



TRI-COUNTY PUBLIC TRANSPORTATION IMPROVEMENT PLAN

FY2021-FY2023

Investing the *Keep Oregon Moving* Act with Recommended Services and Facilities to Better Serve Low-Income Communities within the Tri-County Region



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Table of Contents

1.	EXECUTIVE SUMMARY	1
2.	INTRODUCTION	5
2.1	<i>STIF Legislation</i>	5
2.2	<i>STIF Rules Regarding the Plan</i>	5
2.3	<i>HB 2017 Transit Advisory Committee</i>	8
2.4	<i>Projected STIF Funding</i>	9
3.	EXISTING PUBLIC TRANSPORTATION SERVICES	11
3.1	<i>Regional and Local Transit Service Providers</i>	11
3.2	<i>Community-Based and Long-Distance Transit Service Providers</i>	18
3.3	<i>Ride Connection</i>	18
4.	DEMOGRAPHIC ANALYSIS	21
4.1	<i>STIF Definition of Poverty</i>	21
4.2	<i>Demographic Indicators of Low-Income Communities</i>	21
5	TRIMET DISTRICT	23
5.1	<i>Needs Assessment</i>	23
5.2	<i>Proposed Funding Level</i>	30
5.3	<i>Proposed Service and Capital Improvements</i>	30
6	CLACKAMAS COUNTY	35
6.1	<i>Projected Funding</i>	35
6.2	<i>Needs Assessment</i>	35
6.3	<i>Proposed Service Improvements</i>	36
6.4	<i>Proposed Capital Improvements</i>	42
7	MULTNOMAH COUNTY	43
7.1	<i>Projected Funding</i>	43
7.2	<i>Needs Assessment</i>	43
7.3	<i>Proposed Capital Improvements</i>	46
7.4	<i>Proposed Regional Coordination Project Funds</i>	46
8	WASHINGTON COUNTY	47
8.1	<i>Supporting Plans</i>	47
8.2	<i>Needs Assessment</i>	47
8.3	<i>Proposed Service Improvements</i>	50
8.4	<i>Projected HB 2017 Funding and Budget</i>	52
9	REGIONAL COORDINATION PROGRAM AND PLAN	55
9.1	<i>RCP Subcommittee</i>	55
9.2	<i>RCP Project Selection Process & Criteria</i>	56
9.3	<i>Selected Projects</i>	57
9.4	<i>2020 PTIP Update to RCP Program</i>	57
10	CONCLUSION	58

List of Tables

TABLE 1: HB 2017 REVENUE ESTIMATES FOR TRI-COUNTY REGION SUB-RECIPIENTS: FY2021 – FY2023	10
TABLE 2: PROJECTED HB 2017 FUNDING – CLACKAMAS COUNTY	35
TABLE 3: CLACKAMAS COUNTY SERVICE ENHANCEMENT PROJECTS	37
TABLE 4: PROJECTED HB 2017 FUNDING – MULTNOMAH COUNTY.....	43
TABLE 5: SUMMARY OF 2-YEAR, RURAL MULTNOMAH COUNTY TRANSIT BUDGET PROPOSAL (ONLY HB 2017 FUNDS).....	46
TABLE 6: WASHINGTON COUNTY AVERAGE COMPARATIVE STATISTICS	48
TABLE 7: PTIP PROJECT LIST – WASHINGTON COUNTY TRANSIT SERVICE ENHANCEMENTS.....	51
TABLE 8: PTIP PROJECT LIST – INVESTMENT CATEGORY AND PRIORITY CRITERIA	52
TABLE 9: PROJECTED HB 2017 FUNDING – WASHINGTON COUNTY	52
TABLE 10: SUMMARY OF 2-YEAR, WASHINGTON COUNTY TRANSIT BUDGET PROPOSAL (ONLY HB 2017 FUNDS)	53
TABLE 11: RECOMMENDED RCP PROJECTS	57

List of Figures

FIGURE 1: TRI-COUNTY REGION PUBLIC TRANSPORTATION SERVICE PROVIDERS	12
FIGURE 2: EMPLOYER AND SELF-EMPLOYED PAYROLL TAX TRIMET SERVICE DISTRICT	13
FIGURE 3: DIVERSITY AND TRANSIT EQUITY INDEX.....	22
FIGURE 4: TRIMET BUS AND MAX RIDERSHIP HISTORY	23
FIGURE 5: COMPARING HOME VALUE INCREASES AND TRANSIT RIDERSHIP LOSS WITHIN THE TRIMET SERVICE DISTRICT	24
FIGURE 6: CHANGE IN TRIMET RIDERSHIP- 2001 TO 2016	24
FIGURE 7: CITY OF PORTLAND ROSE LANE VISION	28
FIGURE 8: HB 2017 FUNDING ALLOCATION, FY 2021 - FY 2023	30
FIGURE 9: PTIP SERVICE PLAN	32
FIGURE 10: REGIONAL COORDINATION PROGRAM SCHEDULE	56

Attachments

ATTACHMENT A: HB 2017 ADVISORY COMMITTEE AND REGIONAL COORDINATION PROGRAM COMMITTEE	61
ATTACHMENT B: TRIMET LOW-INCOME FARE PROGRAM	ERROR! BOOKMARK NOT DEFINED.
ATTACHMENT C: DIVERSITY AND TRANSIT EQUITY INDEX MEASURES AND DATA SOURCES	83
ATTACHMENT D: STIF-FUNDED TRANSIT SERVICE EXPANSION AND IMPROVEMENTS WITHIN THE TRIMET SERVICE DISTRICT	ERROR! BOOKMARK NOT DEFINED.
ATTACHMENT E: OREGON PUBLIC TRANSPORTATION PLAN GOALS	ERROR! BOOKMARK NOT DEFINED.
ATTACHMENT F: STIF-FUNDED TRANSIT SERVICE EXPANSION AND IMPROVEMENTS WITHIN CLACKAMAS COUNTY.....	ERROR! BOOKMARK NOT DEFINED.
ATTACHMENT G: REGIONAL COORDINATION PROGRAM – RECOMMENDED STIF-FUNDED PROJECTS ...	ERROR! BOOKMARK NOT DEFINED.

1. Executive Summary

The Oregon Legislature enacted House Bill 2017 (HB 2017), the Keep Oregon Moving act, in mid-2017. Keep Oregon Moving includes a new employee payroll tax that equates to less than \$1 per week for the average Oregon worker, and is dedicated to funding the expansion of public transportation services. The payroll tax became effective on July 1, 2018 and is administered through the Statewide Transportation Improvement Fund, or STIF. Ninety percent (90%) of the STIF funds will be disbursed by formula to Qualified Entities (QE) based on the amount of payroll tax generated in their area.

The Oregon Legislature designated TriMet as the Qualified Entity (QE) for the tri-county region for the purpose of administering the STIF planning process, and receiving and distributing STIF funds for Clackamas, Multnomah and Washington counties. As the QE, TriMet is responsible for submitting the Tri-County Public Transportation Improvement Plan (PTIP) for approval by the Oregon Transportation Commission.

Originally adopted in 2018, this document serves as the region's 2020 Public Transportation Improvement Plan (PTIP) update and is the culmination of extensive efforts put forth by the HB 2017 Transit Advisory Committee (Committee). The Committee was formed specifically to advise and assist in the plan's development.

Notable highlights of the PTIP development process and findings are summarized here.

Engaging the Community

The 2018 PTIP reflects extensive public engagement with transit riders and plan stakeholders at the local, grass-roots level throughout the region. Outcomes of public engagement efforts were used to establish transit improvement priorities and possible funding allocations. The public input formed the basis for further refinement of the plan by local committees representing interests outside of the TriMet district in Clackamas, Multnomah and Washington counties, and by the HB 2017 Transit Advisory Committee for interests inside the TriMet boundary. The 2020 PTIP conducted additional public engagement to affirm transit improvement priorities and funding allocation.

Public input and the technical findings and recommendations contained in the PTIP reflect a broad consensus of the Committee with respect to transit service and program improvements within the TriMet service district. The Committee also embraced the individual plan recommendations from cities and transit districts that serve communities outside the TriMet service district, but within the tri-county area. The committee appointed a Regional Coordination Subcommittee to recommend specific improvements to enhance transit connections between service districts. Their recommendation was approved by the HB 2017 Transit Advisory Committee and included in the 2018 PTIP and are carried over in the 2020 PTIP update.

Charting the Allocation of HB 2017 Funds

Beginning in 2018, the PTIP¹ establishes a 5-year roadmap for the roll-out of future services and programs to improve service in low-income communities. It also provides for planned revenue and service improvements and programs within the next 2 years (FY 2021 - FY 2023). The plan includes a method to sub-allocate STIF Formula Fund moneys to the region's transit service providers, and carefully considers targets of expected HB 2017 revenue within each of the region's individual service areas and counties.

Within the next 2 years the PTIP targets significant investment within specific areas of the tri-county region:

- **TriMet Service District** – nearly \$96 million in on-going investments, including slightly more than \$3 million annually in the Regional Coordination Program; and \$9 million annually in the Low Income Fare Program.
- **Clackamas County** - almost \$8.7 million in investments outside of the TriMet service district, through the cities of Canby (CAT), Sandy (SAM) and Wilsonville (SMART), the South Clackamas Transportation District (Molalla) County and the remainder of rural Clackamas County.
- **Multnomah County** - almost \$0.27 million in investments outside the TriMet service district.
- **Washington County** - almost \$3.7 million in investments outside of the TriMet service district.

Defining Low-Income Communities for Plan Investments

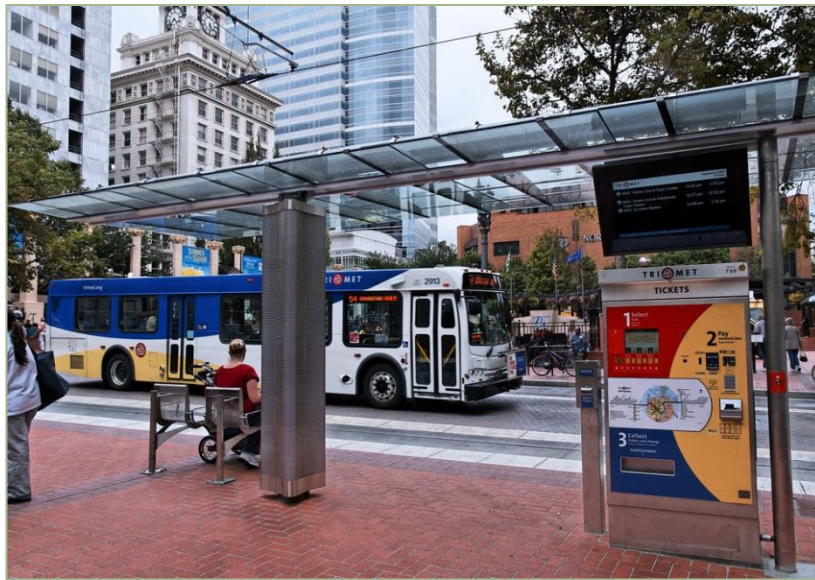
A key objective of HB 2017 is to improve transit services in Oregon's low-income communities. The PTIP takes special effort to define what constitutes the low-income communities that will benefit from HB 2017 investments. The TriMet Transit Equity Advisory Committee helped develop the region's Diversity and Transit Equity Index (Index). The Index was approved by the HB 2017 Transit Advisory Committee and applied in the plan to guide improvement plans and programs that benefit low-income communities.

