

AGENDA - TRANSIT COMMITTEE (TC) MEETING #5

Date: January 13, 2020 – 10:30 AM to 12:00 PM

Location: Zoom meeting

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/88902888438>

iPhone one-tap: US: +1-253-215-8782

Telephone: 1 (253)215-8782

Webinar ID: 889 0288 8438

Meeting Purpose

- Solicit input on Draft Transit Development Plan
Review draft is available at the following link:
<https://washco.sharefile.com/d-s4b0a20b3054a4e18b87bb0429afed81d>
Please submit comments on draft TDP by January 20, 2021
- Clarify opportunities for future Committee input and engagement

TIME	SUBJECT	LEAD PRESENTER	OBJECTIVES
10:30	Welcome and Introductions	Chair Harrington	
10:35	Agenda Review	Chris Deffebach, Washington County	<ul style="list-style-type: none"> • Confirm understanding of meeting objectives
10:40	Share additional detail on public comment on transit priorities from online survey	Dyami Valentine, Washington County	<ul style="list-style-type: none"> • Respond to Committee request for additional analysis of online survey
10:50	Review Draft Transit Development Plan	Dyami Valentine, Washington County,	<ul style="list-style-type: none"> • Clarify purpose of the TDP • Solicit input for final plan
11:30	Update on planned service expansion	Julie Wilcke and John Whitman, Ride Connection	<ul style="list-style-type: none"> • Inform Committee about new service and solicit assistance in sharing information about it
11:45	Public Comment	Chair Harrington	
11:50	Recap and Next Steps	Chris Deffebach, Washington County	<ul style="list-style-type: none"> • Understanding of STIF process and future input opportunities
12:00	Adjourn	Chair Harrington	

Attached Documents and Relevant Links:

- [Tri-County Public Transportation Improvement Plan](#)
- Transit Development Plan review memo
- Online public comment survey summary
- Transit Committee Meeting #4 Summary



**WASHINGTON COUNTY TRANSIT COMMITTEE #4
MEETING SUMMARY
OCTOBER 28, 2020, 10:30-12:00 PM
Zoom Virtual Meeting**

Transit Committee Members in attendance

Kathryn Harrington, Washington County, Chair
Jolynn Becker, City of Banks
Wenonah Blanchette, City of Gaston
Dwight Brashear, SMART
Annadiana Johnson, Rider Representative
Teri Lenahan, City of North Plains
Brenda Martin, TriMet

Rebecca Miller, Washington County
Deanna Palm, Hillsboro Chamber of Commerce
MaryAnn Potter, Centro Cultural
Mahesh Udata, Rider Representative
Elaine Wells, Rider Representative
Julie Wilcke, Ride Connection

Other Attendees

Melissa De Lyser, Washington County
Chris Deffebach, Washington County
Reza Farhoodi, Washington County
Whitney Hergert, Washington County

Julie Sosnovske, Washington County
Dyami Valentine, Washington County
John Whitman, Ride Connection

Welcome and Introductions

Chair Kathryn Harrington opened the meeting at approximately 10:30 AM.

Agenda Review

Chris Deffebach reviewed the agenda and described the purpose of the meeting, which is to review the results of the public survey and recommend transit priorities for the near-term (2-year) biennium for inclusion in TriMet three-county Public Transportation Improvement Plan (PTIP) and input on longer-term 5-year improvements in the County's Transit Development Plan (TDP). She informed members that today is the last scheduled meeting. The Chair reminded the committee to consider the overall STIF goals to improve transit service to underserved areas and reduce service fragmentation in making recommendations.

Public Comment

Public comment was moved to the beginning of the agenda prior to committee deliberation on transit priorities. There was no public comment at this meeting.

Public Comment Survey Results

Dyami Valentine provided a summary of responses to the online public comment survey. The survey was advertised on traditional and social media (including Facebook advertising in Spanish), as well as County and partner interested parties lists and newsletters, CPOs and other community newsletters and business recovery centers. The County received 112 responses, including six in Spanish, from residents in rural and urban areas in Washington County, City of Portland, Yamhill County and possibly Columbia County. This was considered a positive level of response given the difficulties of outreach during the pandemic and the ongoing election season. Chris Deffebach reminded members that the survey is meant to be one source of

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input on transit needs, in addition to Ride Connection's stakeholder outreach and the needs assessment from Washington County Disability, Aging and Veterans Services.

The majority of respondents were satisfied with the transportation system in the area, and primarily drove alone, carpooled and or used rideshare as their primary means of getting around. Most respondents also reported using transit less than 1-3 times per month prior to the COVID-19 pandemic. Almost half (45 percent) indicated that they were neutral or likely to use transit (such as TriMet or Ride Connection) in the future, citing increased service frequency, expanded coverage, and stop and access improvements as the factors that would most encourage greater transit use. Respondents were also asked to name locations that they would like to travel by transit, choosing employment, connections to the TriMet bus and MAX system and rural parks/recreation sites as their top selections.

Dyami then showed the demographics of survey respondents, noting that nearly half were of age 55 or older which is higher than the share of these residents compared to the general population. The sample also overrepresented residents with higher educational backgrounds, with two-thirds of respondents possessing a Bachelor's degree or higher. Sixty-five percent of respondents were white, compared to 13 percent Hispanic or Latinx and 5 percent Asian. Sixty-two percent of respondents were women, and 12 percent reported having a hearing, vision, cognitive or ambulatory difficulty. Household income skewed higher compared to the overall county population, with the majority reporting an income greater than \$50,000 and almost half reporting an income above \$100,000 annually.

Member questions or comments:

- Question on how well the survey reached underserved rural areas, and if members felt the survey was successful in reaching these populations or if there were any additional thoughts about the data.
- Several members expressed disappointment in the small number of respondents but were pleased with the efforts for the survey, including outreach to the Business Recovery Centers. Chris expressed appreciation to committee members for helping to distribute the survey to various communities.
- Question on if the survey was asking for input on the community connectors in the urban area in addition to the rural area. Chris clarified that while the charge of the committee is to primarily look at rural service, shuttles are candidates for investment.
- Comment on the high percentage of respondents that requested service expansion and greater frequency. While some service improvements are already programmed, it would be challenging to make additional near-term investments due to the COVID's impact on agency budgets. This member felt it would be helpful to make these fiscal realities clear to the public.
- Comment that the survey was successful given the extenuating circumstances and hoped the project team would utilize data from the DAVS needs assessment to supplement the survey results. Interest in seeing the responses of different demographic groups to help tailor the plan's recommendations. Melissa De Lyser responded that there would be a final report summarizing the survey findings, which would include crosstabulations.
- One member expressed disappointment in the number of responses considering the overall population in the rural area, and that the pandemic prevented in-person outreach that would have distributed the survey to a wider audience. Suggestion that the County should release the survey earlier in the process and make the deadline clear to the public. Chris appreciated this feedback.
- Comment that the number of responses were acceptable given that the survey was geared towards the rural area.

- One member expressed concern about the lack of diversity and sample size in the survey.

Revenue Forecast Update

Chris Deffebach shared the revenue forecast for Fiscal Years 2022 and 2023. This includes \$1.2 million annually for regional coordination (shuttle operations), which was set by the TriMet HB2017 Advisory Committee and the County's share of payroll tax revenue, amounting to \$282K in FY 22 and \$309K in FY 23. The revenue forecast includes unspent funds from FY 19-21 carried forward due to lower costs than previously anticipated and COVID-19 impacting the implementation of new service. In addition, the payroll tax generated revenue that exceeded the planned FY 19-21 budget in the three-county region and that amount is also included in the revenue forecast. All told, approximately \$2.2 million is forecasted for FY 22 and \$1.5 million for FY 23. However, she pointed out that the ongoing pandemic was creating uncertainty in the forecast, and that STIF revenue over the next two quarters may drop, which would impact the revenue.

Staff proposed programming expenditures for the next two years using a set of guiding principles. These principles include planning with uncertainty in mind to ensure flexibility, and to preserve existing service before expanding. The County would continue to monitor STIF revenue levels and phase in new service in order to avoid possible service cuts during the FY 24-25 biennium. Members were asked to share their thoughts on the principles.

Member questions or comments:

- Members expressed appreciation for an approach that prudently operates and expands service and raises awareness of transit to help reach more people. Emphasized the need to be thoughtful in this process and maintain public trust in how the County spends its dollars on transit.
- One member shared the belief of preserving service over expansion and asked the County to think outside the box on future investments given the uncertainty of the current funding situation.
- One member asked if Ride Connection accepts donations or advertising revenue to help pay for operations. Julie Wilcke responded that they do receive individual and corporate donations as part of a diverse funding stream which also includes grants, federal 5311 funds, and state funds. She mentioned that donor relations have been impacted due to COVID, but Ride Connection is always looking to utilize every available source of funding. Ride Connection also has a sponsorship program where entities can place advertising on vehicles.
- One member provided support for the principles but stressed the importance of meeting existing and future needs in the rural area and did not want the County to be overly cautious or fall into a poverty trap based on budget concerns.

