



FY 2023-25 Transit Investment Priorities

STATEWIDE TRANSPORTATION
IMPROVEMENT FUND

RROMAC

Oct. 13, 2022

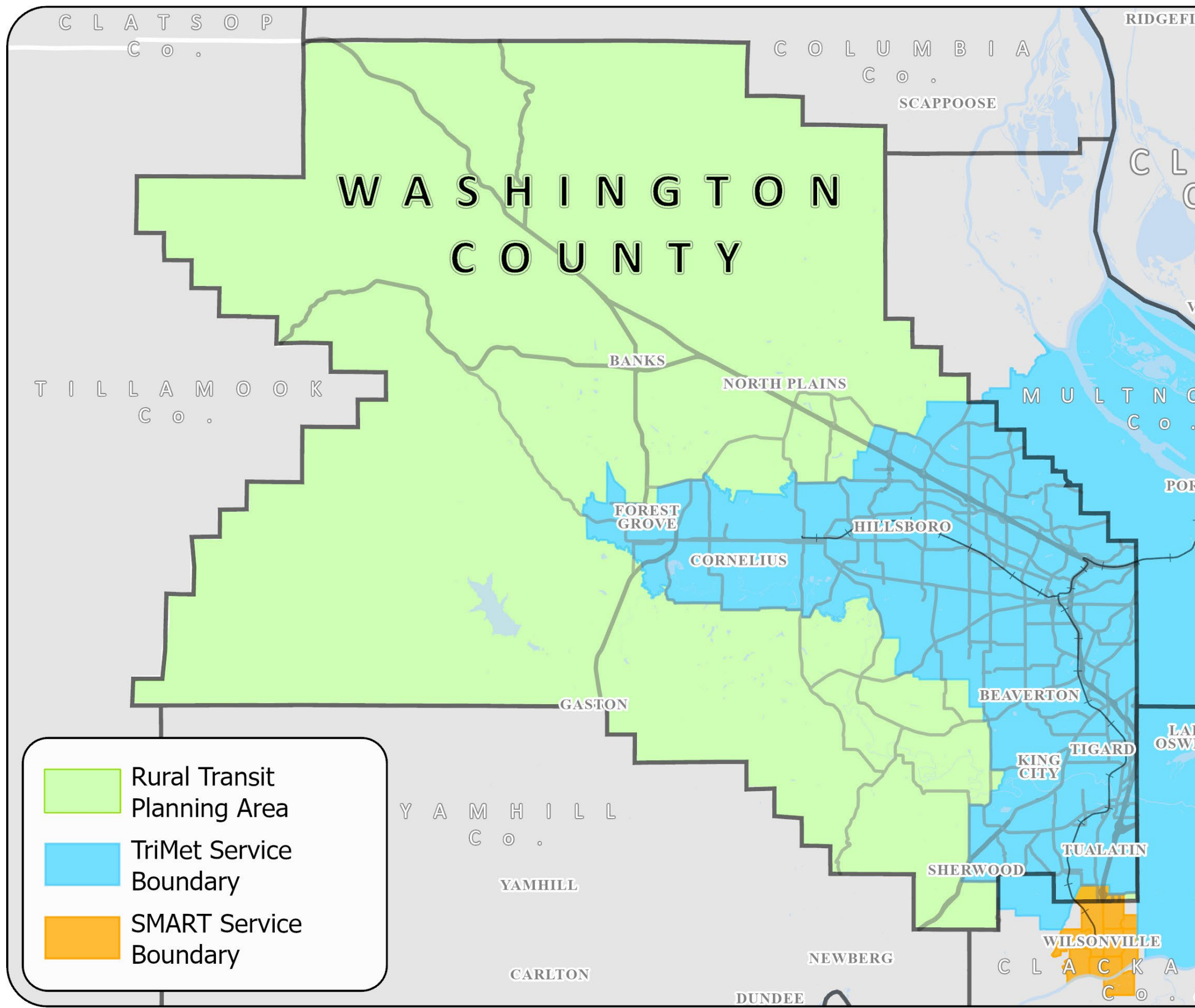
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→ Statewide Transportation Improvement Fund

Established in House Bill 2017 with employee payroll tax to fund public transportation statewide in order to:

- Maintain and expand the existing system
- Expand services to communities with a high percentage of low-income households
- Coordinate among transit providers to reduce service fragmentation
- Improve the frequency and reliability of service connections between communities
- Provide transit services for students in grades 9-12
- Provide transit services for older adults and people living with disability