¹ The 2018 PTIP established the first 2 ½ years of programming service improvements in low income communities. The 2020 PTIP extends those plans through the FY 2021 - FY 2023 biennium.

Assessing Need and Identifying Proposed Service and Capital Improvements

Reflecting legislative priorities identified in the Keep Oregon Moving act, the PTIP addresses the transportation needs of people residing and traveling within the region, especially those residents in low-income communities. Key project and program provisions of the PTIP include:

- Increasing the frequency and adding new or expanded bus service in low-income communities
- Implementing expanded reduced fare programs for low-income households
- Procuring low or no-emission electric buses
- Improving the frequency and reliability of service connections between communities inside and outside of the TriMet service district
- Fostering coordination between transit service providers to reduce fragmentation
- Expanding TriMet's Access Transit Program for students in Grades 9 through 12



Organization of the PTIP

The PTIP is organized into the following 10 chapters:

1	Executive Summary	<ul style="list-style-type: none"> Introduces the part of the Keep Oregon Moving act, the Statewide Transportation Improvement Fund (STIF), the rules outlined by the state guiding use of STIF funds, and the requirements of local STIF plans.
2	Introduction	<ul style="list-style-type: none"> Introduces the HB 2017 Transit Advisory Committee and its Guiding Statement for the purpose of advising development and update of the PTIP. Summarizes the projected STIF funding within the tri-county region and defines methods used by TriMet to allocate STIF funds to the region's sub-recipients.
3	Existing Public Transportation Services	<ul style="list-style-type: none"> Describes and maps the regional and local transit service providers that operate fixed-route and paratransit services within the tri-county region. Describes TriMet's current transportation funding and its reduced fare program for low-income riders. Describes community-based and long-distance transit service providers with service linking the region to other parts of Oregon.
4	Demographic Analysis	<ul style="list-style-type: none"> Describes the definition of poverty consistent with STIF Rules, and the region's effort in developing and mapping the Diversity and Transit Equity Index. The Index is used to support focused planning for improved services and facilities within the region's low-income communities.
5	TriMet District	<ul style="list-style-type: none"> Summarizes the public transportation needs assessment within the TriMet service district, historic factors affecting local ridership, and strategies to address changing demographics which include an expansion of the region's fare reduction program for low-income residents. Outlines the PTIP public outreach program. Summarizes the proposed funding levels in the PTIP for both on-going and one-time investments in service expansion, low income fares, school transportation, electric bus program, and other capital facility improvements. Outlines proposed service and capital improvements to be funded by STIF.
6	Clackamas County	<ul style="list-style-type: none"> Outlines projected PTIP funding totals for each county and for local service providers within Clackamas County. Summarizes each county's needs-assessment and public participation process. Outlines proposed STIF-funded service and capital improvements for each county.
7	Multnomah County	
8	Washington County	
9	Regional Coordination Program and Plan	<ul style="list-style-type: none"> Defines the role of the Regional Coordination Program (RCP), the RCP Committee and the RCP Project Selection process. Summarizes selected projects recommended by the RCP Committee to the HB 2017 Transit Advisory Committee.
10	Conclusion	

2. Introduction

2.1 STIF Legislation

In mid-2017, the Oregon Legislature enacted House Bill 2017 (HB 2017), the Keep Oregon Moving act. Keep Oregon Moving established a significant increase - \$0.10 (per gallon) - in the state gasoline tax and created three new taxes to fund public transportation, bicycle and pedestrian infrastructure, and other modes of travel.

- A 0.5% vehicle dealer privilege tax on new car sales will fund rebates to encourage sales of electric vehicles. This tax went into effect January 1, 2018.
- A \$15 tax on the sale of new bicycles (that cost at least \$200) will support Connect Oregon to fund off-road bicycle and pedestrian paths that serve commuters. This tax went into effect January 1, 2018.
- A **0.1% employee payroll tax** (\$1 for every \$1000 in payroll) will **improve public transportation service** in both rural and urban communities. This equates to less than \$1 per week for the average Oregon worker. This tax went into effect July 1, 2018.

The employee payroll tax provides a dedicated source of funding for expanding public transportation service in Oregon. This funding source, called the Statewide Transportation Improvement Fund (STIF), will be separated into *formula* and *discretionary* funds. Ninety percent (90%) of the STIF will be disbursed by *formula* to Qualified Entities (see below) based on the amount of transit payroll tax generated in their area. Although allocated by formula, the plan for using these funds must be approved by the Oregon Transportation Commission (OTC). Up to 9% of the STIF funds are *discretionary*, and will be disbursed to local public transportation providers through a competitive state-wide grant funding processes.

2.2 STIF Rules Regarding the Plan

As directed by the legislature, the Oregon Department of Transportation (ODOT) prepared the STIF Rules² in 2018 to guide the allocation, receipt and reporting of STIF funds by local agencies. The STIF Rules have been approved by OTC.

STIF Plan Approval

HB 2017 designates TriMet as the *Qualified Entity* (QE) for the purpose of administering the STIF planning process and receiving and distributing STIF funds for the Clackamas, Multnomah and Washington County region. As the QE, TriMet is responsible for submitting the Tri-County Public Transportation Improvement Plan (PTIP) for approval by the OTC. Once approved, TriMet will enter into an agreement with ODOT to receive STIF Formula Funds on behalf of the region, and will be responsible for distributing STIF Formula Fund moneys to the three counties noted above, as well as other public transportation service providers.

The Tri-County Public Transportation Improvement Plan (PTIP) will be submitted to the OTC for their approval for STIF Formula Funds for the three-county region.

² Statewide Transportation Improvement Fund Rules, Oregon Department of Transportation, approved by the Oregon Transportation Commission, June 22, 2018.

Purpose of STIF Formula Funds

STIF moneys are to be used to support effective planning, deployment, operation and administration of STIF-funded public transportation programs and projects, including:

1. Creation of new systems, facilities and services with origins, destinations or stops in Oregon.
2. Maintenance or continuation of systems and services.
3. Planning for, and development of a Local Plan or future STIF Plan to improve Public Transportation Service.

The Rules also state that STIF moneys are not to be used for new light rail capital expenses, but may be used for light rail operation expenses.

Following passage of Senate Bill 1601 (Statewide Transportation Improvement Fund) in 2020, the STIF rules have been modified relating to programs that maintain existing transit services. SB1601 recognizes the financial impact that COVID-19 has had on transit providers in Oregon, and now allows for the use of STIF Formula Funds to maintain existing services as of July 7, 2020. ODOT has prescribed definition of these newly defined eligible programs as “service preservation” to avoid any potential confusion with preventive maintenance.

STIF Plan Requirements

The Tri-County PTIP meets the requirements outlined by the STIF Rules.

OTC - APPROVED STIF RULES

A STIF Plan will:

- ✓ Cover at least a Biennium, up to two Biennia w/ Commission approval
- ✓ Address needs of people residing in or travelling into/out of QE’s area of responsibility
- ✓ Consider Public Transportation Services for the area outside the QE’s district boundaries (TriMet) but within the remainder of the counties
- ✓ May be included in a QE’s Local Plan or as a stand-alone plan (the PTIP)
- ✓ Contain explanation of how the Plan defines, identifies and serves communities with a high percentage of Low-Income Households
- ✓ Include a description of the QE’s method to sub-allocate STIF Formula Funds to Public Transportation Service Providers (and other potential sub-recipients) and the process to develop the method

The STIF Rules require that each STIF plan include an explanation of how the plan defines, identifies and serves communities with high percentage of low-income households. Chapter 4 summarizes the PTIP definition of poverty, and how the PTIP identifies and maps communities with a high percentage of low-income households. Chapters 5-9 describe how the plan improves services to these areas.

The HB 2017 Transit Advisory Committee (Committee) was appointed in 2017 (see section 2.3 below) consistent with STIF Rules. The Committee's purpose is to advise and assist the QE (TriMet) in fulfilling the requirements of the STIF Rules and prioritize projects that will be funded by STIF moneys. The STIF Rules require the Committee to consider the following criteria when reviewing STIF Formula Fund projects:

STIF FORMULA FUND PROJECT EVALUATION CRITERIA

- ✓ Whether the Project would:
 - (A) Increase the frequency of bus service in communities with a high percentage of Low-Income Households.
 - (B) Expand bus routes and bus services to reach communities with a high percentage of Low-Income Households.
 - (C) Implement programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
 - (D) Procure buses that are powered by natural gas, electricity or other low or no-emission propulsion for use in areas with populations of 200,000 or more.
 - (E) Improve the frequency and reliability of service connections between communities inside and outside of the Qualified Entity's service area.
 - (F) Foster coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
 - (G) Provide student transit services for students in grades 9 through 12.
 - (H) Maintain and expand the existing system.
- ✓ The extent to which the Project goals meet public transportation needs and are a responsible use of public funds.
- ✓ Other factors to be determined by the HB2017 Advisory Committee.

2.3 HB 2017 Transit Advisory Committee

In late 2017, the HB 2017 Transit Advisory Committee was appointed by the TriMet board of directors³ with the specific purpose of advising, assisting and reviewing the PTIP. The Committee adopted its own Guiding Statement and actively advised on how to spend STIF revenue for purposes consistent with STIF rules.

The Committee's Guiding Statement:

HB 2017 provides much-needed investment in transit service. For the first time, employees in Oregon will be taxed to pay for transit, and low-income workers will contribute proportionately more of their incomes as a result. Annual per capita income in the Portland metropolitan areas is below the U.S. average and a lack of affordable housing has pushed low-income residents to areas with lower transit services. It is therefore critical that investment of this funding serve the needs of low-income people to have affordable, reliable, convenient transit service that connects them to jobs and services. A modern, well-funded transportation system that is planned, built, and operated with equity as a guiding principle will benefit everyone through reduced air toxics, carbon output, and congestion, and shape our region for generations to come. Therefore, the committee will advise TriMet on a public transportation improvement plan to spend HB 2017 funds for the following purposes:

Programs to reduce transit fares for communities with a high percentage of low-income households

Procurement of buses powered by natural gas or electricity

Capital projects required for the creation, expansion and improvement of transit services, including projects intended to improve speed and reliability, with consideration for communities with a high percentage of low-income households and responsible contracting and workforce utilization

Expansion of existing/creation of new transit services (including last mile services) in communities outside the TriMet service district, but inside in Clackamas, Multnomah, and Washington counties

Regional coordination/reduction of fragmentation between TriMet and communities outside the TriMet service district, but inside Clackamas, Multnomah, and Washington counties

Attachment A lists the members of the HB 2017 Transit Advisory Committee.