Draft Transit Priorities

Dyami Valentine presented the draft service proposal for FY22-23, highlighting the proposed transit priorities which build on existing services:

- The WestLink service would see expanded weekend service, as well as earlier and/or later trips on weekdays to increase the usability of transit in the rural area.
- Rural demand response would see improvements in the form of a new pilot service structure and technology improvements to increase flexibility for riders and reduce operational costs.
- The County would continue interregional coordination with adjacent counties to add and/or improve service and stop coordination.
- Following the launch of the rural workforce shuttle, which is currently being planned, funds may be used to expand or adjust the service based on observed demand.

- Marketing would help increase awareness and ease of use of services for the rural area and last-mile shuttles in the urban area.
- Administration tasks (for both the rural and urban area) include reviewing program records and auditing financial records.
- Planning and feasibility studies for both regional coordination and rural services, which includes periodic updates of the Transit Development Plan.
- Expansion of regional coordination shuttles to meet increased demand, including weekend and midday service, and covering any budget shortfalls from the HB2017 Regional Coordination Fund.

Dyami presented the FY22-23 working budget to members, with regional coordination funds taking up most expenditures (almost 60 percent in FY 22 and 64 percent in FY 23), followed by capital expenditures, demand response, rural workforce shuttle, WestLink, and other activities. There was 23 percent of reserve in FY22, falling to 13 percent in FY 23. Chris Deffebach reiterated that the proposal does not need to prioritize the program reserve. They are included in the budget and for programming using the principles to maintain flexibility given budget uncertainties. Members were also shown a revenue and expenditure risk assessment, showing the proposed budget in relation to the revenue forecast and program reserve.

Committee members were asked if the proposed programs and priorities represented the committee's input from the previous meeting and if there was anything else that would help serve the transit needs in the rural area, and last-mile shuttles. The committee was asked to support a recommendation of these priorities, either with or without revisions. Members had previously decided to use the optimistic "high" funding scenario in order to make sure all revenue could be spent without needing to be carried over into the next biennium. However, this means that the County would need to be flexible by prioritizing projects in the case that funding was lower than anticipated, with the primary goal of preserving existing service. The Chair requested a diagram that showed the bare minimum of funding needed to sustain existing rural and regional coordination service in comparison to the aspirational budget that presumes the high funding scenario in order to allow the County to spend all its revenue during this biennium.

Dyami also showed longer-term priorities (FY24 and beyond) that would be included in the Transit Development Plan. This longer-term plan will help the County and Ride Connection prepare for future budgets. Identified priorities include:

- Tualatin shuttle expansion – Bridgeport Village, Borland Rd
- South Beaverton, Cooper Mountain, and Progress Ridge area shuttle
- Metzger/Washington Square/Tigard industrial service (requires planning and feasibility study)
- Serve parks and recreation areas (requires planning and feasibility study)
- Agritourism connections (requires planning and feasibility study)
- Link Seniors/low-income families to Farm Direct Nutrition Program (FDNP) farm sites (requires planning and feasibility study)
- South Hillsboro service (requires planning and feasibility study)
- North Bethany service (requires planning and feasibility study)

Member questions or comments:

- The Chair asked if there are transit connections available from Washington County to the Oregon Manufacturing Innovation Center (OMIC) in Scappoose. Chris Deffebach indicated that service is provided by Columbia County (which also serves the PCC campuses) and is currently suspended due to COVID. CCR received regional coordination funds from TriMet to support their operations but

have otherwise been struggling for funding. Julie Wilcke added that there is no plan for increased service to OMIC in the near-term, but funding is available for longer-term interregional coordination activities with Columbia County.

- One member asked if there are matching funds available from local jurisdictions to supplement the budget. Julie responded that there are no matching funds for rural service and that Ride Connection currently fundraises for the match and uses federal 5311 funds.
- One member asked if Ride Connection's Non-Emergency Medical Transportation operations was represented in the shown budget. Julie responded no, and that they are matched with state funds.
- One member asked if there was a statutory requirement for the funding reserve. Chris responded that the STIF rules are evolving, noting that the reserve was not in the original rules but was added to provide more budget flexibility. However, ODOT wants providers to allocate the money in the reserve. One member noted that DAVS is working on other opportunities for local food connections through coronavirus relief funds.
- With no hands raised for additional comments, the Chair confirmed support for the transit priorities to move forward for Board consideration.

Next Steps

Chris Deffebach went over next steps. On November 17, the County Board will provide direction on project priorities to submit to TriMet for the next biennium and is expected to approve the Transit Development Plan in January 2021. On November 20, the TriMet HB 2017 Advisory Committee is planning to approve the FY 22-23 project priorities for the tri-county area, followed by TriMet Board approval to submit the Public Transportation Improvement Plan (PTIP) to the Oregon Department of Transportation (ODOT) in December, followed by submissions of detailed budget allocations in February 2021. ODOT will review the PTIP in early 2021, with approval by the Oregon Transportation Commission expected by May.

She thanked committee members for their time and effort, noting that their input had been invaluable during this process, and expressed gratitude for the Chair's engagement and facilitation during the meetings. She offered members a longer-term commitment (if interested) than originally anticipated, where the committee could review and comment on the TDP prior to approval by the Board in January, revisit revenue assumptions and priorities at the end of FY 21, and continued engagement as new services are implemented. Committee members expressed appreciation for their role in the process and the priorities set forward in the plan and seemed supportive of convening in the future. The Chair asked for the TDP to be made available at least a week prior to the next potential meeting in January.

Member questions or comments:

- The Chair asked if survey information could be provided to the committee. Chris responded that staff would make survey crosstabs available to members, and that the TDP would include a chapter summarizing all outreach efforts, including Ride Connection and the DAVS assessment.

Adjournment

The Chair adjourned the meeting at approximately 12:00 p.m.



LAND USE & TRANSPORTATION MEMORANDUM

Office of the Director

To: Washington County Transit Committee
From: Chris Deffebach, Senior Policy Analyst
Subject: Transit Development Plan Review
Date: Jan. 7, 2021

The agenda for the Transit Committee meeting on Jan. 13 includes staff presentation on the Transit Development Plan. A link to the draft of Washington County's first Transit Development Plan for your review and comment is included in the agenda.

[Oregon Administrative Rules](#) (OAR) specify the requirements applicants must follow to be eligible for the Statewide Transportation Improvement Fund. Specifically, OAR requires that projects proposed for funding must include "Identification of the Local Plan(s) from which each Project was derived and identification of the board, council, commission or other governing body which approved the Local Plan."¹ Once adopted, the Washington County Transit Development Plan will serve as the local plan that satisfies this requirement. The Plan also helps comply with the Transportation Planning Rule (OAR 660, Division 12).

The Transit Development Plan recaps the information shared with the Transit Committee in our meetings in 2020. This includes information on the existing and projected demographic and land use characteristics in the county, existing and proposed transit services, transit needs identified through public input, transit needs assessment, a financial plan and project funding priorities in the FY2021-22 and FY2022-23 biennium and beyond. The Plan provides greater detail than was possible to share during meetings.

We look forward to input from you on anything we may have missed from your comments previously and anything you see we may have missed. We would like any final comments on the draft by Jan. 20. We will incorporate comments either the current plan or in the next update of the Plan in two years. Apologies in advance for typos as the Plan is in draft.

The Washington County Board of Commissioners will be asked to accept the Transit Development Plan at their meeting on Feb. 2, 2021.

¹ OAR 732-042-0015 (3) (d)

Transit Development Plan Online Open House Results Summary

Survey Purpose

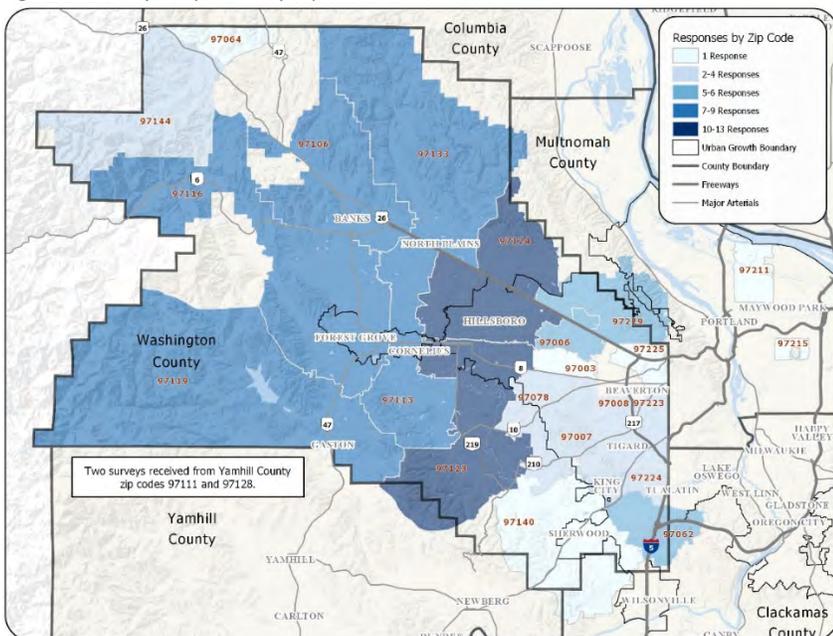
In order to inform the Transit Development Plan and generate awareness of available transit options, Washington County in partnership with Ride Connection conducted an online open house in October 2020. The intent of the survey was to help solicit input on existing transit needs and potential service and capital improvements in rural and new growth areas (where community connectors provide first- and last-mile access in the TriMet district). The results from the survey combined with other outreach efforts helped the County identify transit priorities for the near-term (two-year) and longer-term (five year) timeframe.