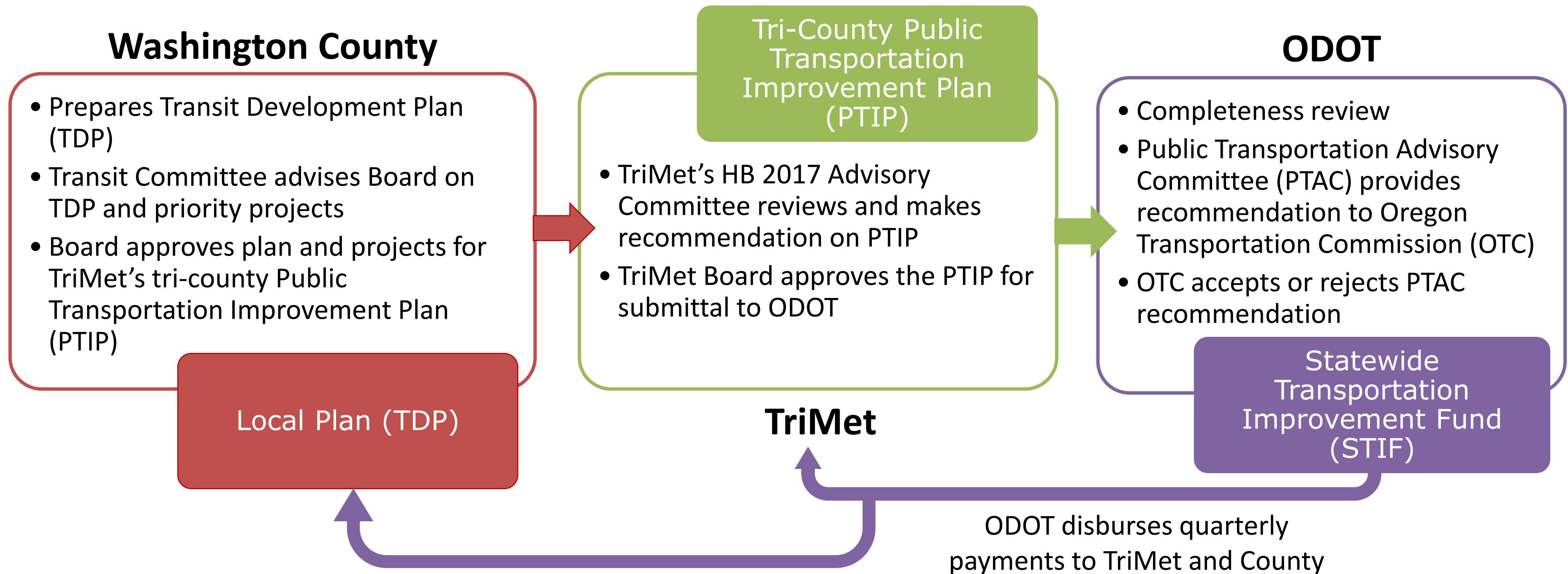


County Transit Advisory Committee

Recommend transit priorities for STIF to Board:

- Service for areas outside TriMet, SMART districts
- Connect areas to TriMet district
- Community connectors in areas not well served by fixed-route transit in district

→ Process



→ Ride Connection, Inc.

Contracts with County as
Public Transportation Service
Provider

Leverages other private, local,
Federal and State resources

Community partnerships and
engagement



→ Community engagement

Engagement on transit priorities:

- 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 themes

282 survey respondents (114 paper, 168 online)

Transit service priority comment themes:

- More frequent, direct or express transit, reduced service fragmentation and improved access
- Better connections to recreational opportunities, work, other transit, and shopping
- Universal pass, coordinated planning tools and stops would encourage use of cross-county services



Transit Committee recommendations for County STIF allocation

Fund through County STIF allocation:

- westLink
- Demand response
- Interregional coordination
- Rural workforce shuttle
- Marketing
- Capital and infrastructure
- Planning and administration



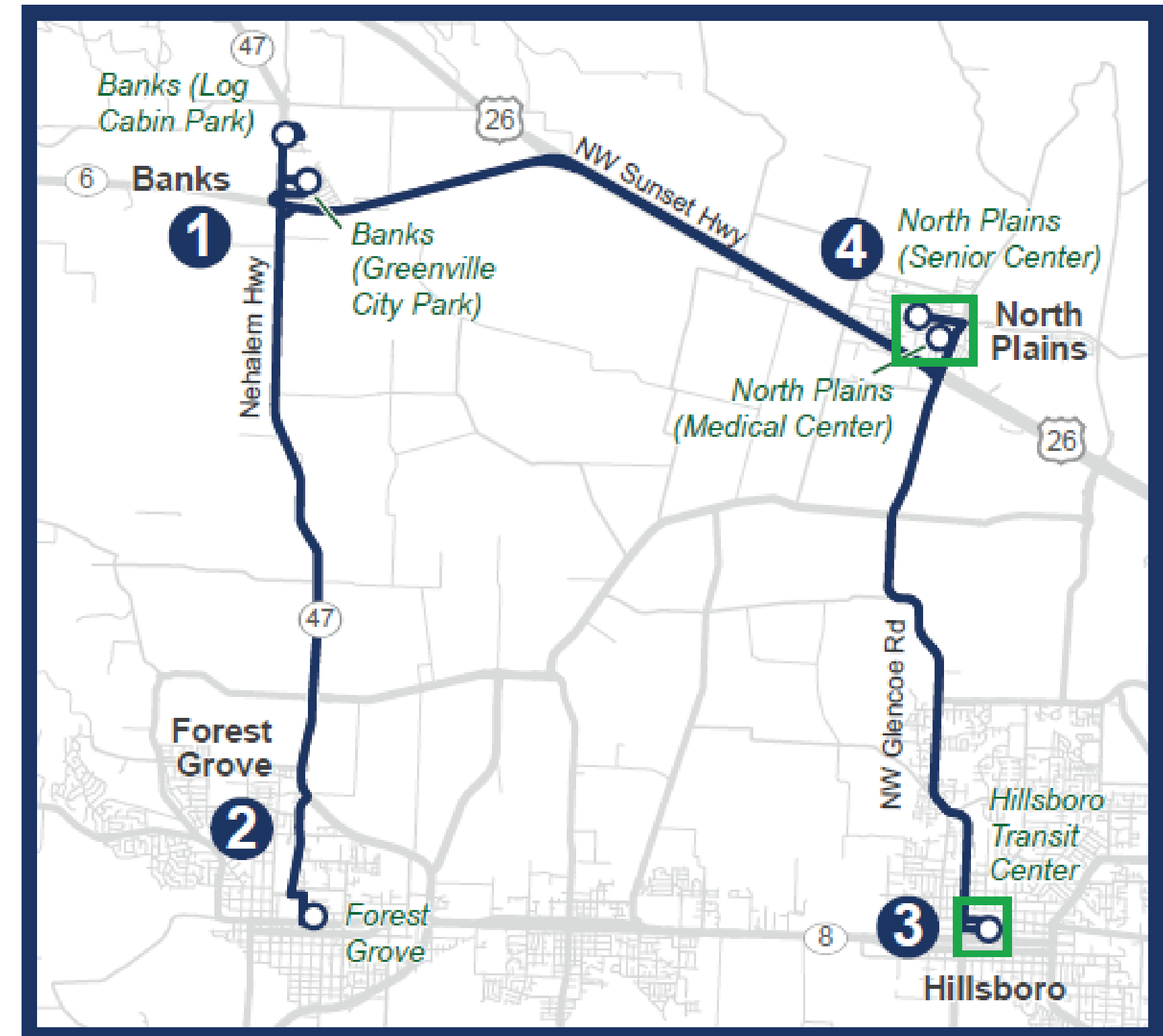
Maintain existing and committed service (plus inflation)