³ The HB 2017 Transit Advisory Committee was established and the initial members appointed by TriMet board resolution on October 25, 2017, prior to the publication and adoption of ODOT's final STIF rules in June 2018. The board took the action of establishing the committee prior to the final rule to allow the implementation of a low income fare program to coincide with the effective date of the new payroll tax on July 1, 2018. Because of the long lead time needed to plan, budget and hire staff for service expansions, TriMet also asked the committee to approve the allocation of STIF funds to allow HB 2017-funded service expansions slated for September 2018 and March 2019. Based on feedback from the initial appointees and other community stakeholders, the TriMet board expanded the membership of the committee on December 13, 2017.

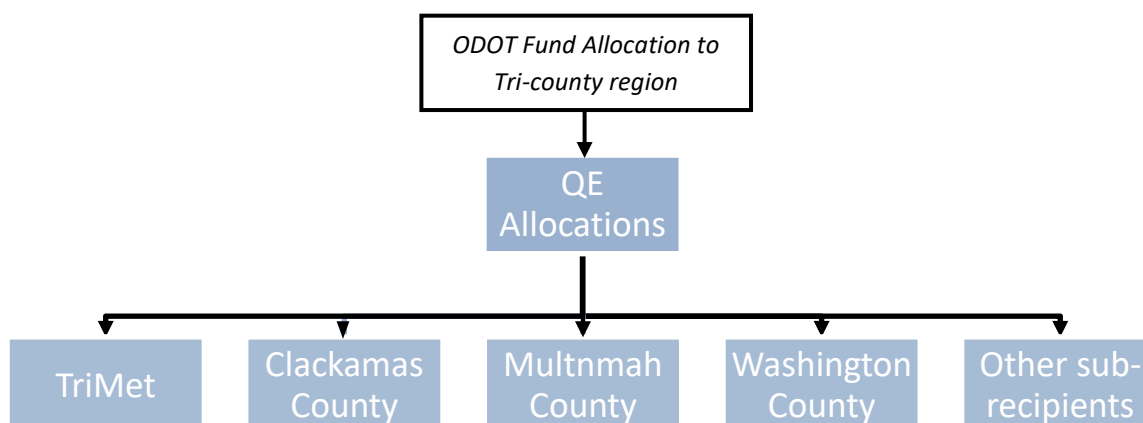
In 2018, the advisory committee met monthly over the course of a year to provide guidance on how the STIF funds should be spent. In doing so, the committee:

- Reviewed and approved a standard for determining the concentration of people earning a low-income (note, ODOT determined that low-income was defined as 200% of the federal poverty level, but left it to the QE advisory committees to define a high concentration of low-income earners).
- Reviewed the results of the public outreach process.
- Reviewed and approved the transit improvement programs to be funded and at what levels.
- Appointed a subcommittee to allocate funding for the Regional Coordination program.
- Reviewed the results of the draft plan outreach.
- Approved the final plan.

In 2020, the TriMet board approved membership renewal and new membership to the HB 2017 Transit Advisory Committee. The Committee reconvened and assisted TriMet in guiding the update to the PTIP, including review and approval of the revised Transit Equity map, STIF outreach plan and FY 2021 - FY 2023 Draft STIF budget.

2.4 Projected STIF Funding

STIF payroll tax receipts will continue to be collected by the state and distributed to Qualified Entities (QE) to fund public transportation capital improvements and operations within their geographic areas. TriMet, acting as the legislatively designated QE for the Tri-county region, is tasked with distributing STIF payroll tax receipts to the counties or other public transportation service providers (sub-recipients) within the three-county region. In the third full year of implementation (FY2022), the state and TriMet estimate that HB2017 revenue will be distributed to the region as follows:



2.4.1 HB 2017 Fund Allocation

HB 2017 requires TriMet, acting as the QE for the region, to recommend an appropriate process of allocating funds among the sub-recipients in the region. STIF Rules state:

To the extent possible, using the best available data, the sub-allocation method used by Qualified Entities must be proportionate to the amount of employee payroll tax revenue generated within the geographic territory of each Public Transportation Service Provider.

To meet this requirement in the 2020 PTIP, TriMet used ODOT’s Formula Fund Allocation Estimates to determine the allocation of funds between TriMet and the areas of Washington, Clackamas and Multnomah counties outside of the TriMet district. STIF funding allocation to sub-recipients under the 2020 PTIP for the FY 2021 - FY 2023 biennium is based on revenue history of STIF funding since the inception of HB 2017. Table 1 summarizes the HB 2017 funding allocation to those areas outside of the TriMet district.

Table 1: HB 2017 Revenue Estimates for Tri-County Region Sub-Recipients: FY2021 – FY2023

	FY 2021 - FY 2023
City of Canby	\$842,000
City of Sandy	\$307,389
South Clackamas Transportation District	\$671,000
City of Wilsonville**	\$5,314,415
Clackamas County	\$1,549,869
Multnomah County	\$269,000
Washington County	\$3,696,500
Columbia County CC Rider***	\$113,200
Total	\$12,763,373

** Service area in parts of Clackamas and Washington counties

*** Regional Coordination Program funds only

Chapter 5 further describes how the Committee helped establish the HB 2017 funding allocation of public transit operation and capital investments made possible by new HB 2017 funds.

3. Existing Public Transportation Services

One of the goals enumerated in HB 2017 is to reduce the fragmentation of public transit services. This section summarizes the existing transit services within the three-county region, including recent or ongoing planning efforts to identify gaps or fragmentation between various services. Existing transit services are illustrated in **Figure 1** and summarized below by type and provider: regional transit, last mile shuttle, and community-based transit.

3.1 Regional and Local Transit Service Providers

Several agencies provide either fixed-route transit and/or paratransit service within the three-county area, including:

- Tri-County Metropolitan Transportation District (TriMet)
- South Metro Area Regional Transit (SMART)
- City of Portland
- Canby Area Transit (CAT)
- Clackamas County – Mount Hood Express
- Sandy Area Metro (SAM)
- South Clackamas Transit District (SCTD)
- ODOT – Columbia Gorge Express
- C-Tran
- Columbia County Rider

The following summary reflects the fixed-route and paratransit services provided by regional and local transit services providers prior to the impacts of Covid 19 in early 2020.

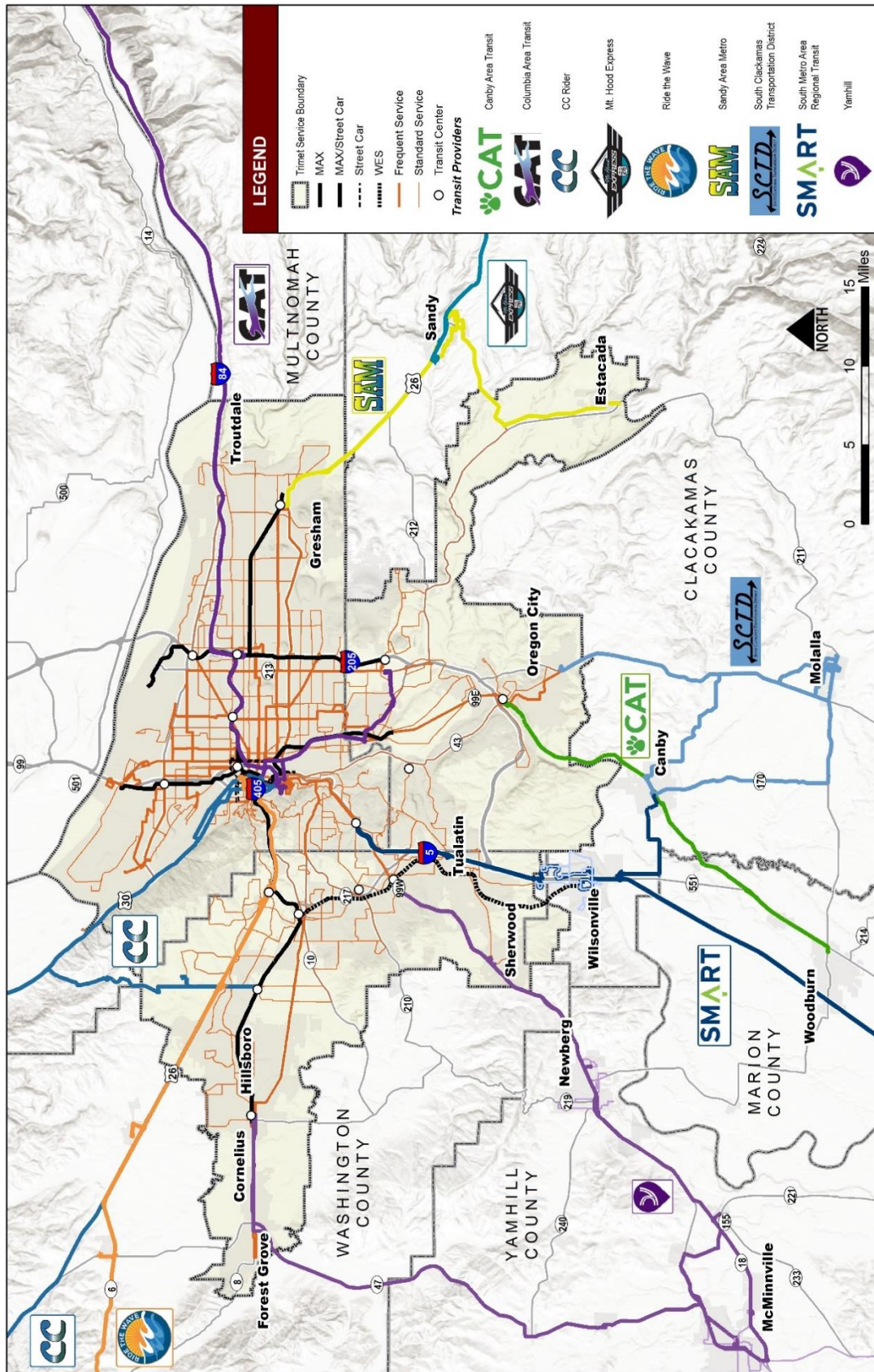
3.1.1 *TriMet*

Fixed Route and Paratransit Services

TriMet operates a fixed-route network consisting of 87 bus lines, a 60-mile, 97-station MAX light rail system and a 14.7-mile commuter rail service. Since 2017, all fixed-route buses have low floors, allowing people to conveniently board the bus without climbing stairs or using a lift. All MAX trains have at least one low-floor car and all WES commuter rail trains have level boarding with accessible platforms.