Outreach

The survey link was distributed through social and traditional media (both English and Spanish), interested parties lists and newsletters maintained by the County, Ride Connection and other partners; Community Participation Organizations and other community newsletters; as well as business recovery centers. Transit committee members were also asked to share the survey with their networks.

A total of 112 people participated in the survey, including 6 respondents who took the survey in Spanish. The online open house was completed by residents across the County and also included participants residing in City of Portland, Yamhill County and potentially Columbia County. Figure 1 shows the level of survey response by zip code. The majority of respondents (65 percent) identified themselves as White, 13 percent of respondents identified as Hispanic or Latinx, and 5 percent identified as Asian. Three-quarters of respondents were between the ages of 35 and 74, with highest level of response from the 65-74 age range. Almost half of open house participants reported an income above \$100,000 annually, with less than a quarter reporting \$50,000 or less in annual income.

Figure 1: Survey Responses by Zip code



Survey Analysis Methodology

While the overall number of responses to the online open house were relatively low, staff analyzed the results of the survey based on several factors including geography, income and disability status to assess if there were any key themes discernible relating to transit system needs and desired improvements among participants.

In order to evaluate responses based on geography, participants' residential zip codes were grouped into four sub-regions. A number of single zip codes encompassed large sections of both urban and rural areas; therefore, it was not possible to divide the county into rural and urban areas. Figure 2 shows the location of the four geographic sub-regions. Table 1 lists the distribution of online open house participants by geographic subregion.

Figure 2: Respondent Zip Codes Grouped by Geographic Region

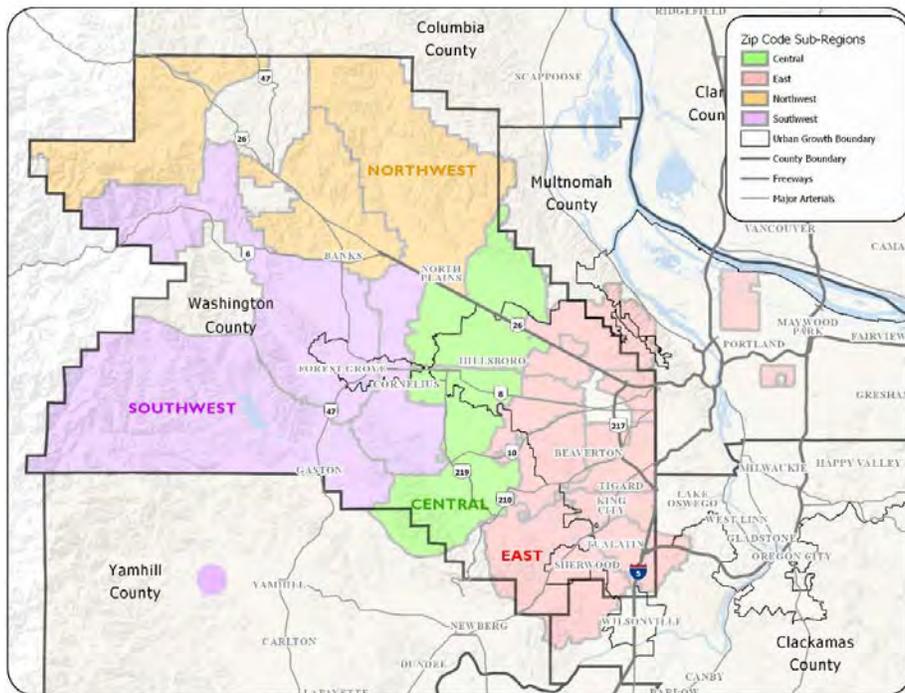


Table 1: Responses Received by Zip Code and Geographic Subregion

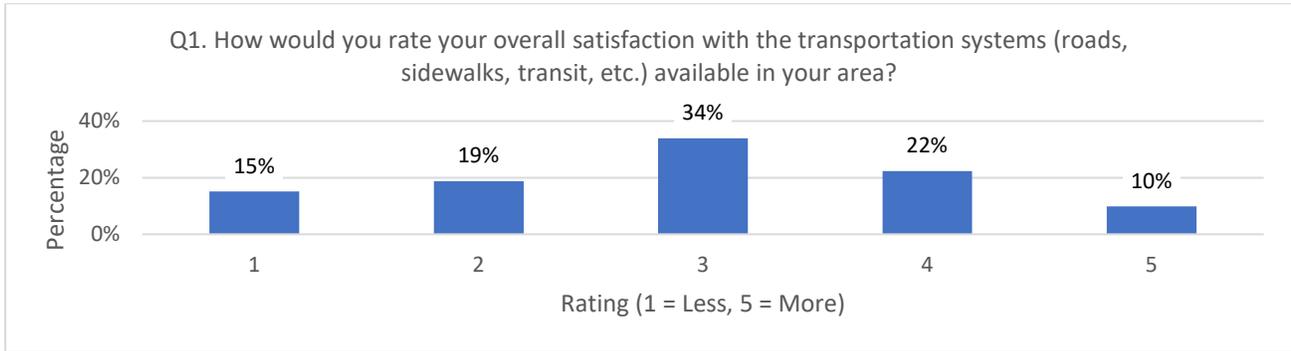
East (39)	Central (26)	Northwest (21)	Southwest (25)
• 97062 (6)	• 97123 (13)	• 97133 (9)	• 97113 (8)
• 97229 (6)	• 97124 (13)	• 97106 (8)	• 97116 (8)
• 97006 (5)		• 97144 (3)	• 97119 (7)
• 97224 (4)		• 97064 (1)*	• 97111 (1)
• 97007 (4)			• 97128 (1)
• 97008 (3)			
• 97223 (3)			
• 97078 (3)			
• 97215 (1)			
• 97140 (1)			
• 97211 (1)			
• 97225 (1)			
• 97003 (1)			

Results

This portion of the report summarizes responses to each of the online open house questions.

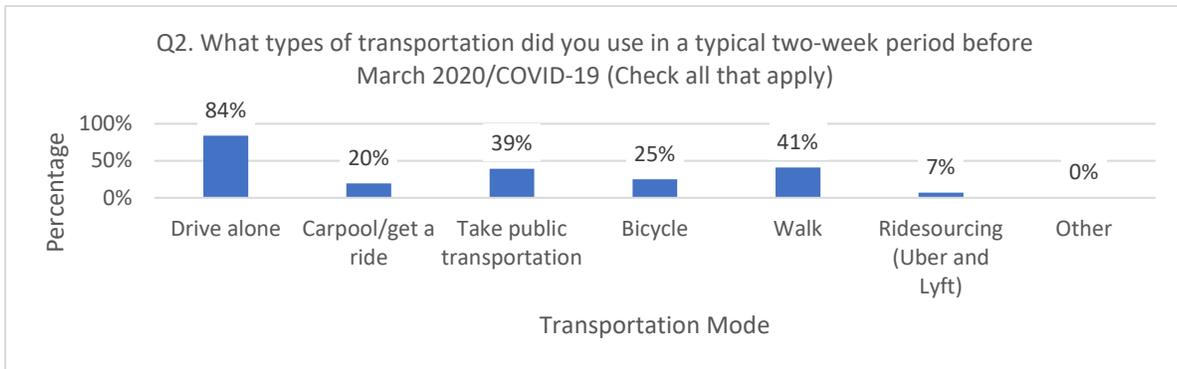
1. *How would you rate your overall satisfaction with the transportation systems (roads, sidewalks, transit, etc.) available in your area? 1=Lowest; 5=Highest*

A plurality of respondents gave a neutral rating, and a relatively even number of respondents indicated higher or lower levels of satisfaction.



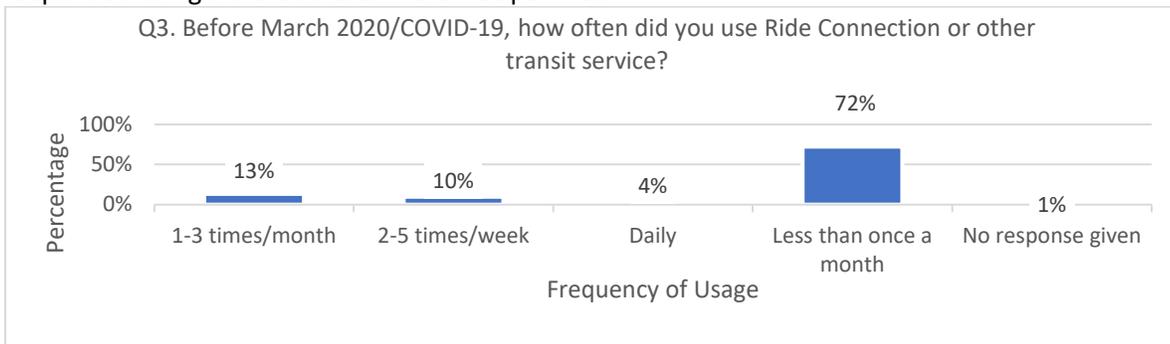
2. *What types of transportation did you use in a typical two-week period before March 2020/COVID-19 (Check all that apply)*

Almost 85 percent of respondents reported driving a single-occupant vehicle at least some of the time, with 40 percent having walked or taken public transportation during that timeframe.