Improve service:

Add weekend service

More frequent weekday service, or

Modify route



→ Demand response

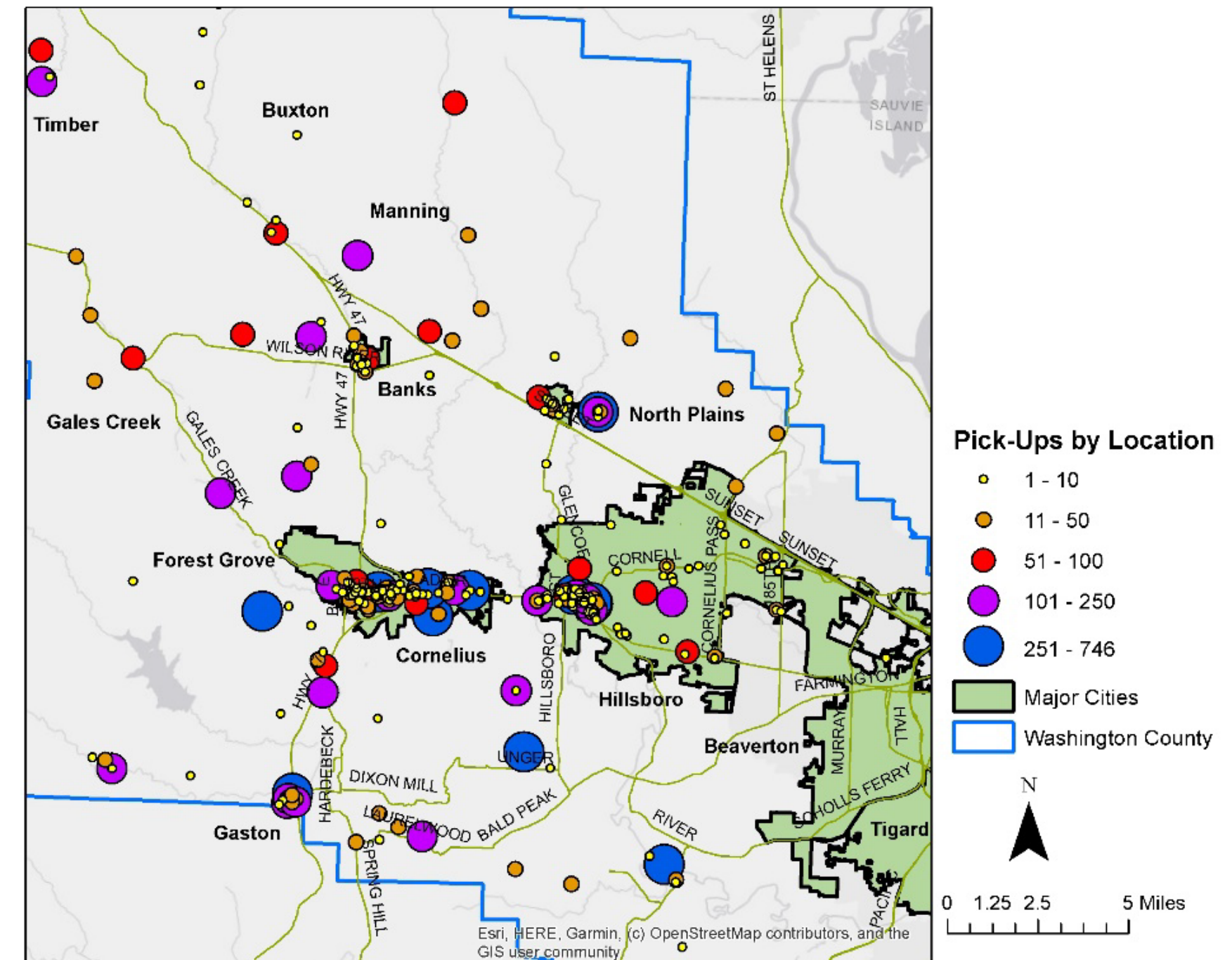
Continue to provide
general public access in
expanded service area

Seek improvements:

On-demand,
microtransit pilot

Trip planning platform

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



→ Interregional coordination

Better-coordinated marketing and promotion

Subsidized trips to coast and other destinations

Service and stop coordination



**Yamhill County
Transit Area**

→ Rural work force shuttle

Rideshare service that provides point-to-point service for rural employment areas



→ Capital and infrastructure

Bus stops:

- Both inside and outside TriMet service boundary
- ADA-compliant landing pads
- Shelters, benches or seats
- Signs, wayfinding

Other capital:

- EV charging infrastructure



→ Marketing

Branding

Coordination between
service providers

Outreach materials





Planning and administration

Manage STIF program and comply with Agreed Upon Procedures (AUP) as required by TriMet and Oregon Department of Transportation