TriMet's LIFT paratransit service is a shared-ride public transportation service for people who are unable to use regular buses or trains due to a disability, or a disabling health condition. A fleet of 278 Lift buses and vans serve the LIFT program. Rides are facilitated by reservation, with subscription service available.

Figure 1: Tri-County Region Public Transportation Service Providers



Current Public Transportation Funding

Major funding of TriMet's operations, capital improvements and administration come from three primary sources:

1. **Employer and Self-Employed Payroll Tax** – TriMet is in the third year of a 10-year expansion plan funded by an incremental increase to the base employer payroll tax. In early 2017, the base employer payroll tax increased to 0.7437 percent of the wages paid by employers and the net-earnings from self-employment for services performed within the TriMet service district. See **Figure 2** Revenue from the base payroll tax was slightly more than \$156 million in 2017.

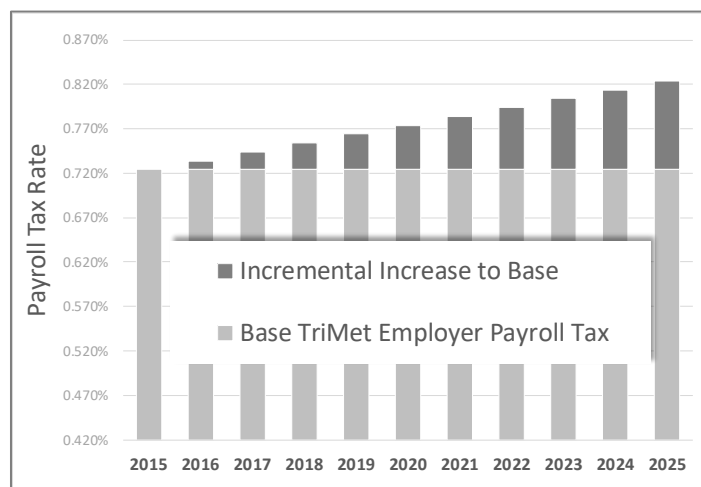


Figure 2: Employer and Self-Employed Payroll Tax TriMet Service District

2. **Farebox** – Fares paid by TriMet riders totaled almost \$53 million in 2017 and account for approximately 18% of all revenue.
3. **Federal/State/Local Grants** – Though they may vary, federal, state, and local grants provide important funding resources for capital improvements and supporting operations. As an example, a \$3.4 million federal grant enabled TriMet to partner with Portland General Electric and purchase five new battery electric buses and charging system. The electric bus pilot project on Line 62 (Murray Boulevard) began in fall of 2018. In 2017, total grant revenue received by TriMet was about \$84 million.

Impact of the HB 2017 Employee Payroll Tax

On July 1, 2018, HB 2017 went into effect, implementing the statewide employee payroll tax. The new employee payroll tax rate is equivalent to \$1 for every \$1,000 in employee payroll, and is estimated to provide about \$55 million annually within the TriMet service district. HB 2017 revenue will be used to improve or expand transit service within the TriMet service district (see Chapter 5).

Reduced Fare Program for Low-Income Riders

TriMet currently offers reduced fares for two important rider groups:

- **Honored Citizens** - Low-income riders who are seniors age 65+, Medicare beneficiaries, or riders with a mental or physical disability. Honored Citizen riders pay half the price of an Adult 2½-Hour Ticket, and less than one-third the price of an Adult 1-Month Pass.
- **Youth** - Riders age 7–17, and students in high school or those pursuing a GED also pay half the price of an Adult 2½-hour ticket. Proof of eligibility required for those who are ages 15-17, and high school/GED. Children 6 and under ride free with a paying passenger.

Rides are free for all reduced fare riders after spending \$2.50 per day, or \$28 per month.

Chapter 5 summarizes the TriMet's reduced fare program for Low-Income riders in the three-county region. See **Attachment B**, TriMet's Low-Income Fare Program.

3.1.2 South Metro Area Regional Transit (SMART)

SMART, operated by the City of Wilsonville, maintains a fleet of over 35 vehicles and has 9 fixed routes, including one late night service, operating routes within Wilsonville and to the Barbur Transit Center, Salem and Canby. A transfer to TriMet WES Commuter Rail is possible at SMART Central at the Wilsonville Station. SMART operates on weekdays - generally from 5 a.m. to 9 p.m., on Saturday from 8:30 a.m. to 5:30 p.m., and on select holidays.

SMART also operates Dial-a-Ride, which provides door-to-door service within Wilsonville, and medical transport services to Portland and other nearby cities for seniors, and for people with disabilities.

SMART continues implementing its 2017 Transit Master Plan (TMP). The TMP is essentially cost-neutral and provides improved intercity transit services and expansion of local service hours through route improvements as follows:

Route 2x	Switch service from Barbur TC to Tigard TC and add stop at Tualatin Park & Ride	Increases connections to TriMet system
Route 3	Separate Canby and Charbonneau service Pilot Charbonneau Shuttle service	Increases connections to CAT Funding from Dial-a-Ride resources
Route 4	Streamline route service and expand evening service	Expands evening service
Route 4	Expand Saturday service	Adds two extra service hours on Saturdays
Villebois/ Route 7	Route reconfiguration	Mileage and hours remain the same
Dial-a-Ride	ADA Required Paratransit	Service enhancement to meet ADA guidelines

SMART applied STIF funding in 2019 as part of local match to fund electric buses (2) and electric charging units placed into service in 2019, and five compressed natural (CNG) buses. STIF funds were also used by SMART to operate midday bus service between Wilsonville Transit Center and downtown Salem.

Regional Coordination Program funds were used to procure capital for and operate Route 2X from Wilsonville Transit Center to Tualatin Park and Ride.

3.1.3 Canby Area Transit (CAT)

Canby Area Transit (CAT) provides fixed route bus service via Route 99, from the Canby Transit Center with 20 daily trips north to Oregon City (north), and 8 daily trips south through Aurora and Hubbard, to Woodburn. Route 99 provides local transit circulation within the city along the Highway 99E corridor.

With advanced registration or eligibility approval, CAT Dial-A-Ride program also provides:

- **Complementary Paratransit Service** (for eligible seniors and persons with disabilities) within ¼ mile of the local Canby Fixed-Route service and extends to all locations within the Canby Urban Growth Boundary.
- **Premium Dial-A-Ride Service** for customers who are eligible for complementary paratransit services. This service transports individuals to and from destinations within the Oregon City limits. It is limited to medical, education, employment, legal services and social service appointments.
- **General Public Dial-A-Ride Service** for morning and afternoon shopping shuttle service, and local demand responsive rides to the general public. This service is open to anyone traveling in Canby and is provided on a space-available basis (first-come first-serve).

Canby's 2017 Transit Master Plan identifies several improvements to its system, subject to new funding capacity:

- Route 99 service enhancements (pulse or timed connections) and staffing improvements
- Increasing Route 99 service frequency (additional 7 services hours with increased morning runs, and later evening runs)
- Added structure to Premium Paratransit services
- Added weekend service to Route 99
- New weekday local circulator route (10 hours per weekday)
- Weekend local circulator route service (not expected to be funded with increased STIF funding)

CAT applied STIF funding to begin Saturday service on Route 99 and complimentary demand response and paratransit services.

3.1.4 Mt. Hood Express

Clackamas County administers the Mt. Hood Express with two separate routes:

- The Express, a public bus service linking communities along Highway 26, running from the city of Sandy east to Government Camp and Timberline, and
- Villages Shuttle, a deviated fixed route service between Sandy and Rhododendron.

The Express offers 7 daily round trips, with one additional, Winter Late Run trip (December 01-March 31). The Village Shuttle operates 4 daily round trips.

STIF funding was used in 2019 for staff support and new vehicle purchases to add one round trip to both the Express and Villages Shuttles.

Regional Coordination Program funds were used to procure 5 new large (37-seat) servicing the Express route, and as match to fund 1 small bus serving the Villages Shuttle.

3.1.5 Sandy Area Metro (SAM)

Sandy Area Metro (SAM) provides service within the City of Sandy via a fixed route in the commercial corridor and a dial-a-ride service which is available to the general public up to and within a 3-mile radius of the city. SAM also operates 2 commuter routes and an Elderly and Disabled program that provides out of town non-emergency medical rides to Medicaid-ineligible, frail, elderly and disabled persons.

The SAM Gresham route operates along Highway 26 to the Gresham Transit Center with connections to the greater Metro area via TriMet system. SAM Gresham makes 30 weekday trips to the Gresham Transit Center, 17 Saturday trips and 8 trips Sundays and most holidays.

The SAM Estacada route travels south along Highway 211 via Sandy, Eagle Creek and Estacada where SAM connects with TriMet bus service (Route 30). SAM Estacada provides 5 daily trips to Eagle Creek and Estacada, Monday through Saturday.

SAM adopted its Transit Master Plan (TMP) update in 2020. The TMP describes potential future service and capital investment option depending on available funding.

STIF funding was used in 2019 to expand local routes, including extension to Sandy Middle and High Schools, capital improvements to bus and bus stops, and expand the operations facility for improved systems capacity.

Regional Coordination Program funds were used to purchase capital equipment and stop and shelter improvements.

Sandy adopted its Transit Master Plan (TMP) update in 2020.

3.1.6 South Clackamas Transit District (SCTD)

South Clackamas Transportation District (SCTD) operates 3 routes within and from the Molalla area:

- The Molalla City bus is a fare-less, deviated route which makes 10 weekday trips throughout Molalla and connections to 2 SCTD commuter routes. Seven of the City bus trips connect with Clackamas Community College (CCC) commuter route.
- The CCC commuter route terminates at the Clackamas Community College campus. The CCC bus makes 22 weekday and 9 Saturday trips to the campus where it connects with the TriMet bus system.
- Canby commuter route provides connection to both the Canby (CAT) and Wilsonville (SMART) bus services. The Canby commuter route makes 8 weekday trips, no service on Saturdays.

STIF funding was used in 2019 to increase service to Clackamas Community College and Canby, and add Saturday service in Molalla.

SCTD updated its Transit Master Plan in 2020.

