary Jobs	15,426	100.0%
■ Less than 10 miles	5,602	36.3%
■ 10 to 24 miles	7,252	47.0%
■ 25 to 50 miles	1,709	11.1%
■ Greater than 50 miles	863	5.6%

Source: 2017 Longitudinal Employer-Household Dynamics (LEHD)

Rural area trends



No significant changes in development patterns expected over next 5 years



Some growth in rural tourism



What else?



Key considerations for rural transit



LOW DENSITY,
LARGE AREA



LIMITED SUITABILITY FOR FIXED ROUTE



LIMITED QUANTITATIVE ANALYSIS



OUTREACH IS CRITICAL



PARTNER COORDINATION



Public Comment Opportunity

- Questions?
- Comments?

Next steps

TC#2
Sept

- Project performance/status
- Revenue forecasts
- Introduce STIF Disc projects

TC#3
Oct

- Release projects for public comment
- Input on priorities to address barriers

TC#4
Nov

- Review public comments
- Endorse projects and priorities for plan



Thank You