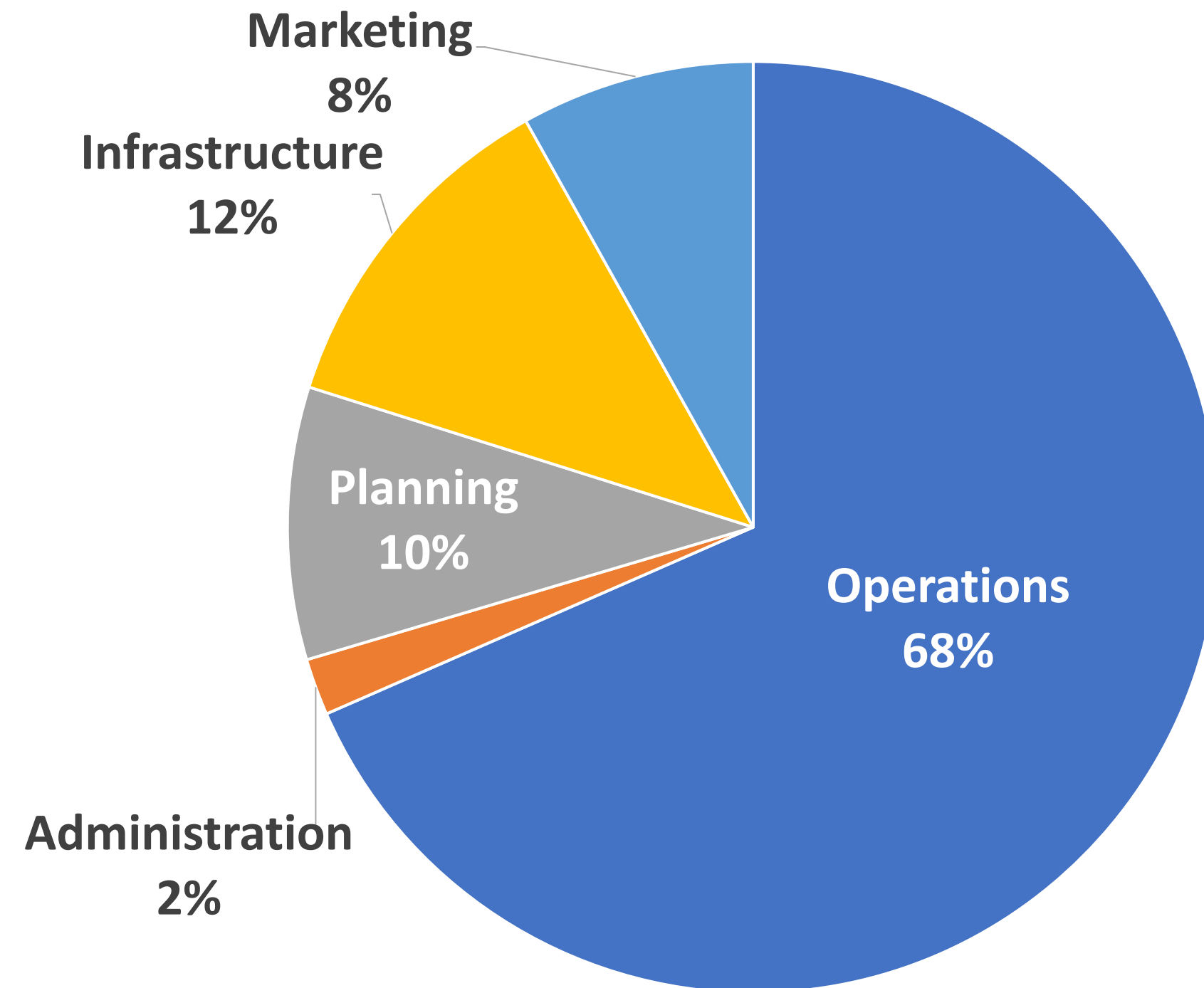
Complete required plan updates

Engage community throughout service refinement and implementation

→ County STIF formula fund budget

Source	Total Biennium
Outside TriMet district	~\$ 875,000*
Carry forward + overage	~\$ 440,000
Total	~\$1,315,000

- * 120% of ODOT September forecast, assumes 55.54/44.46 split with SMART outside TriMet district
- Overage represents additional revenue generated that exceeds FY 2021-23 budgeted funding
- Carry forward represents anticipated FY 2021-23 unspent funds





Transit Committee recommendations for TriMet Regional Coordination funds

Maintain existing GroveLink, Tualatin and North Hillsboro shuttle services

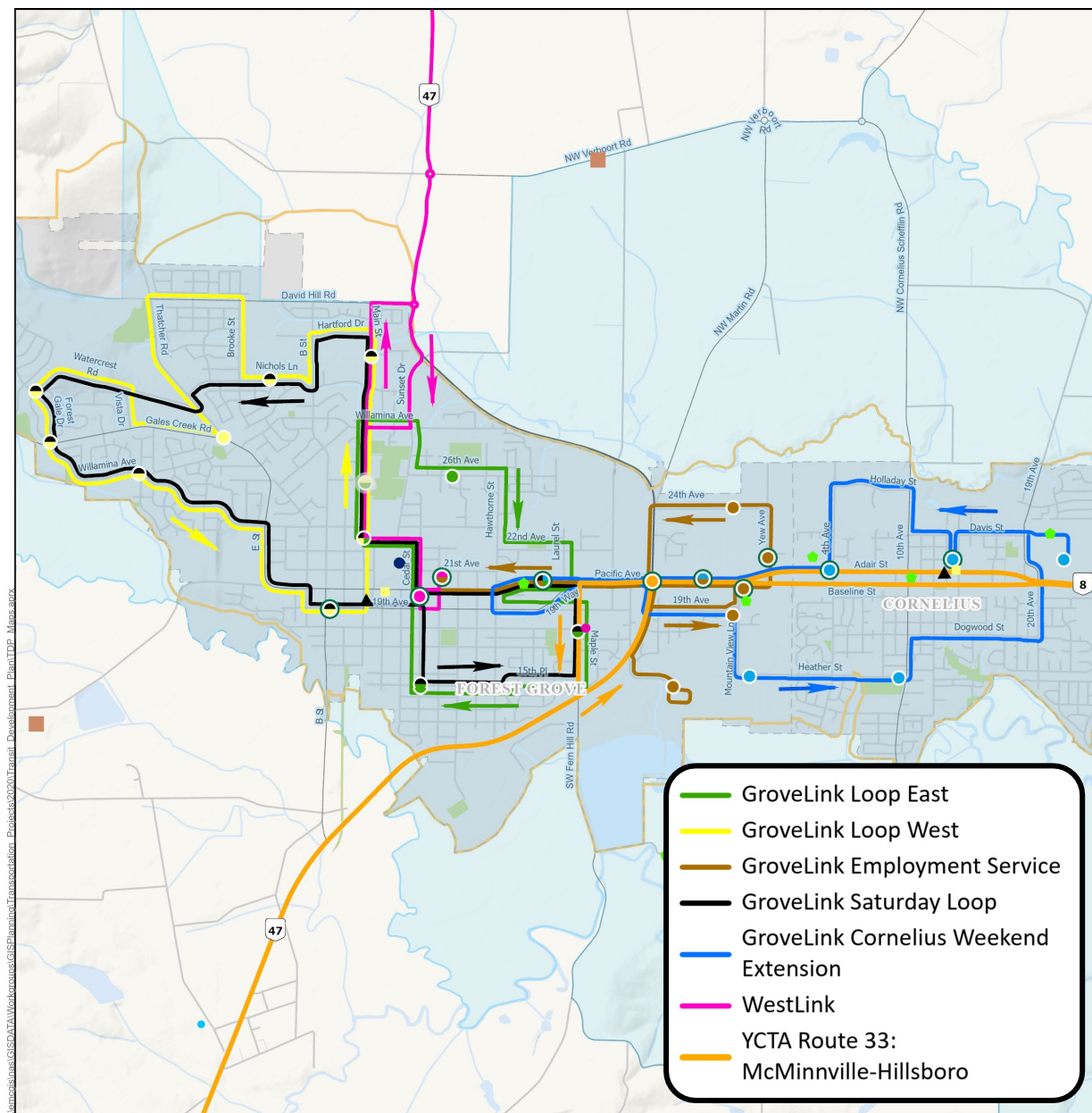
Enhance or modify existing services to meet increased demand in Cornelius