3.1.7 Columbia Gorge Express (ODOT)

ODOT operates daily bus service on the Columbia Gorge Express. Metro area passengers connect to the Express Bus at Gateway Transit Center, with links to Multnomah Falls and Rooster Rock State Park. The shuttle is free from Rooster Rock State Park (there is a park day-use permit fee) and \$5 from the Gateway Transit Center. Weekday service is coordinated with Columbia Area Transit, which provides limited service (3 trips per day) between Gateway Transit Center, Rooster Rock, Multnomah Falls, Cascade Locks and Hood River.

3.1.8 City of Portland

Portland Streetcar

Portland Streetcar service operates two lines: the NS Line and the bidirectional Loop lines “A” (running clockwise) and “B” (running counter-clockwise). The 3.9-mile NS Line links Northwest Portland with the South Waterfront via Downtown and the Pearl District. The “A” and “B” loop lines link Downtown Portland with the Oregon Museum of Science and Industry, the Central Eastside Industrial District, the Lloyd District and Pearl District. The City of Portland developed a City-wide Streetcar System Concept Plan in 2009 which identifies corridors for consideration for future expansions of the streetcar system.

Portland Aerial Tram

The Portland Aerial Tram is part of Portland's public transportation system and operates in coordination with TriMet and Portland Streetcar. The tram operates “load-n-go.” The lower tram terminal is at the intersection of SW Moody & Gibbs. The upper terminal is located on Marquam Hill at Oregon Health and Sciences University.

3.1.9 Clark County Public Transit Benefit Area Authority (C-TRAN)

C-TRAN offers regional connecting bus service between: (a) downtown Vancouver, Delta Park and Vanport MAX station, and, (b) Fisher’s Landing Transit Center and the Parkrose/Sumner MAX station. From these locations, riders can transfer to other C-TRAN routes, MAX, or TriMet bus routes for continued travel to destinations including Rose Quarter, Lloyd District, Swan Island, and downtown Portland. Service is provided on weekdays, Saturdays and Sundays.

C-TRAN offers Clark County residents Express bus service to Lloyd District, the downtown Portland Transit Mall, and the OHSU campus on Marquam Hill. Express service is available only during weekday peak commute times from all major park and ride and transit center locations in Clark County, except on the Route 105 I-5 Express which provides service throughout the day, Monday through Friday.

3.1.10 Yamhill County Transit

Yamhill County Transit Area (YCTA) provides local public transit service in Yamhill County and connections to the TriMet system. Local service is provided in McMinnville and Newberg on weekdays only. In addition to local services, Yamhill County Transit provides several routes connecting communities in the area to TriMet services in the Portland metropolitan area.

Route 33 (McMinnville - Hillsboro): Connects McMinnville to Carlton, Yamhill, Gaston, Forest Grove and to the MAX light rail (Blue Line) in Hillsboro with two morning, a midday, and two afternoon round trips on weekdays.

Route 44 (McMinnville – 99W): Connects McMinnville to Lafayette, Dundee, Newberg, Sherwood, and Tigard. Route 44 operates ten weekday round trips, which includes an express route (Route 45x), and four Saturday round trips (Route 46s).

3.1.11 Columbia County Rider

Columbia County Rider (CCR) provides public transit services in Columbia County and connections to TriMet. CCR has two bus lines that connect riders to TriMet routes. Line 1 operates between downtown Portland and the St. Helens Transit Center with 10 roundtrips on weekdays. Line 2 operates Monday

through Friday with 3 round trips between Portland Community College's Rock Creek campus and the St. Helens Transit Center.

3.2 Community-Based and Long-Distance Transit Service Providers

There are several community-based transit providers within the region:

- Tillamook WAVE
- Central Oregon Breeze
- Northwest POINT
- Washington County Community Bus

3.2.1 Tillamook WAVE

Tillamook County Transportation District (TCTD) provides a twice-daily service from Tillamook to Portland's Union Station downtown where passengers may connect with Amtrak. Prior to downtown Portland, the service stops at Banks, North Plains, NW 185th Ave and the Sunset Transit Center to connect with TriMet's MAX light rail system, which provides connections to Portland International Airport as well as all destinations in TriMet's bus, light rail, and commuter rail system. Bus service runs from 8:00 a.m. to 6:00 p.m. All vehicles are accessible and can accommodate wheelchairs.

3.2.2 Central Oregon Breeze

Central Oregon Breeze provides daily bus service with two roundtrips between Bend, Redmond and Madras, and Sandy, Gresham, the Portland Airport and downtown Portland.

3.2.3 Northwest POINT

Northwest POINT (Public Oregon Intercity Transit) is one of three inter-city shuttle bus routes in Oregon operated by the private sector OC&W Coachways, with supplemental funding from ODOT. This particular route provides twice-daily round trips between Portland Union Station, Cannon Beach, and Astoria. The service includes a "flag stop" in Manning along Highway 26 in western Washington County.

3.2.4 Washington County WestLink

Washington County's WestLink is a deviated fixed-route transit service that connects Forest Grove, North Plains, Banks and Hillsboro (Transit Center). WestLink currently provides two weekday round trips (operated by Ride Connection). WestLink serves as a lifeline support for people reliant on transit in the rural communities of Banks and North Plains to access jobs, support services, and daily necessities in the cities of Forest Grove and Hillsboro.

3.3 Ride Connection

Ride Connection is a private non-profit organization, located in Portland, Oregon, that coordinates transportation operations, mobility management activities provided by community-based organizations and groups, and provides direct service when a partner cannot be found. Ride Connection provides demand-responsive and a fixed-route transit service in rural Washington County. Ride Connection is funded through an agreement with TriMet, and with grants from federal, state, foundation, corporate and individual entities. The majority of Ride Connection customers are seniors or persons with disabilities. In recent years, Ride Connection services have also expanded to include more community-connector shuttle services and fare assistance for low-income individuals.

Demand response service is provided in all areas of Washington County that are west of 185th Avenue in Hillsboro and outside the TriMet service district. All rural unincorporated communities including Buxton, Gales Creek, Scholls and Timber are included in addition to the cities of Gaston, Banks and North Plains. Pick up or drop off, for trips that begin or end outside of the TriMet service district, can occur at locations inside the TriMet service district in Forest Grove, Cornelius and Hillsboro.

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4. Demographic Analysis

4.1 STIF Definition of Poverty

STIF Plans must contain an explanation of how the Plan defines and identifies “communities with a high percentage of Low-Income Households.” Furthermore, these definitions are to be incorporated in the HB 2017 Transit Advisory Committee bylaws, so the members can consider these criteria in decision making.

In communities with high percentages of low-income populations, the STIF Plan

must demonstrate, and specify, the anticipated benefits and discrete measurable outcomes associated with each Project, including:

- An increase in frequency of bus service (schedules) in low-income population areas
- Expansion of bus routes and bus services
- Implementation of programs to reduce fares for public transportation

Findings of benefit to low-income populations and measurable outcomes associated with individual STIF projects are reported separately for the TriMet Service District (Chapter 5) and individual counties (Chapters 6-8).

4.2 Demographic Indicators of Low-Income Communities

The TriMet Transit Equity Advisory Committee developed the Diversity and Transit Equity Index (Index) to aid in planning transit service investments. The Index scoring regimen includes measures of Low Income Populations summarized by individual Census block groups. Nine factors are normalized, scored and integrated into the Diversity and Transit Equity Index to describe and identify locations of high concentrations of Low-Income Populations for the three-county region, including:

People of Color	Low Income Households*
Limited English Proficiency	Senior Population
Youth Population (age 21 and younger)	People with Disabilities (age 65 and older)
Households with Poor Vehicle Access	Access to Low and Medium Wage Jobs
Access to Affordable Housing	

* Persons Reporting Income Below 200% of Federal Poverty Level

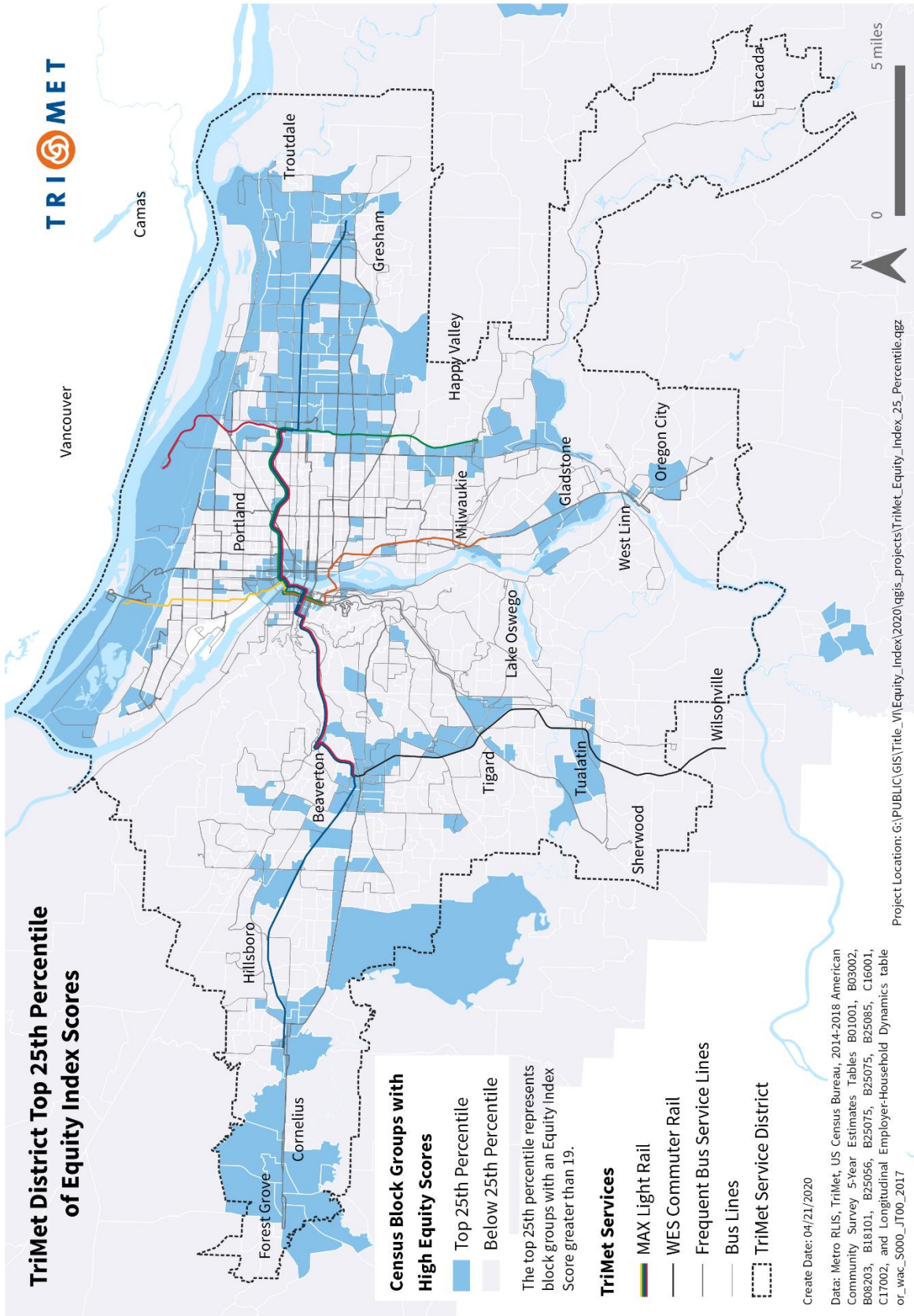
approved in May, 2018. The scoring and map was updated and approved by the by the HB 2017 Transit Advisory Committee in February, 2020. See **Attachment C** for a full description and data source of each Index factor.