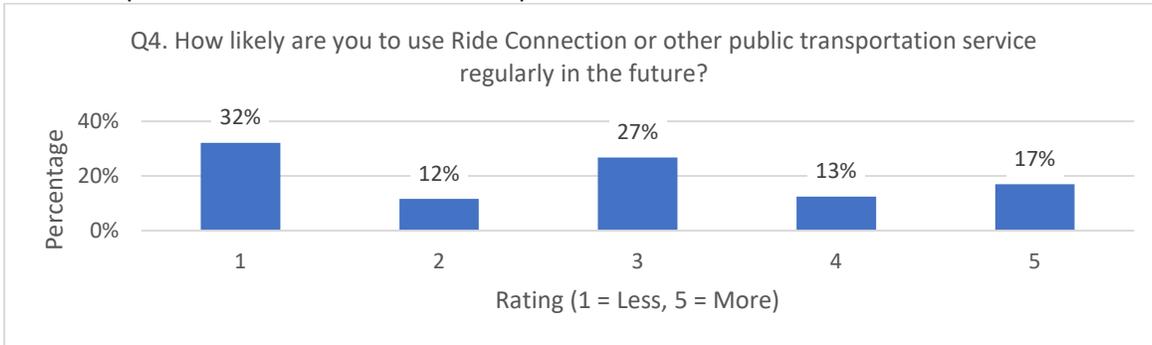
3. *Before March 2020/COVID-19, how often did you use Ride Connection or other transit service?*

More than 70 percent reported having used transit less than once per month, while almost 15 percent responded using transit at least two times per week.



4. *How likely are you to use Ride Connection or other public transportation service regularly in the future?
1=Unlikely; 5=Very likely*

Forty-four percent of respondents indicated that they were unlikely or very unlikely to use transit regularly while 30 percent responded that they were likely or very likely to use transit. However, it is not clear if the ongoing COVID-19 pandemic factored into these responses.



5. *What would encourage you to use transit more frequently? (Select all that apply)*

- *More comfortable walks to transit stops (better lighting, continuous sidewalks, etc.)*
- *More comfortable bike rides to transit stops (Bike lanes are wider, protected, etc.)*
- *Cheaper Fares*
- *More direct or express service*
- *More frequent service*
- *Expanded service area*
- *Make transit available earlier and/or later in the day to meet work shift changes*
- *Better and more park-and-ride facilities*
- *Mobile application for ease of planning trips on transit*
- *Improved transit stops (Benches, shelters, bike racks, lighting, etc.)*

The most popular responses were service improvements, such as greater frequency, expanded coverage and quicker journeys, which were selected by around 40 percent of respondents. Nearly a third supported pedestrian access to transit enhancements, followed by investment in park-and-ride facilities and stop amenity improvements.

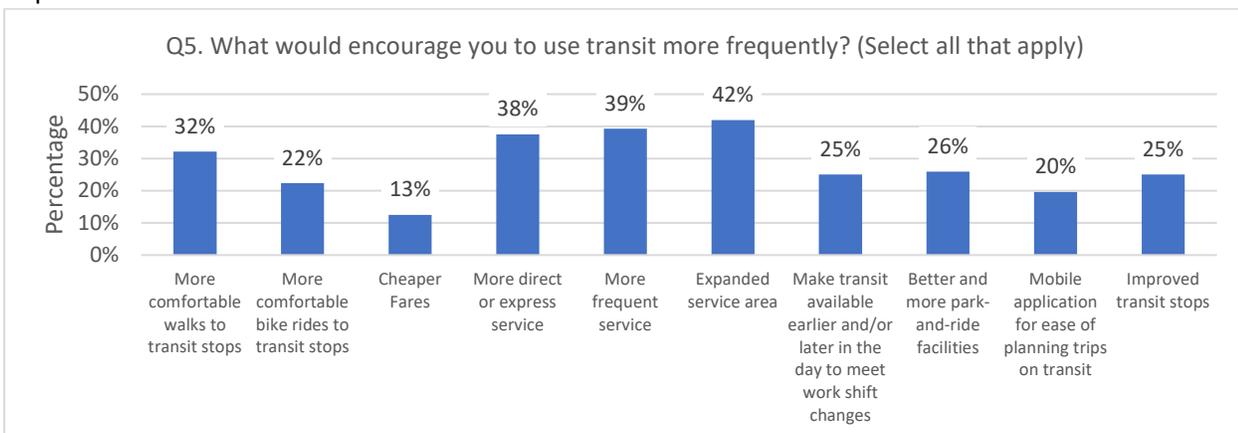
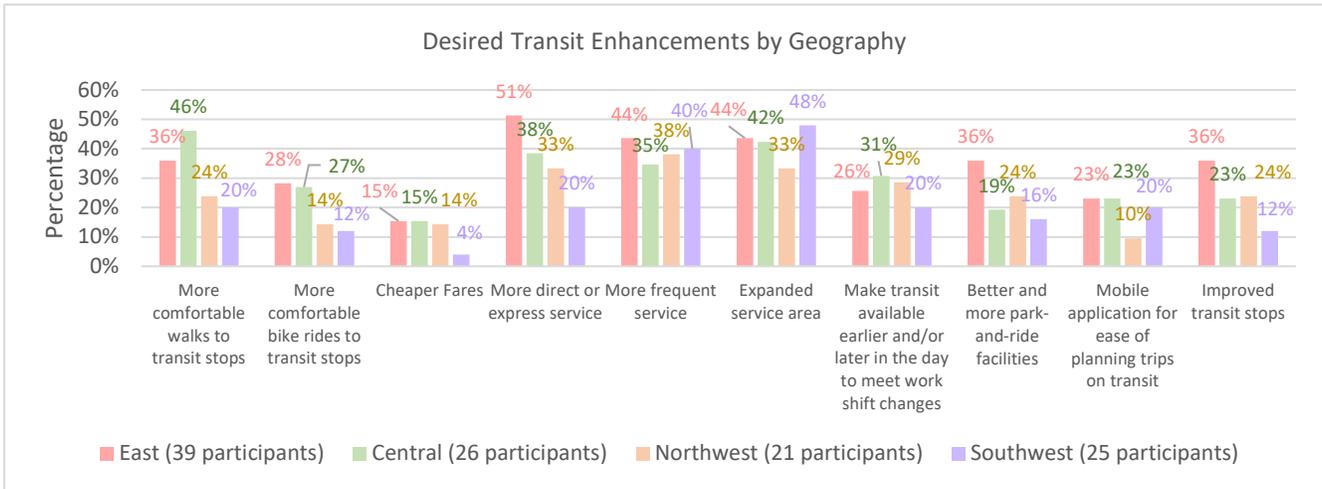


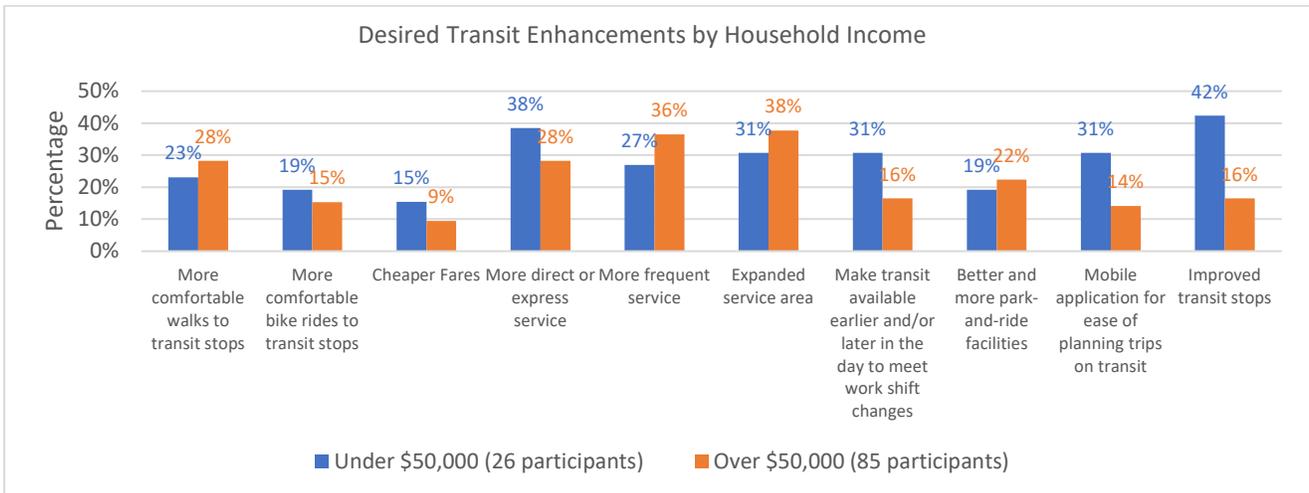
Figure 3 below shows the distribution of desired transit enhancements by geography with the number listed on top of each bar in the chart representing the percent of times it was selected by survey participants within each geography (number of participants per group shown in the legend). Overall, the results were generally consistent across the county regardless of where participants lived (as analyzed by zone), with service investments being the most universally desired improvement. However, there were some slight differences between each of the sub-regions. In the East sub-region, more direct or express service received the most support, whereas participants in the Southwest sub-region gave expanded service area the slight plurality. Improving pedestrian access to transit was top priority for the Central sub-region, and the Northwest sub-region gave a slight edge to more frequent service.