Maintain/modify Tualatin weekday service initiated FY 23

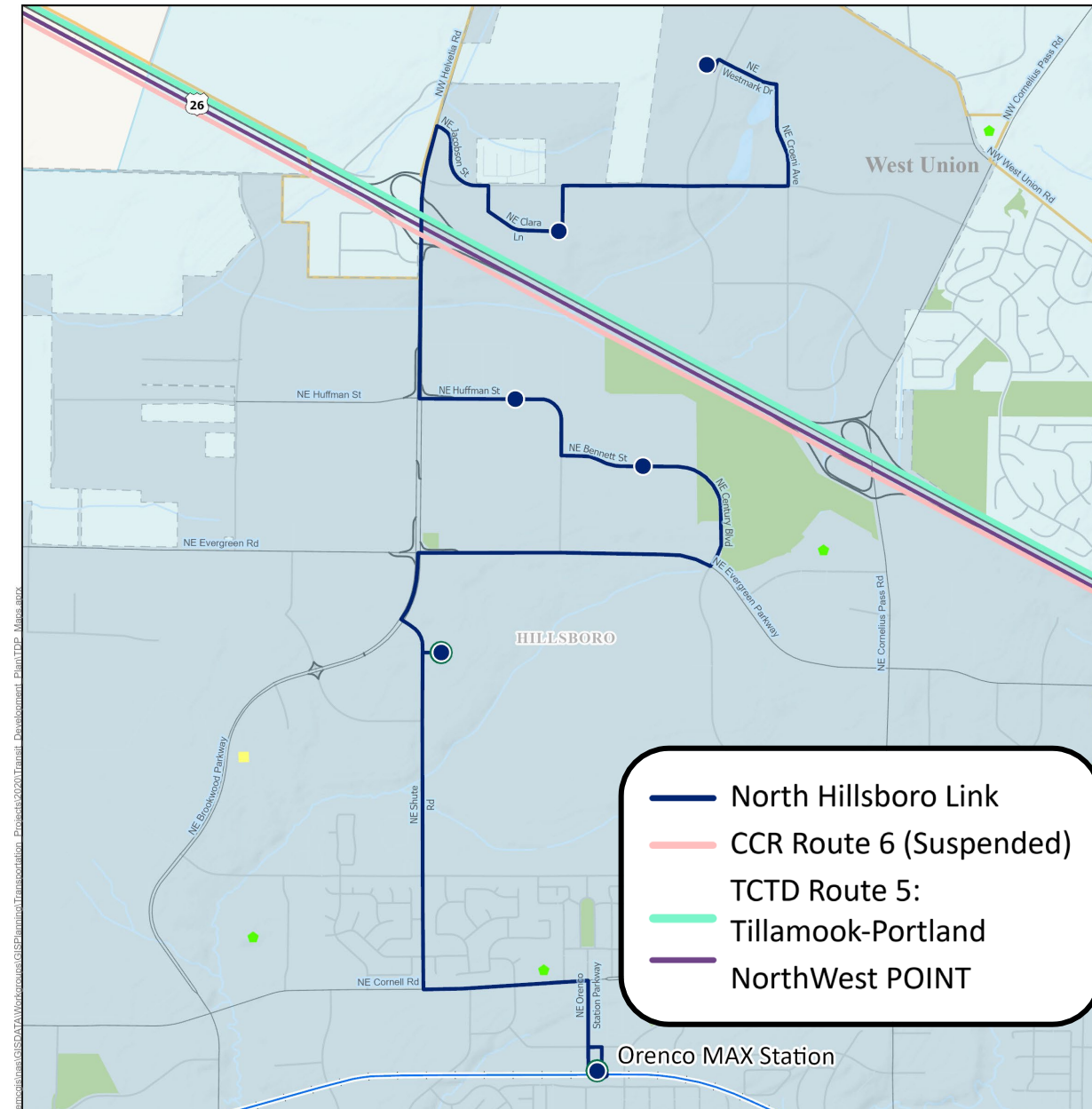
Add peak frequency and route modifications for North Hillsboro; coordinate with potential Tri-Met service changes