THE TRI-COUNTY PUBLIC TRANSPORTATION IMPROVEMENT PLAN IMPLEMENTS THE STIF RULES BY DEFINING POVERTY AS:

... a household with a total income that does not exceed 200% of the (Federal) poverty guidelines*

*as updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of 42 U.S.C. 9902(2) for the 48 Contiguous States and the District of Columbia.

Figure 3: Diversity and Transit Equity Index



5 TriMet District

5.1 Needs Assessment

The region has completed extensive public outreach and assessments to determine necessary public transportation systems improvements and expansion. This section summarizes three components:

- TriMet’s examination of the multiple factors affecting bus ridership, and the strategies TriMet has deployed to address changing demographics and economic conditions.
- Planning and programming efforts completed in the region that help outline candidate public transportation improvements to be considered for STIF funding and included in the PTIP.
- TriMet’s public outreach efforts to engage the community to help identify and affirm support for necessary service improvements in the TriMet Service District (District).

5.1.1 Factors Affecting TriMet Ridership

In late 2017, TriMet completed its examination of local and national economic trends and other factors affecting its light rail and bus systems ridership. As shown in **Figure 4**, while MAX ridership has shown a steady increase since 2001, bus ridership has plateaued, and in recent years, decreased. Since 2008, ridership loss has been particularly noticeable in weekend and off-peak bus trips.

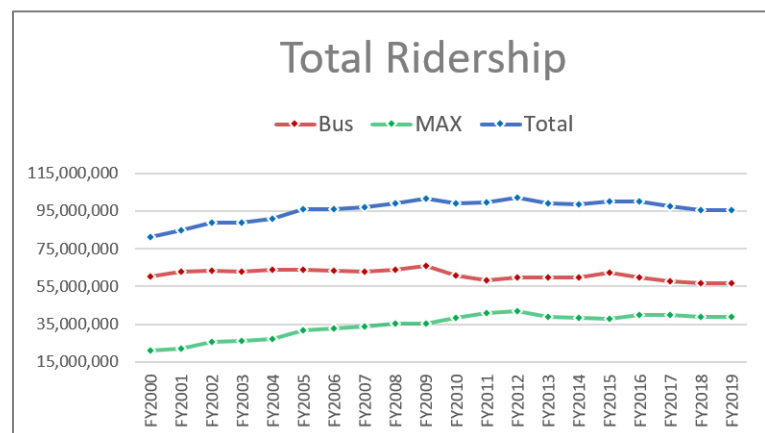


Figure 4: TriMet Bus and MAX Ridership History

Though no clear culprit stands out, a number of factors are thought to affect recent decline in bus ridership:

- Falling gas prices since 2012 (but now rising since mid-2016)
- Reduced TriMet operating hours following the 2008 recession (that have now been restored to 2005 levels)
- Elimination of Fareless Square (2010), particularly affecting off-peak bus ridership
- Increased overall traffic congestion (affecting on-time bus performance)
- Growing popularity of bicycle use, bike share, Lyft/Uber and car share

Key findings also indicate a geographical shift of lower income residents within the region. Historically, central eastside Portland neighborhoods were home to lower and middle-income residents who often required access to the TriMet bus and MAX systems for work and other travel needs. Trends indicate these residents are moving to more affordable housing in the far east and outlier city neighborhoods within the region, or even to the satellite cities outside the Portland metro area, and likely taking transit less often. It is also likely that newer residents in the central eastside are not taking transit as frequently and for as many purposes.

Figure 5 superimposes the highest levels of home value increases in the region, with transit ridership losses. The two factors overlap in the inner southeast, northeast and north Portland neighborhoods.

A comprehensive charting of transit ridership change within the TriMet district, from 2001 to 2016, is illustrated in **Figure 6**. As shown, increased transit ridership is foremost found along MAX corridors and in far east Portland, Gresham, Beaverton and Hillsboro. Other cities also indicate growing transit use, including Oregon City, Canby Wilsonville and Sherwood.

The coverage and frequency of public transportation in these areas is far less than the inner southeast, northeast and north Portland areas.

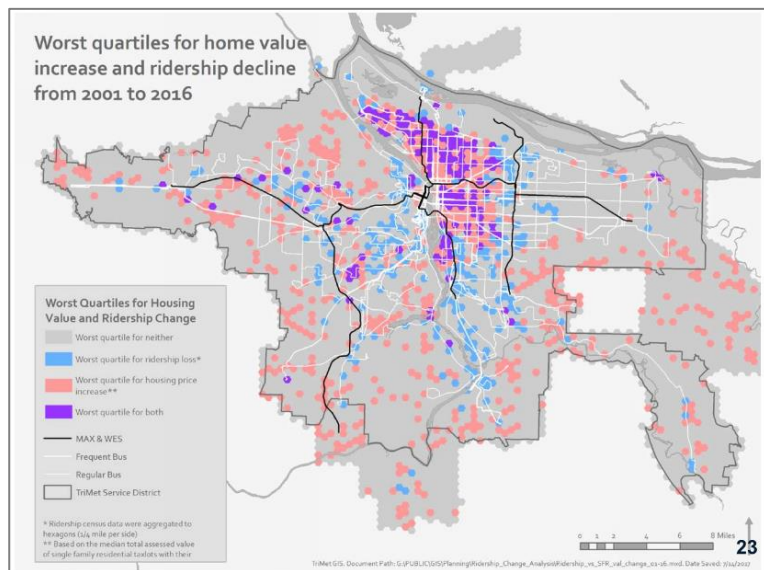


Figure 5: Comparing Home Value Increases and Transit Ridership Loss Within the TriMet Service District

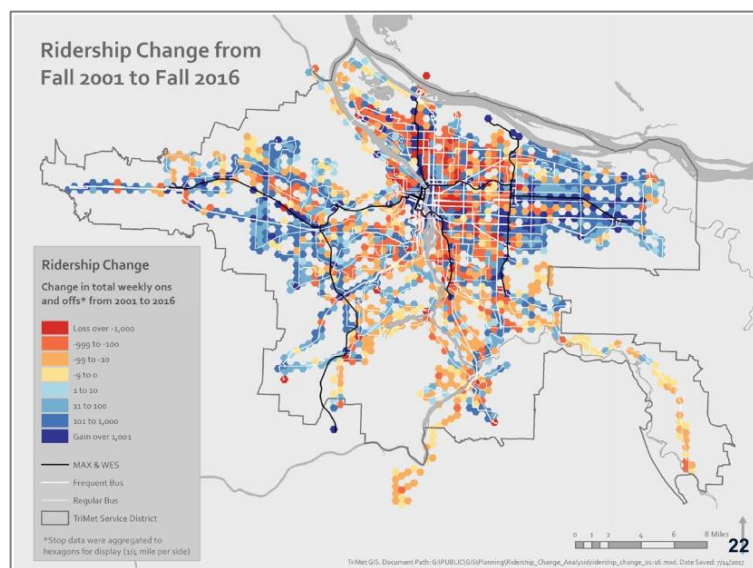


Figure 6: Change in TriMet Ridership- 2001 to 2016

TriMet Strategies to Address Changing Demographics

TriMet is actively implementing a number of strategies to address these emerging trends by:

- Adding service to areas with lower cost housing and connecting to job centers (see Unified Service Enhancement Plan)
- Improving bus travel speeds and on-time performance (Enhanced Transit program and coordination with City of Portland)
- Increasing affordability and integrating services, such as the Hop program with reduced fares for eligible youth and seniors
- Conducting customer research and implementing marketing programs and incentives

The service enhancements to be funded by STIF and included in the PTIP (see Chapters 5-9) will significantly advance and implement these strategies.

5.1.2 Public Transportation Needs Assessments

TriMet has completed important studies with its regional planning partners and the greater community to help identify future public transportation needs within the service district. This section summarizes these key studies, including TriMet's Fare Reduction Program, Service Area Enhancement Plans and Portland's Enhanced Transit Corridor Plan.

Implementing the Region's Fare Reduction Program for Low-Income Residents

In 2017, Metro Councilor Sam Chase and TriMet's General Manager convened a regional Low-Income Fare Taskforce (Taskforce) to explore the feasibility of a local program through a regional collaborative effort. The Taskforce included 22 members from across the tri-county area. Members included local elected officials, community-based organizations, business associations and stakeholders from secondary and post-secondary education institutions.

The Taskforce was informed by the Transit Equity Advisory Committee (TEAC), who helped draft the region's vision and initiative to establish a regional Low-Income Fare program, and championed the need for important policy research and passage of HB 2017. TriMet's Diversity and Transit Equity team used a variety of community outreach efforts (see above) to gather feedback, understanding and input for the development of the Low-Income Fare Reduction program and inform the Taskforce.

The Taskforce met over the course of five months, identifying the need for a regional Low-Income Fare Program equivalent to the Honored Citizen and Youth fare structures. The Taskforce's findings included a funding strategy to prioritize a portion of new transit funds under HB 2017 to fund the Low-Income

LOW-INCOME FARE PROGRAM IMPLEMENTATION

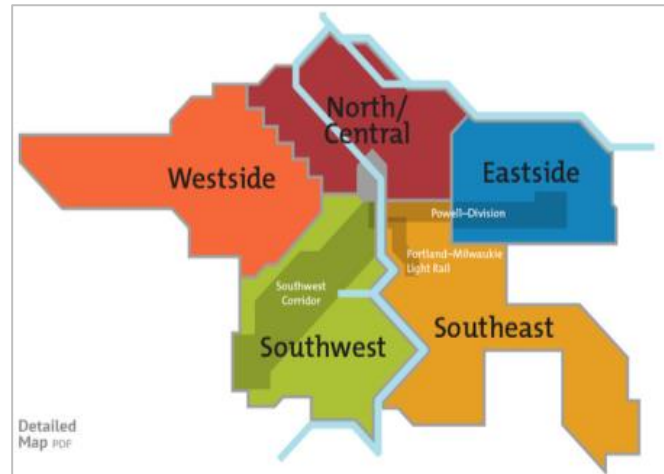
TriMet is implementing Ordinance 347 by expanding its fare reduction program to include low-income residents.