Figure 3: Desired Transit Enhancements by Geography



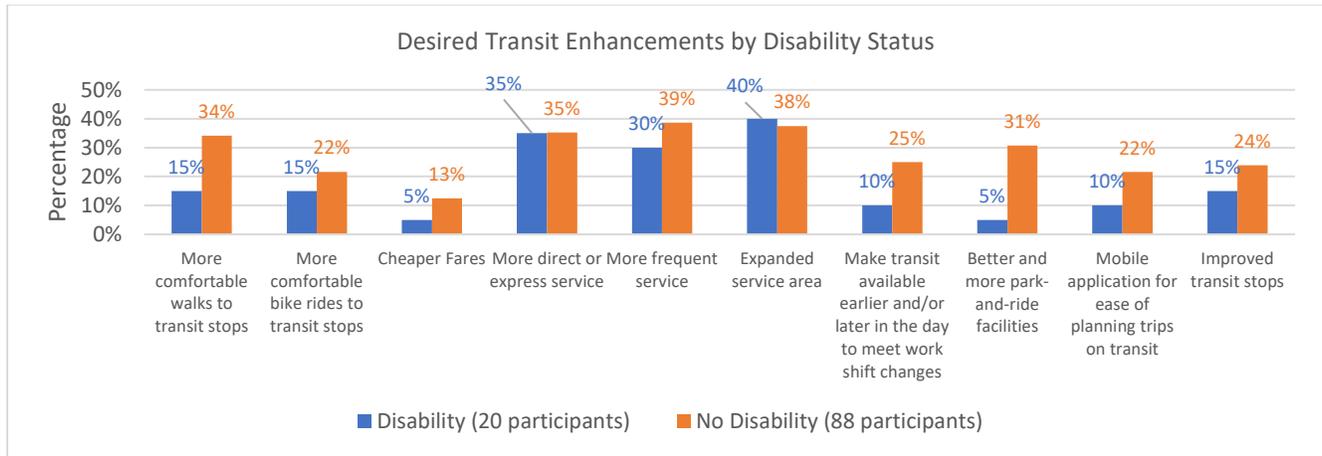
Low-income respondents (those with a household income of \$50,000 or below) provided highest priority to improved transit stops and more direct or express service, followed by technology upgrades to allow for easier trip planning, expanded service coverage, and span improvements. Respondents that reported higher household income showed preference to service frequency and coverage investments, followed by more direct or express service and improved walking access to stops. Figure 4 shows the responses grouped by income.

Figure 4: Desired Transit Enhancements by Household Income



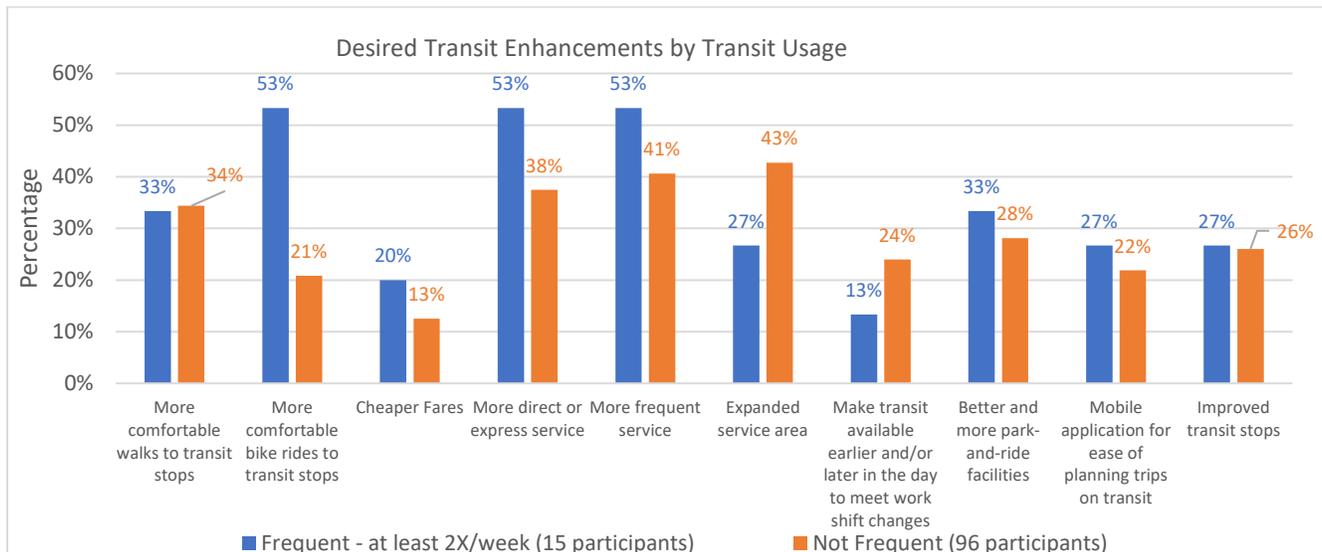
Respondents who reported a disability (including hearing, vision, ambulatory and/or independent living) gave highest preference for service-based improvements, while stop and access improvements were a lower priority. This was largely in line with the preferences of respondents who did not report a disability. Figure 6 shows the responses grouped by disability status.

Figure 5: Desired Transit Enhancements by Disability Status



Participants were also asked how often they used transit prior to the COVID-19 pandemic (see Figure 6). Among those who reported using transit at least twice a week, more frequent service, more direct or express service and bicycle access to transit improvements received the highest level of support. However, the highest priority for non-frequent transit users was expanded service coverage, and the top three priorities for this group were all related to service investments (coverage, frequency and more direct).

Figure 6: Desired Transit Enhancements by Transit Usage



6. To which of the following locations would you like to travel using public transportation? (Select three)

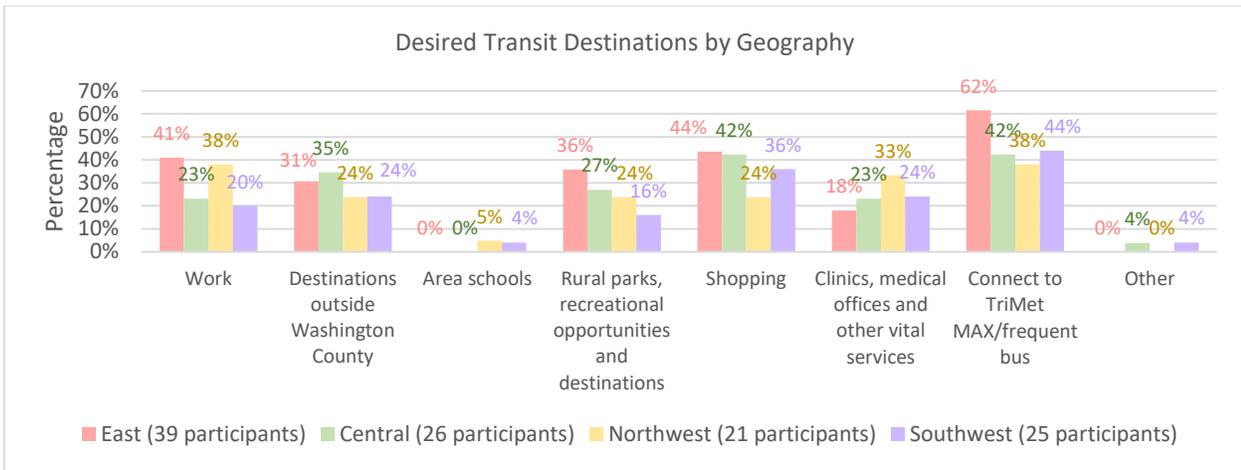
- Work
- Destinations outside Washington County
- Area schools
- Rural parks, recreational opportunities and destinations
- Shopping
- Clinics, medical offices and other vital services
- Connect to TriMet MAX/frequent bus
- Other

Over a quarter wanted to use transit (such as Ride Connection) to connect to TriMet MAX light rail and frequent bus service. The next most popular response was shopping destinations, followed by destinations outside of Washington County. When asked to elaborate on those locations outside of the county, participants listed Portland (including specific attractions such as OMSI and Oregon Zoo) most often, followed by the Oregon Coast and other destinations in Oregon. There was also a desire to get to rural recreation sites and other attractions, including wineries and casinos.