→ Community Connector shuttles

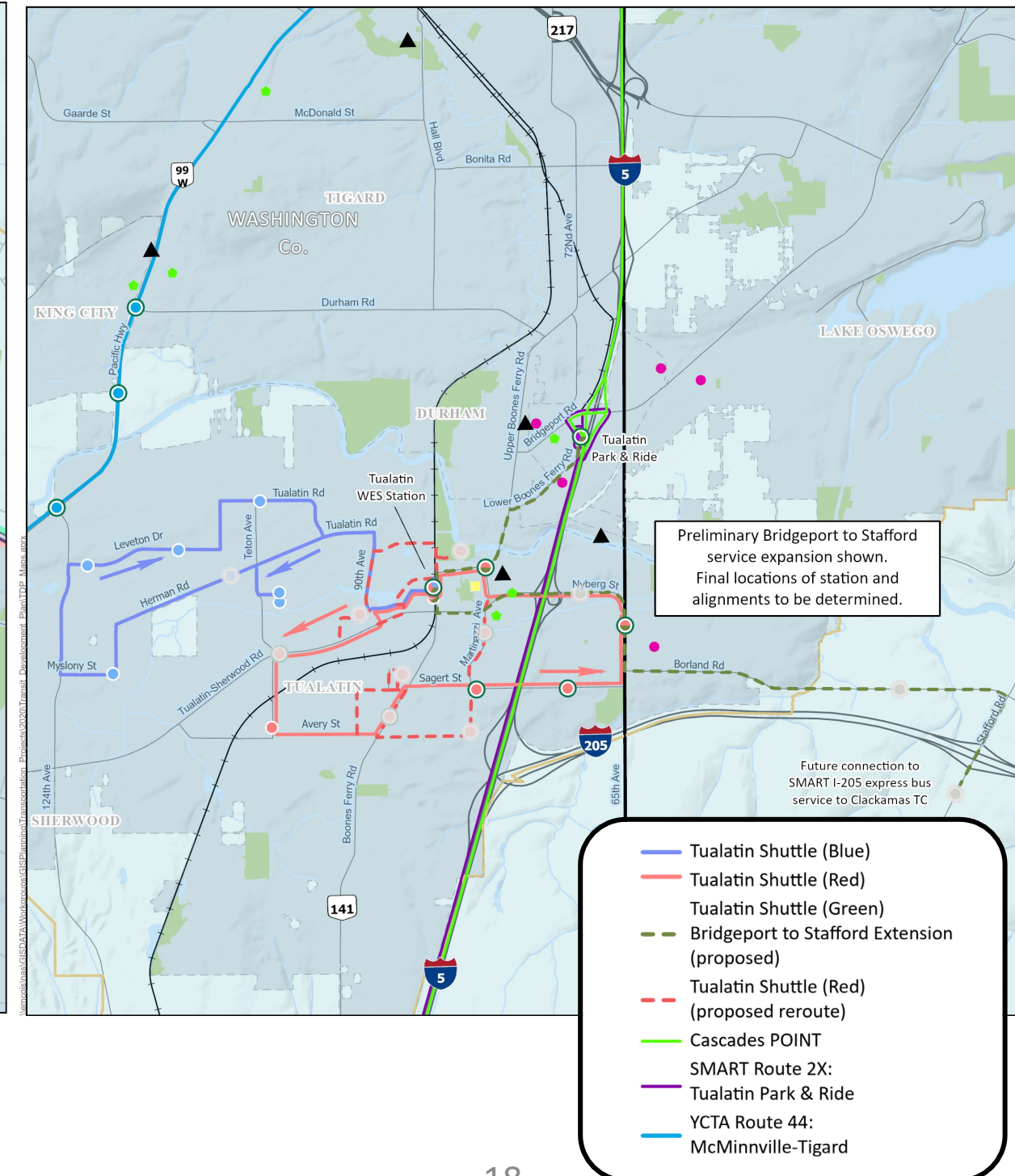
GroveLink



North Hillsboro Link



Tualatin Shuttle



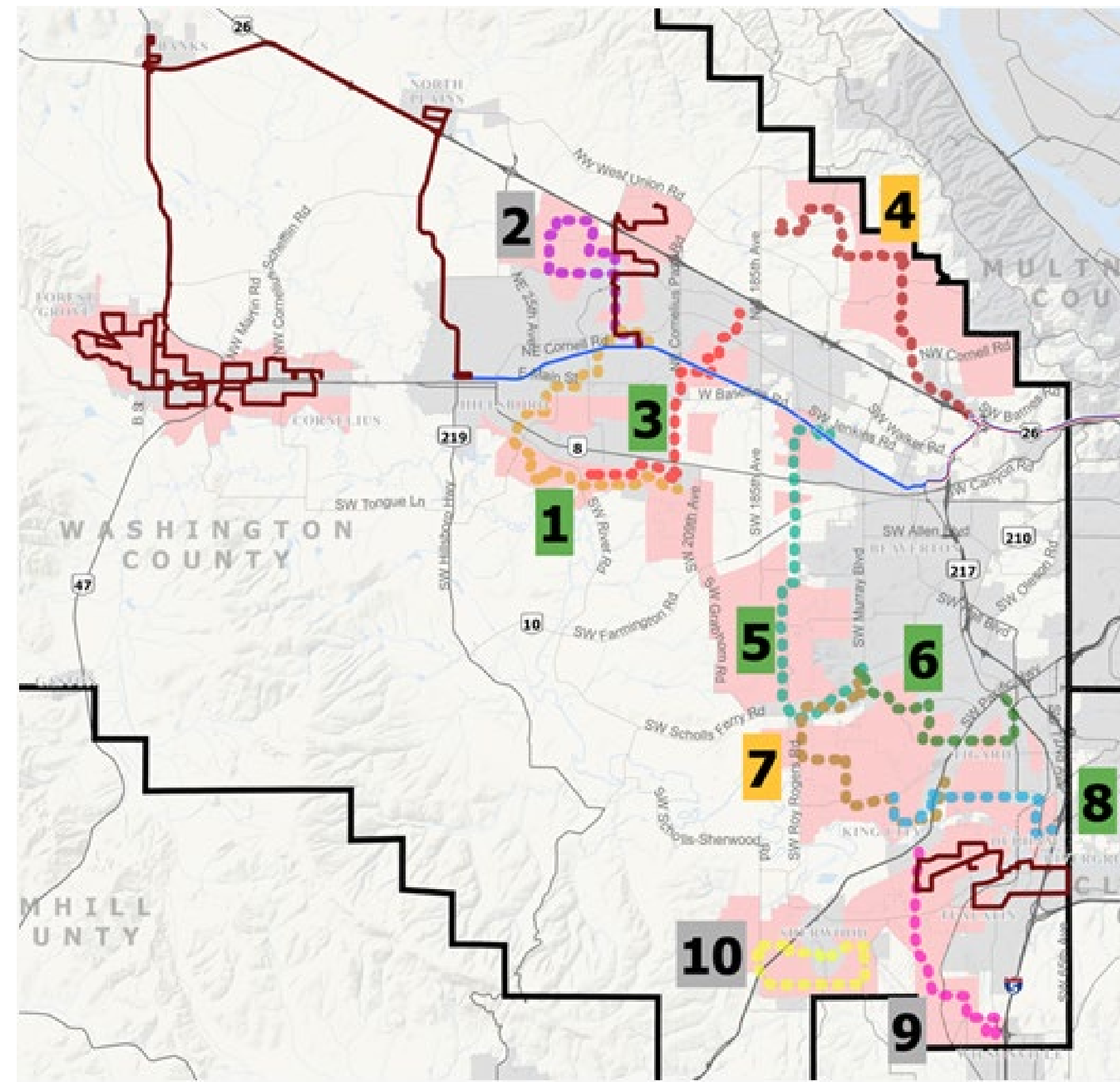
→ New shuttle service concept areas

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

Service Concepts

Analysis Areas

Existing Community Connector Shuttles



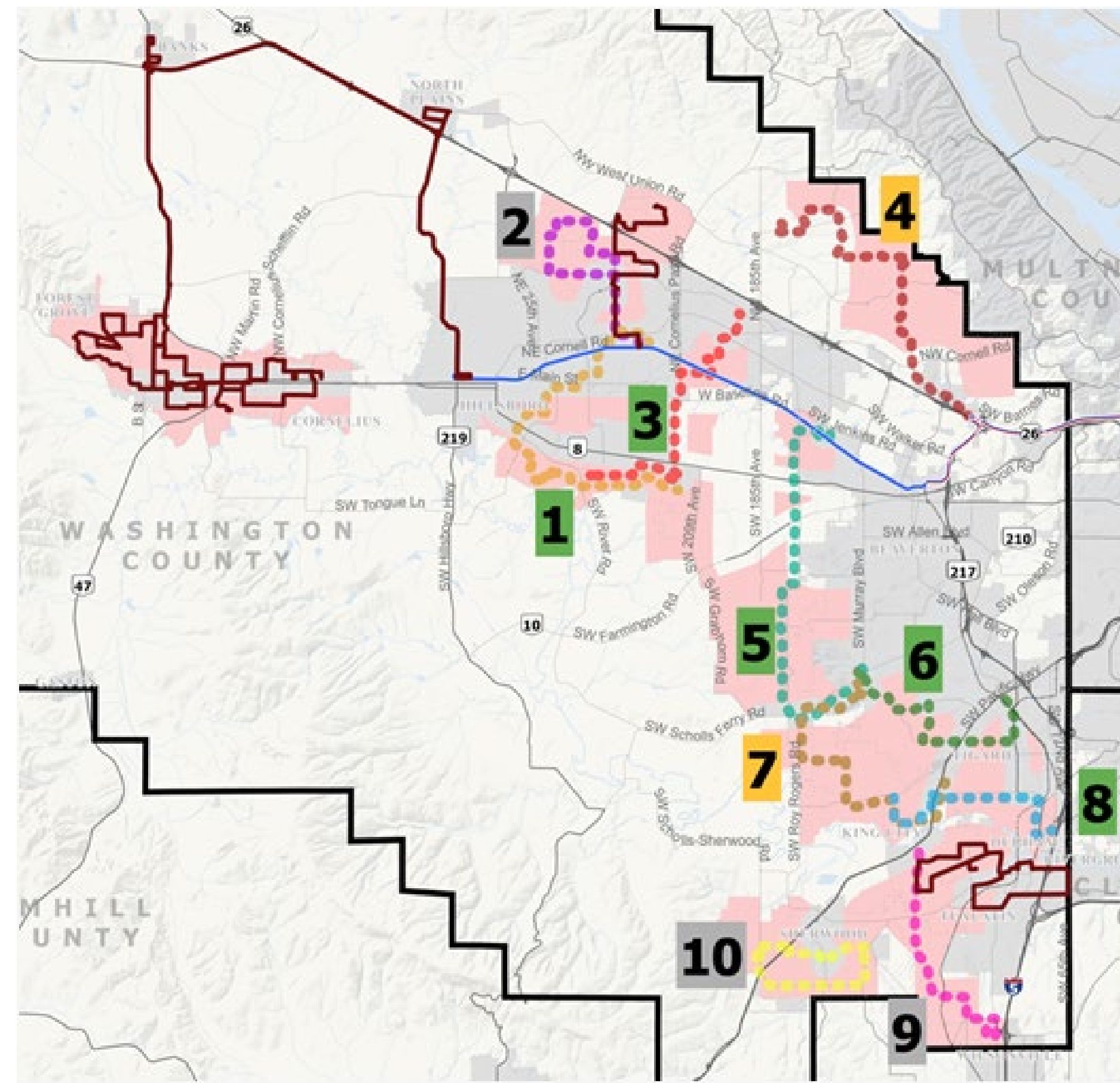
→ Forward Together service concept overlay

Near-Term		TriMet service
1	Witch Hazel/Orenco	No
3	South Hillsboro/Tanasbourne	Mostly
5	South Beaverton/Cooper Mountain	Partially
6	Central Tigard	Mostly
8	Durham/King City	No
Mid-Term		
4	Bethany/Cedar Mill	No
7	River Terrace/Bull Mountain	No
Long-Term		
2	Northwest Hillsboro	Partially
9	Basalt Creek	No
10	Sherwood	No