- + Oregon residents earning less than double the federal poverty level qualify, who are ages 18-64 years old and not already using the Honored Citizen fares.
- + Riders are automatically eligible for reduced fares if they are already enrolled in the Oregon Health Plan/Medicaid or other federal or state assistance programs.
- + Riders must apply and verify their age and income to receive personalized Hop cards.
- + Reduced fare rates are 50% off single rides or day passes, or 72% off a monthly pass.

Fare Reduction program. The Taskforce’s recommendations were adopted by TriMet in December 2017 under Ordinance 347. The Fare Reduction Program enlisted 2,000 customers in 2018. By 2020, the Fare Reduction Program enlistment has grown to 32,500 customers.

Assessments to Expand TriMet Bus Service through the Unified Service Enhancement Plan

Between 2011 and 2016, TriMet engaged Portland area communities in a process to envision a 20-year expansion of TriMet’s bus service. The process divided the region into five sub-areas – Eastside, Westside, Southeast, Southwest, and North/Central – and developed Service Enhancement Plans for each area. The process relied on significant stakeholder outreach which included current riders; neighborhood associations; business organizations and large companies; social service providers; institutions like schools, colleges, and hospitals; and jurisdictions. In addition, TriMet staff looked at demographic and trip pattern data for the region. Finally, individual jurisdictions provided short and long-term growth and redevelopment plans.



TriMet’s Unified Service Enhancement Plan helps identify geographic and service gaps in the system that can be targeted for PTIP project planning and expanded service

The Service Enhancement Plans identified gaps in the system – both geographic and service related.

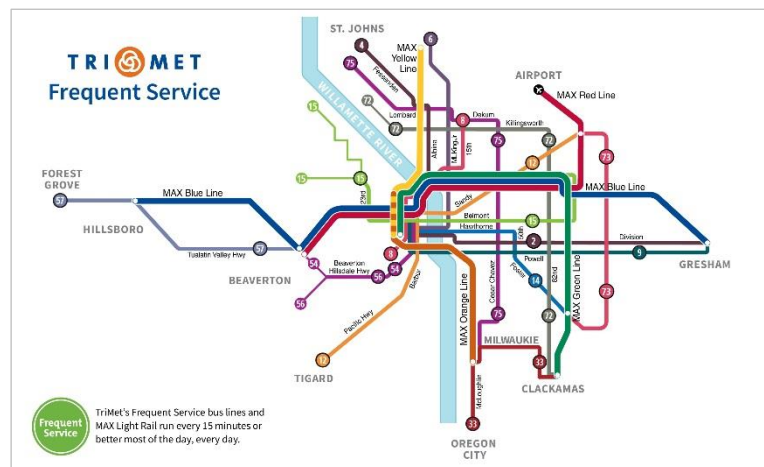
In 2018 TriMet adopted the Unified Service Enhancement Plan (incorporating all five subarea Service Enhancement Plans) to meet new statewide planning requirements of HB 2017. The long-term vision for each service enhancement subarea plan identifies opportunities to improve bus service, and provides guidance as TriMet considers each new Annual Service Plan.

Portland’s Enhanced Transit Corridors Plan and Rose Lane Project

The Enhanced Transit Corridors Plan (ETC) reflects the City of Portland’s commitment to develop and fund street design improvements that increase the capacity, reliability and speed of transit. The ETC Plan was developed in 2017 and recently adopted by Council in June, 2018.

Key ETC recommendations:

- **Establish an Enhanced Transit performance monitoring program** – that establishes transit peak delay thresholds to trigger actionable transit performance improvements.
- **Refocus transit on serving longer trips** – by strategically moving bus stops further apart in key corridors and using street design and traffic signal priority treatments to increase bus speeds and schedule reliability.
- **Regularly commit city funds to plan and implement Enhanced Transit** – with a recommended annual city budget of \$500,000 to help fund ETC projects.
- **Include Enhanced Transit projects** in the RTP for federal and regional funding.
- **Consider impacts to transit speed and reliability in every project** – initiates city policy to consider transit speed and reliability improvements as part of any plan or project along a Frequent Service street.

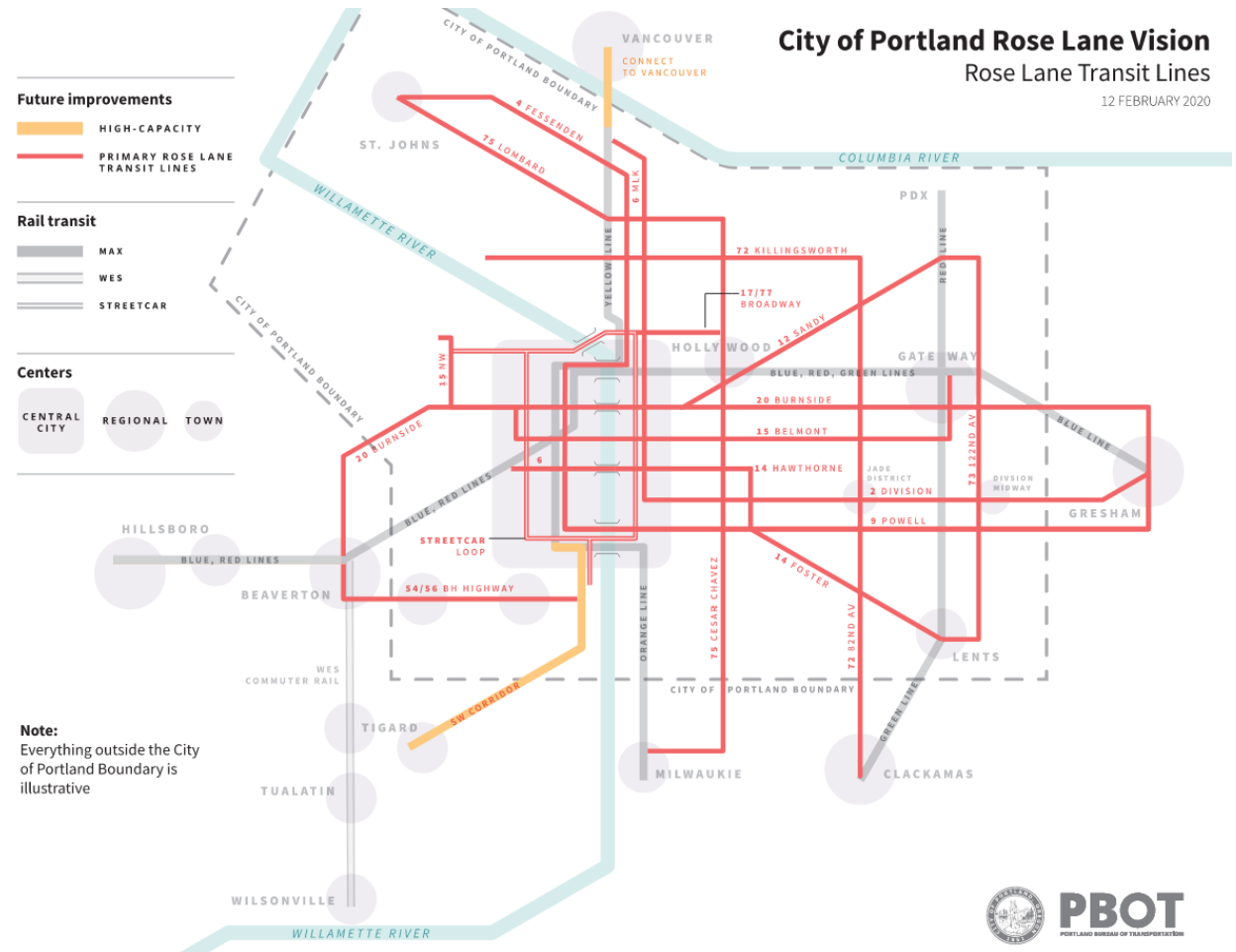


Enhanced Transit Corridors are portions of TriMet's Frequent Service network that are high priorities for transit speed and reliability improvements

In 2020, the City adopted the Rose Lane Project to implement key features of the ETC. Rose Lanes are corridors where transit priority treatments are used to get buses and streetcars out of traffic. **Figure 7** maps the City's Rose Lane vision, identifying city street transit routes that are:

- **Faster.** Bus and streetcar routes with transit priority to improve transit speed, reliability and capacity, including segments of uncongested lanes primarily for transit and other treatments from the City's Enhanced Transit Toolbox. This may include red pavement markings in transit priority lanes.
- **Frequent.** A network of Frequent Service lines that come every 15 minutes all-day, more often at peak hours. Some lines may become 12 minutes all-day or better with future service increases.
- **Full.** Lanes that are exclusively or primarily for transit serve multiple bus/streetcar lines that come often and carry high ridership to maximize benefit.

Figure 7: City of Portland Rose Lane Vision



5.1.3 Public Outreach

In Fall 2020, TriMet staff asked the public to provide their feedback on the priorities being proposed in the FY2021- FY2023 PTIP biennium. Due to the COVID-19 pandemic all outreach was conducted virtually. AN online survey was available from October 16 to November 9, 2020. Two online town halls were recorded live on October 28 and 29, 2020. TriMet staff addressed questions viewers put into the comments on both Facebook Live and YouTube. During the live town hall, 99 viewers tuned in to watch online. Since November 2020, over 6,900 viewers have watched the recording on YouTube.

The October 28, 2020 town hall catered to Spanish speaking viewers and the entire meeting was translated into Spanish in real time. There were 31 viewers watching the live recording of the Spanish town hall. Since November 2020, over 1,800 viewers have watched the Spanish recording on YouTube.

The online survey had 157 respondents and an additional 647 comments were collected during the town halls to prioritize improvements in the following areas:

- Low Income Fare
- Senior and Disabled Transportation Improvements
- Transit Priority
- Bus stop amenities
- Safety
- Service preservation

Staff used the above public feedback in developing possible final funding allocations for consideration by the HB 2017 Transit Advisory Committee in 2020.