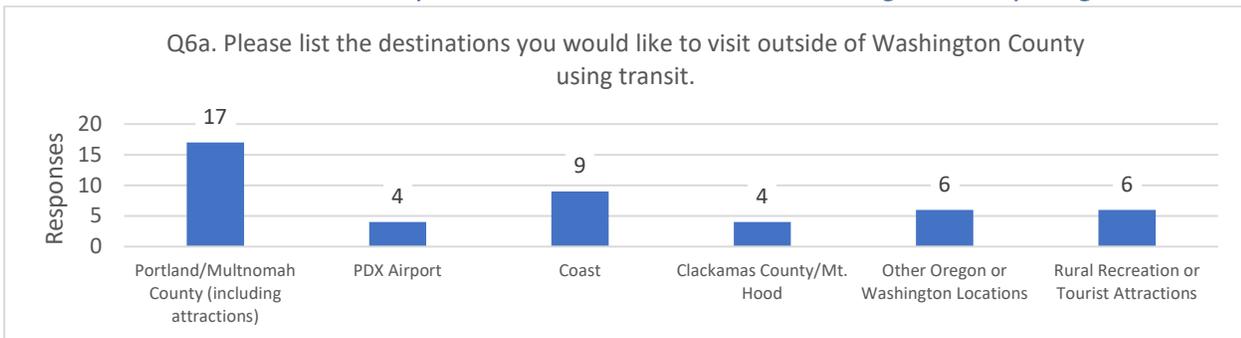


Figure 7 shows the distribution of desired transit destinations by geography with the number listed on top of each bar in the chart representing the percent of times it was selected by survey participants within each geography (number of participants per group shown in the legend). All sub-regions responded that they would most like to connect to the TriMet MAX and frequent bus network. Participants in the Central sub-region also felt it was important to reach shopping destinations, and those in the Northwest sub-region gave equal preference to reaching employment via transit.

Figure 7: Desired Transit Destinations by Geography



6a. Please list the destinations you would like to visit outside of Washington County using transit.



Demographics

The online open house asked participants to provide voluntary demographic information. Below is a summary of their responses, as well as a statistical comparison to Washington County as a whole using demographic data from the 2014- 18 American Community Survey 5-year estimate (except where noted).

7. What is your residential ZIP Code?

The online open house was completed by residents across the County and also included participants residing in City of Portland, Yamhill County and potentially Columbia County. The highest level of response was observed in Hillsboro, North Plains, and surrounding unincorporated communities including Scholls, Farmington and Helvetia. Table 1 includes the distribution of responses by zip code.

Table 2: Responses Received by Zip Code and Postal Address

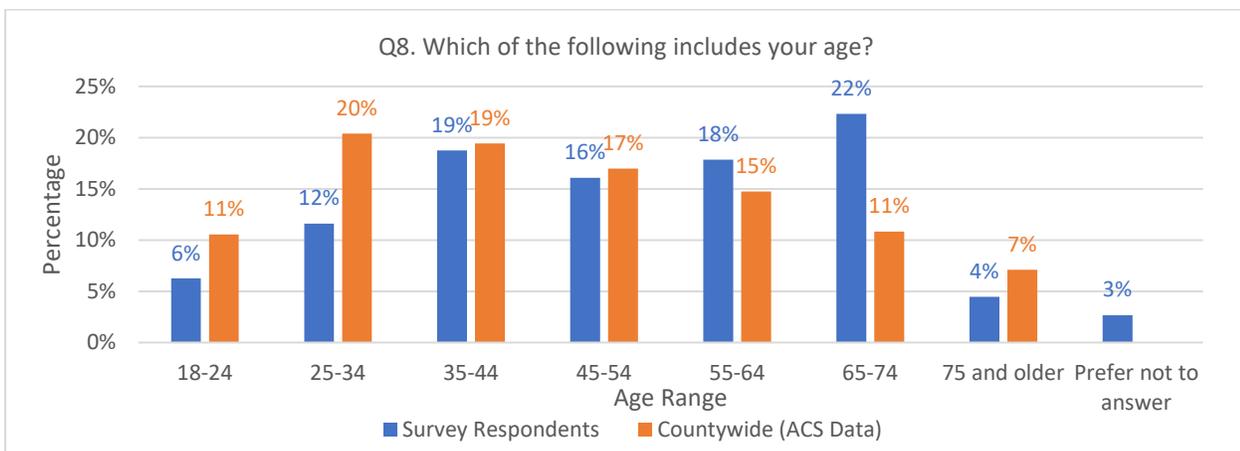
- 97123 – Hillsboro (13)
- 97124 - Hillsboro (13)
- 97133 – North Plains (9)
- 97106 - Banks (8)
- 97113 – Cornelius (8)
- 97116 – Forest Grove (8)
- 97119 – Gaston (7)
- 97062 - Tualatin (6)
- 97229 – Portland (6)
- 97006 - Beaverton (5)
- 97224 - Tigard (4)
- 97007 - Beaverton (4)
- 97008 – Beaverton (3)
- 97223 – Portland (3)
- 97078 – Beaverton (3)
- 97144 - Timber (3)
- 97215 - Portland (1)
- 97140 - Sherwood (1)
- 97211 - Portland (1)
- 97225 – Portland (1)
- 97003 - Beaverton (1)
- 97111 - Carlton (1) *
- 97128 - McMinnville (1) *
- 97064 – Vernonia (1) **

* Zip codes 97111 and 97128 are located in Yamhill County and are not mapped in Figure 1

** Zip code 97064 extends into Columbia County

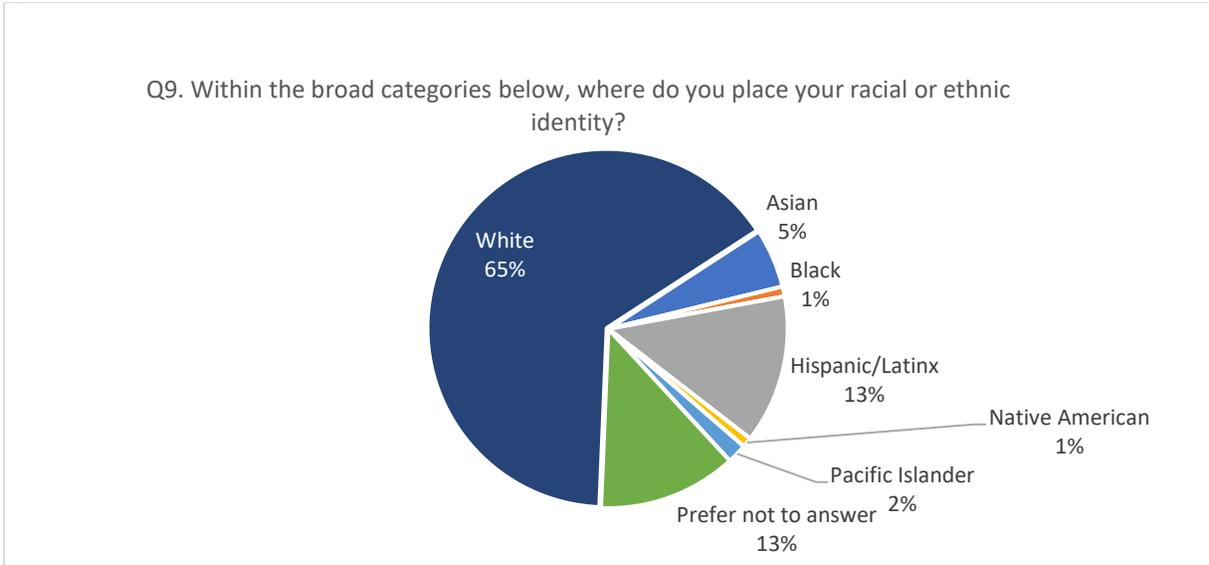
8. Which of the following includes your age?

The open house received the highest level of response from the 65-74 age range, which was overrepresented compared to the proportion this age group in Washington County based on ACS estimates (8 percent vs 22 percent). Overall, three-quarters of respondents were between the ages of 35 and 74, compared to roughly half (48 percent) as a proportion of the general population.



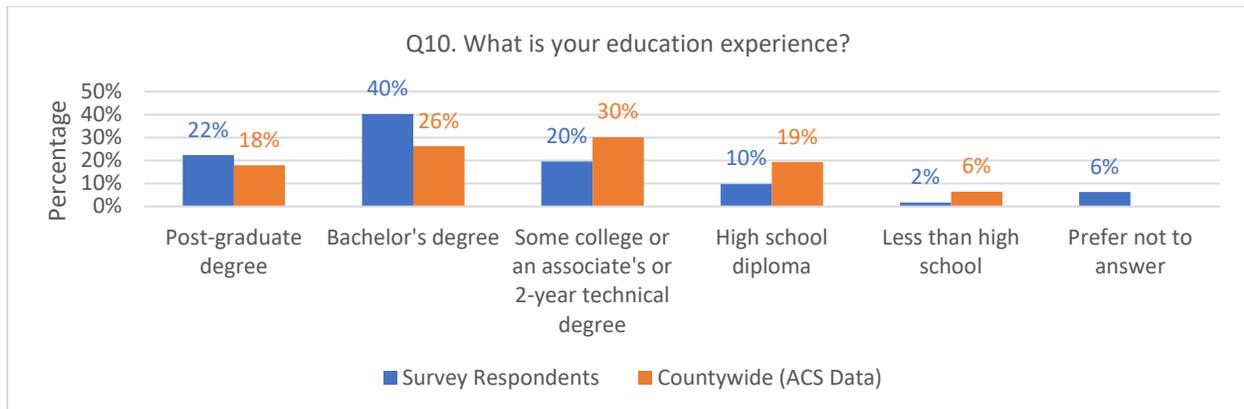
9. Within the broad categories below, where do you place your racial or ethnic identity?

While the ACS separates race and Hispanic/Latinx origin, the survey only allowed participants to select one of the options. The majority of respondents (65 percent) identified themselves as White, which is very similar to the share of White/Non-Hispanic population compared to the county as a whole using ACS estimates (66 percent). In addition, 13 percent of respondents identified as Hispanic or Latinx, which is slightly lower than their share of the overall county population (17 percent), and 5 percent identified as Asian (compared to 10 percent of the population). As a comparison, the percentage of Washington County residents that are not white and non-Hispanic/Latinx is 35 percent. However, fourteen respondents chose not to disclose their racial or ethnic identity.