Service Concepts

Analysis Areas

Existing Community Connector Shuttles



→ Elements of successful shuttle service

Fill gaps in fixed-route service in lower-demand areas and emerging markets

Equity and ridership potential

Local support, champions, partnerships

Leverage other funds

Avoid duplicating services

→ New area services recommendation

Advance eight near-term opportunities in Transit Development Plan

Align near-term funding proposal with TriMet's Forward Together service concept

Fund up to three opportunity areas through Regional Coordination and discretionary grants

- King City to Bridgeport/Tualatin Park & Ride via Durham Road
- PCC Rock Creek Campus to Sunset Transit Center via Bethany Village and Cedar Mill
- South Beaverton

→ Regional Coordination recommendation

Program

Maintain current/committed services

- GroveLink, North Hillsboro, Tualatin shuttle (Red and Blue)

Enhance existing services

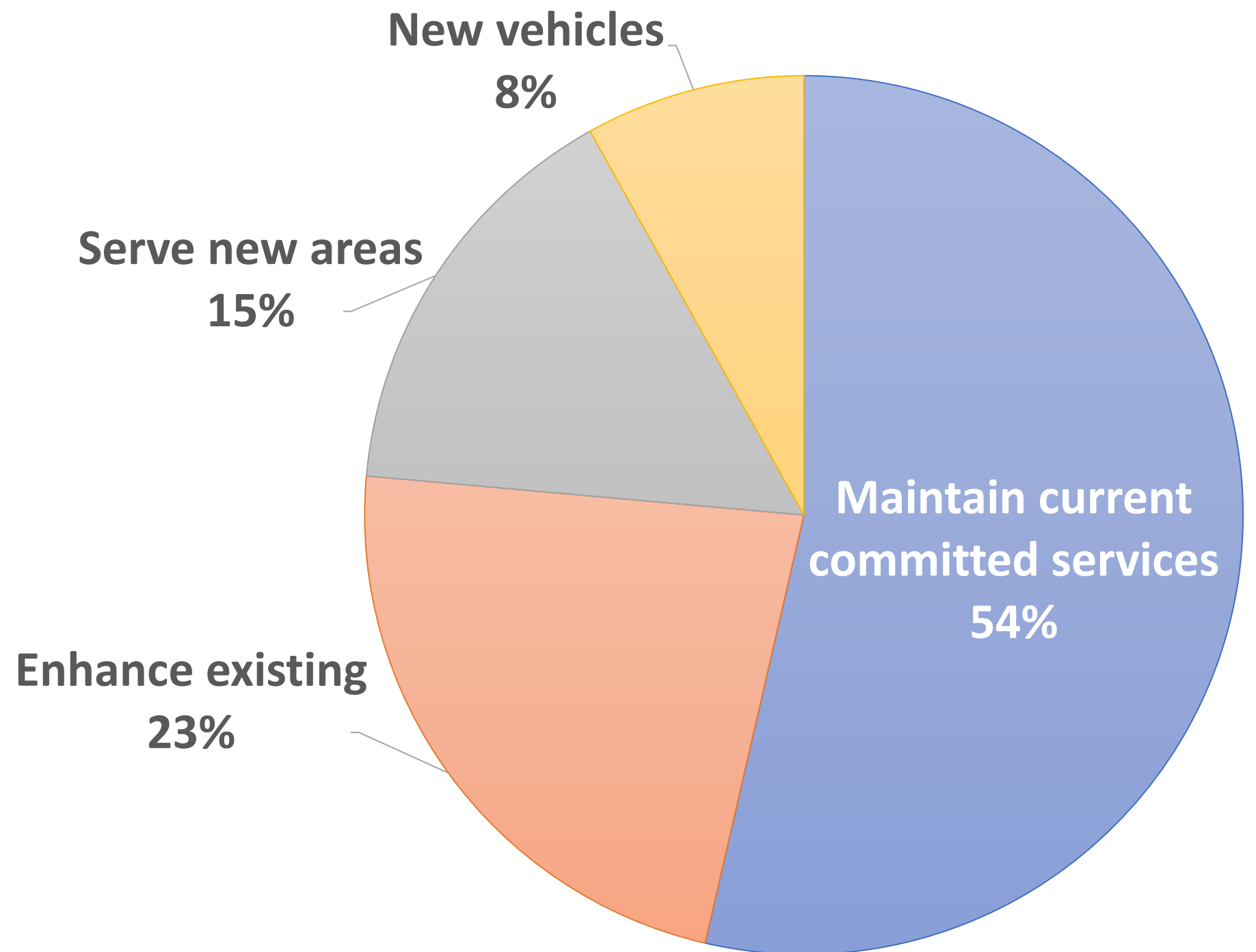
- Cornelius weekday
- North Hillsboro deviation/peak
- Tualatin Green line-grant funded FY 23

Serve new areas

Four new vehicles

Biennium budget total ~\$5,801,000

Regional Coordination funding is allocated by TriMet's HB2017 Advisory Committee



→ Total FY 2023-25 revenue forecast

Revenue Source	Total Biennium
Outside TriMet District	<i>~\$1,315,000</i>
Regional Coordination	<i>~\$5,801,000</i>
Total	<i>~\$7,116,000</i>



Transit Committee recommendations for Discretionary grant ideas

Project	Description
1. On-demand micro-transit pilot	<ul style="list-style-type: none">• On-demand rideshare service that provides point-to-point service within a transit-deficient area
2. Stop improvements 2.0	<ul style="list-style-type: none">• Both inside and outside TriMet service boundary• ADA-compliant landing pads• Shelters, benches, or seats• Signs, wayfinding
3. Rural service plan	<ul style="list-style-type: none">• Develop a plan to improve the transportation options in rural Washington County
4. EV shuttles	<ul style="list-style-type: none">• Electrification of two Community Connector shuttle routes in Washington County, the Tualatin Shuttle and Grovelink

→ Next steps

Oct. 21: TriMet HB 2017 Advisory Committee

- Seek approval of recommended transit priorities for inclusion in the three-county FY 2023-25 Public Transportation Improvement Plan

Dec. 6: Washington County Board of Commissioners

- Approve updated Transit Development Plan



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