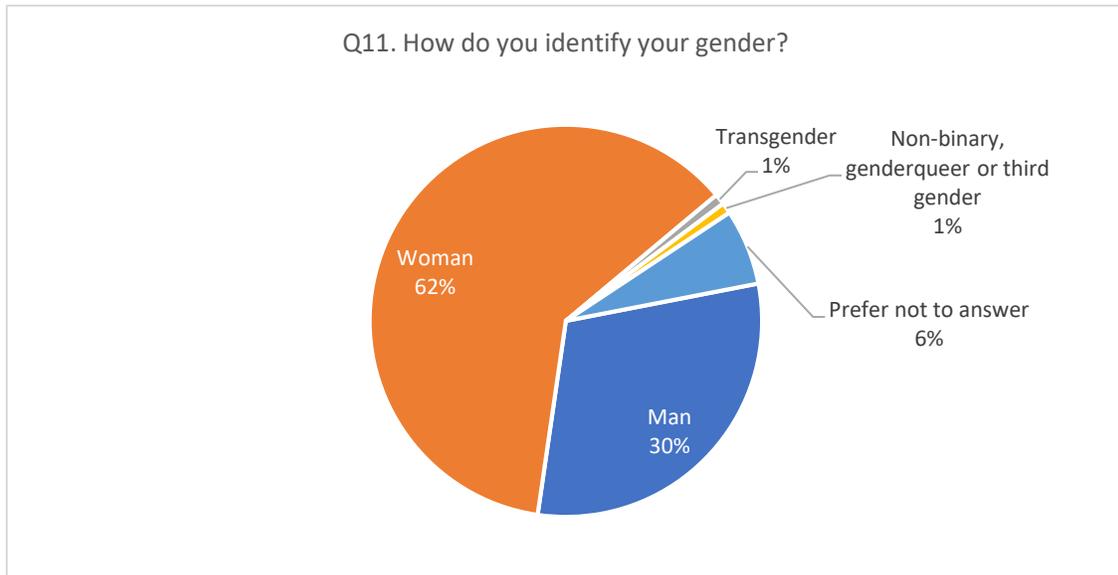
10. What is your education experience?

Over 60 percent of online open house respondents reported having a Bachelor’s degree or higher level of education, compared to 20 percent that had a two-year degree or some level of college and 10 percent that have a high school diploma or lower. Among Washington County residents age 25 and over, ACS estimates show that 44 percent reported attaining a Bachelor’s degree or higher level of education, while 30 percent reported some level of college or two-year degree, and 26 percent that were a high school graduate or did not finish high school.



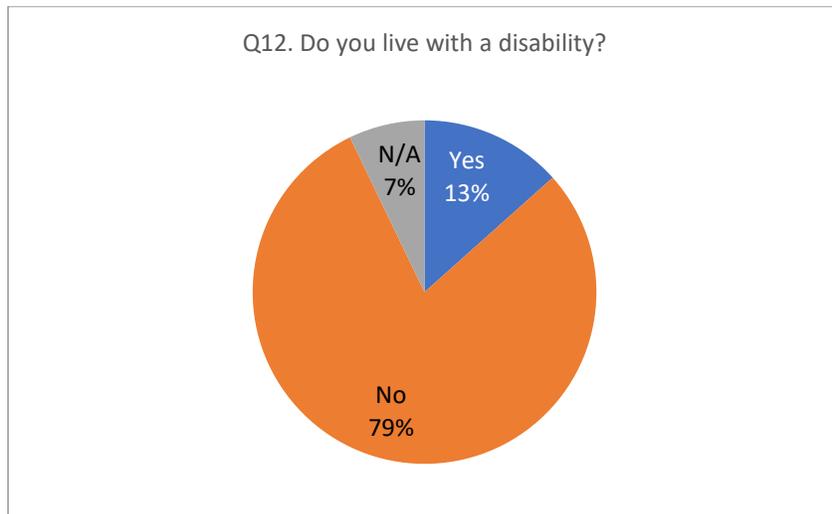
11. How do you identify your gender?

Over 60 percent of online open house respondents identified as female, compared to 30 percent that identified as male. Based on ACS estimates, Washington County is 51 percent female and 49 percent male. An additional 2 percent identified as transgender or non-binary. However, the ACS does not include transgender or non-binary population data.



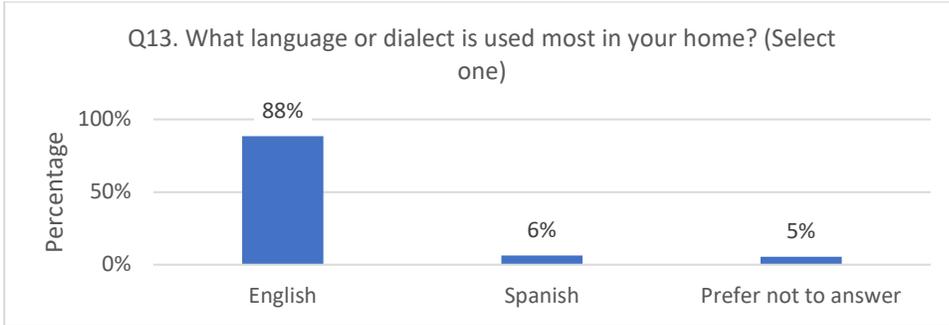
12. Do you live with a disability? (Select all that apply)

Almost 15 percent of online open house participants reported living with at least one disability, compared to 10 percent of Washington County residents based on ACS estimates. A third of those participants reported being unable or having serious difficulty walking or climbing stairs, while a quarter reported cognitive difficulties.



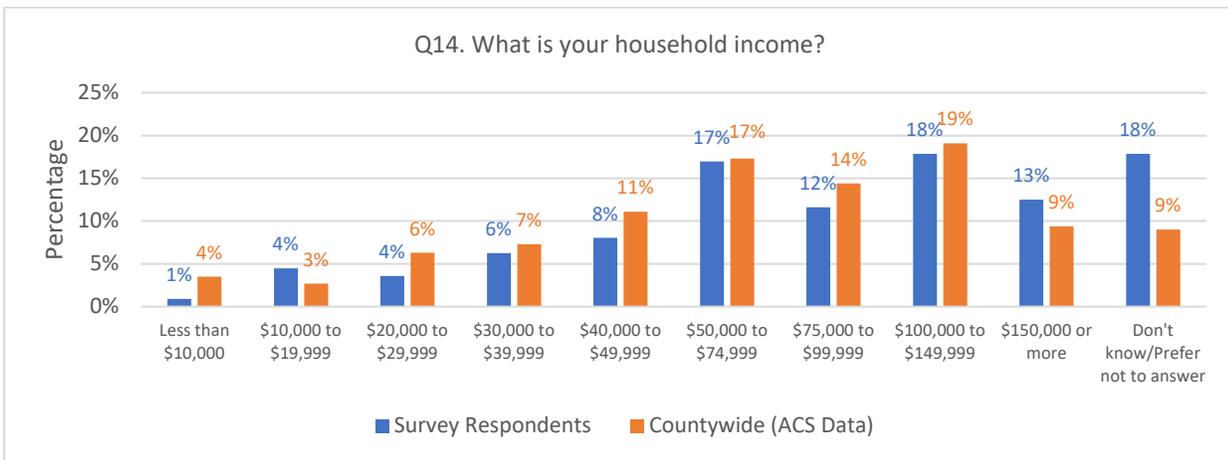
13. What language or dialect is used most in your home? (Select one)

Nearly 90 percent of online open house participants reported English as the language primarily used in their home, compared to 75 percent of Washington County residents age 5 and over based on ACS estimates. An additional 6 percent responded that Spanish was the language most commonly spoken, which is less than the county as a whole (13 percent). No other spoken languages were identified by survey respondents, as opposed to 12 percent of county residents who speak a language other than English or Spanish.



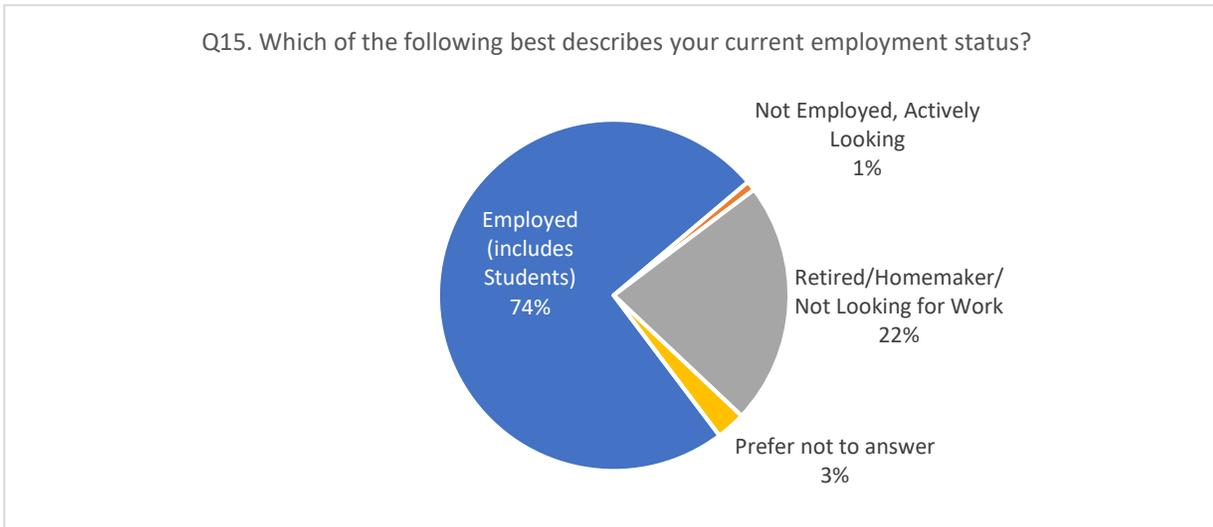
14. What is your household income?

The household income for online open house participants skews towards the higher end of the spectrum, which may not accurately represent the segment of the population more reliant on transit. Almost half of participants reported an income above \$100,000 annually, with only 23 percent reporting \$50,000 or less in annual income. In contrast, ACS estimates show that over 30 percent of households in Washington County earned less than \$50,000 in the previous 12 months and 38 percent reported an income over \$100,000. However, nearly one-fifth of survey respondents did not disclose their household income.



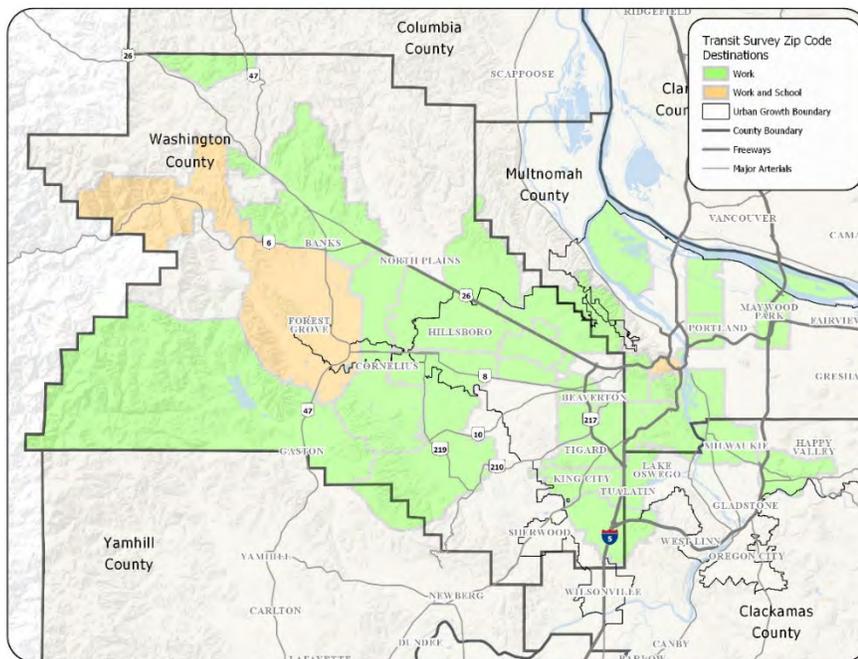
15. Which of the following best describes your current employment status?

Nearly three-fourths of online open house participants reported being employed, either full-time or part-time, which tracks closely to the labor force participation rate of 69 percent reported by the ACS for Washington County residents age 16 and over. This includes those working from home and students. One participant reported not being employed but actively looking for work, while over 20 percent indicated they were either retired, a homemaker, or not employed but not actively looking for work. The ACS estimates an unemployment rate estimate of 5 percent in Washington County.



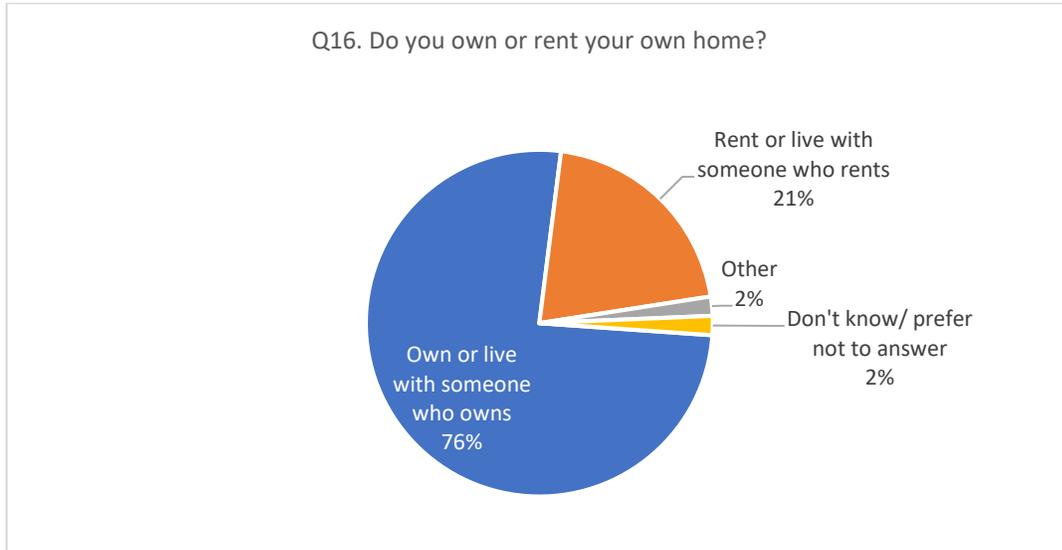
The following map (Figure 8) shows zip codes of respondents work or school location. Zip codes in Forest Grove and downtown Portland were identified by students traveling to college, likely corresponding to Pacific University and Portland State University, respectively.

Figure 8: Work and School Destinations in Portland Metro by Zip Code



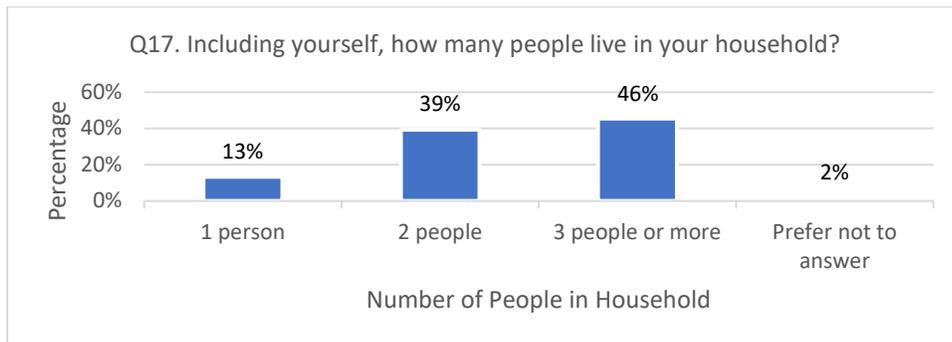
16. Do you own or rent your own home?

Three quarters of respondents reported either owning their home or living with someone who owns their home, compared to 20 percent who stated that they rent or live with someone who rents. The ACS estimates that approximately 60 percent of Washington County housing units were owner-occupied, compared to 40 percent renter-occupied.



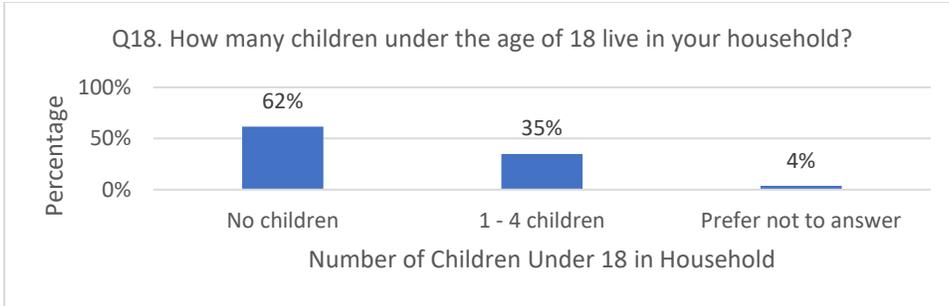
17. Including yourself, how many people live in your household?

Nearly half of respondents reported living in a household with 3 or more people, while almost 40 percent lived in a household with two people. By comparison, ACS estimates show that 41 percent of Washington County households contained three or more people, while 35 percent contained two people.



18. How many children under the age of 18 live in your household?

Sixty percent of respondents reported no children under age 18 living in their household, compared to just over half of Washington County households using 2018 ACS 1-year survey estimates. Nearly 35 percent of respondents have 1 to 4 children under age 18 in their household, while 49 percent of all households in the county are estimated to contain 1 to 4 related children under age 18.



19. Do you have any comments you'd like to share?

Online open house participants were asked to provide additional comments or suggestion at the end of the survey. A total of 57 participants provided some form of comment, although not all were directly pertaining to transit needs or improvements. Of the 52 observed comments, the highest percentage (40 percent) were related to improving service, such as increasing frequency and span, expanding coverage, and/or faster or more direct service. An additional 17 percent of comments discussed the need for safe walking and bicycling access to transit stops. Other comments touched on the need for stop amenities, marketing and coordination considerations, desired upgrades to transit vehicles, and concerns about safety/security or cleanliness on the transit system.