5.2 Proposed Funding Level

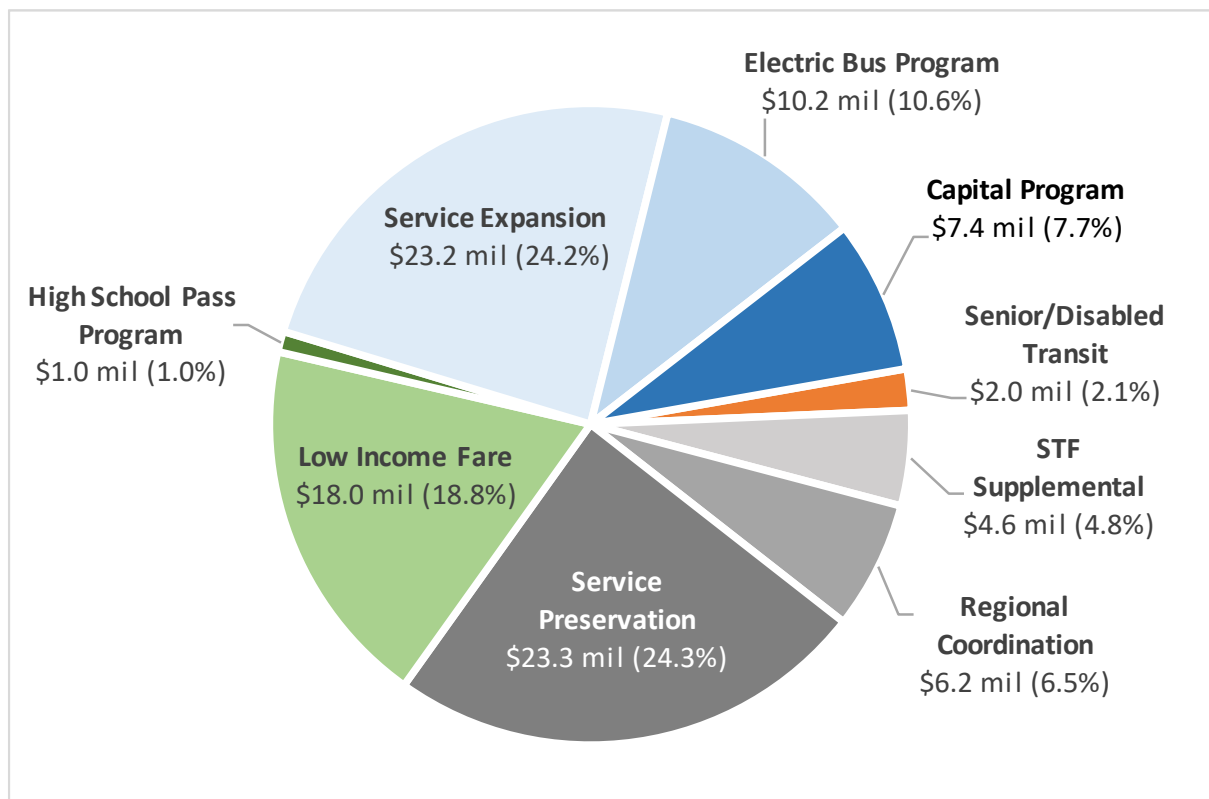
During the summer and fall of 2020, the HB 2017 Advisory Committee considered and recommended allocating ongoing funding towards six programs. As shown in **Figure 8**, the funding allocation includes important investments to continue expanding services in low-income communities:

Ongoing Funding

- TriMet Fixed route Service Expansion improvements throughout the district (\$23.2 million, 24.2%)
- Low Income Fare (\$18 million, 16.8%)
- School Transportation – a new student Transit Access Grant Program (\$1.0 million, 1.0%),
- Community based demand response Senior and Disabled Transportation (\$2 million, 2.1%)
- Electric Bus Program (\$10.2 million, 10.6%)
- Non-TriMet Regional Coordination Program (\$6.2 million, or 6.5%) in support of existing and new shuttle bus service to low income communities within the district and between other service providers in the region.

These programs will help to ensure that transit service and amenities are expanded and improved throughout the region.

Figure 8: HB 2017 Funding Allocation, FY 2021 - FY 2023



5.3 Proposed Service and Capital Improvements

5.3.1 Service Preservation

In October 2020, the HB 2017 Advisory Committee approved of carrying forward approximately \$19 million in STIF Program Reserve (FY 2019 – FY 2021) into the newly defined Service Preservation

program. Total STIF funding for the Service Preservation program in FY 2021 - FY 2023 is estimated at \$23.3 million. These funds will be used to help mitigate service cuts due to the impact of COVID-19, in conformance with the new STIF rule implementing SB1601.

5.3.2 Ongoing Transit Service Expansion and Improvements

A large share of funding will serve a significant expansion of transit service in the region as well as service improvements to the existing system (see **Attachment D** for a complete, line by line list of expansions and improvements).

Improvements

Improving the quality of bus service is just as important as providing bus service to areas that do not currently have any transit service.

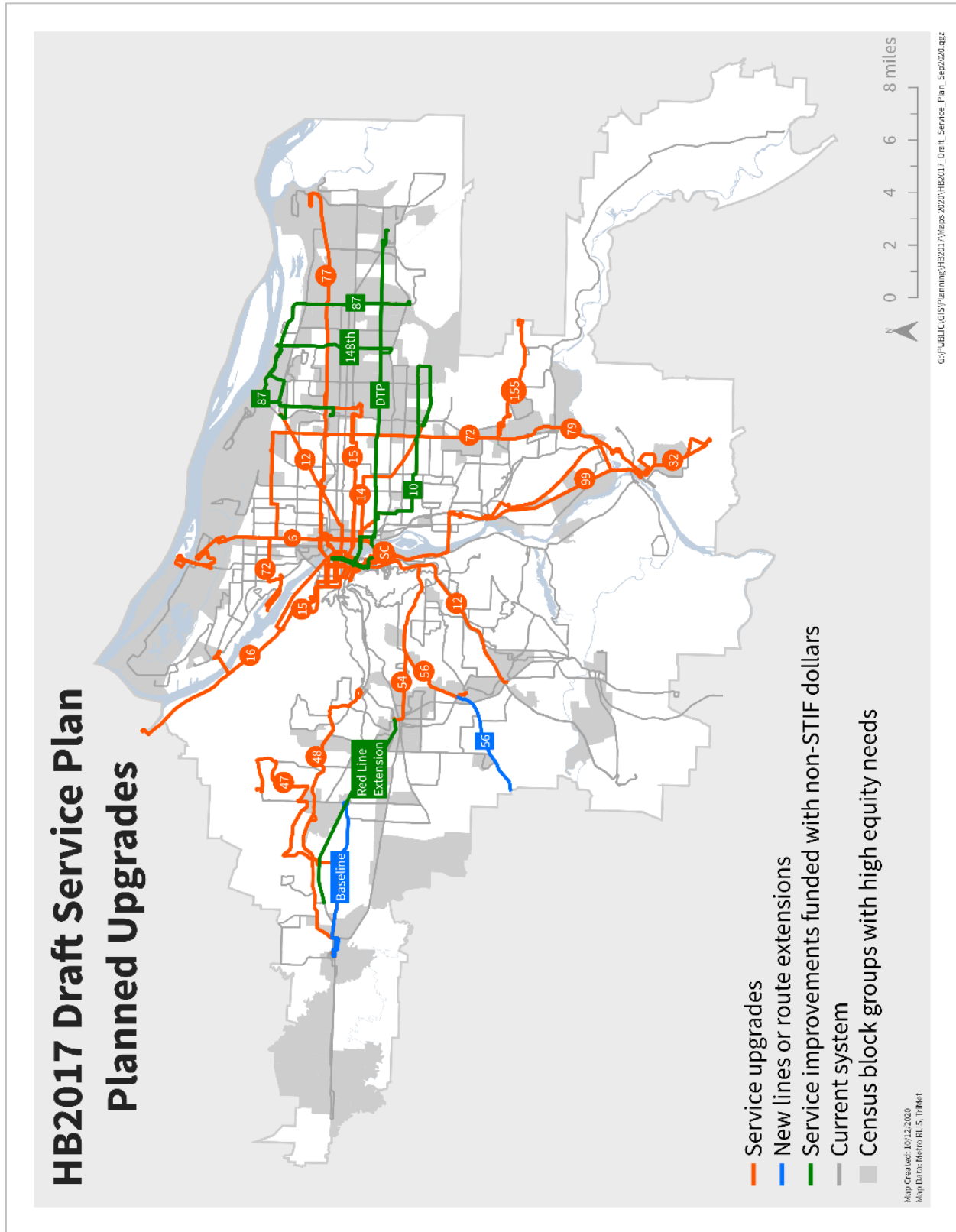
Included in the plan are recommendations to:

Nearly \$31 million in ongoing STIF Formula Funds will be dedicated to new or expanded bus routes or increased frequencies on existing routes to serve low-income communities. Investments include new buses and system capital improvements. An additional \$2 million in ongoing funds will support expansion of Elderly & Disabled transit services.

- Increase the number of trips on bus lines to reduce wait times between buses. Long waits between buses can be a deterrent for transit customers, especially if they miss their preferred bus.
- Upgrade bus lines to 15-minute Frequent Service so buses arrive every 15 minutes or better most of the day, seven days a week.
- Introduce 12-minute Frequent Service on the highest ridership bus lines and Portland Streetcar so busses and streetcars arrive every 12 minutes or better most of the day, seven days of the week.
- Begin service earlier and end service later on some bus lines, as well as add some new service in the middle of the day on lines that don't have any.
- Add more weekend service on the system to help people make trips during all days of the week.

All transit expansions and improvements in the plan serve areas identified by the committee as having a high equity need (see Chapter 4 for definition of equity needs areas), as shown in **Figure 9**.

Figure 9: PTIP Service Plan



Low-Income Fare

The committee approved continued funding of the low-income fare program with the HB 2017 funding. This program allows low-income TriMet customers to pay an Honored Citizen fare once registered for the program. The Honored Citizen fare is half off the price of a full adult fare, and 73% off a monthly pass. Low income is defined as 200% of the federal poverty level, which for 2018 equals an annual income of \$24,276 for an individual, or \$50,196 for a family of four.

It is projected that about \$18 million in STIF Formula Funds will be dedicated to the Low-Income Fare program.

Members of the following programs are automatically eligible to receive an Honored Citizens Fare:

- Oregon Health Plan/Medicaid
- SNAP/EBT (Electronic Benefits Transfer) Card
- Temporary Assistance for Needy Families (TANF)
- Free and Reduced-Price Lunch
- HUD Housing Choice Voucher
- LIHEAP (Home Energy Assistance)
- Employment Related Daycare
- Women Infants and Children (WIC)

TriMet's Low-Income Fare program began in July 2018; over 32,500 customers are currently registered for the program (go to <https://trimet.org/lowincome/index.htm>).

Regional Coordination and Community/Job Shuttles

The HB 2017 legislation required that funding be used to help facilitate trips between the TriMet district and areas outside the TriMet district. Additionally, the committee set aside funding for community and job shuttles in areas that are not cost effective for TriMet to serve but could be served via a 3rd party operator. The committee recommends continued funding of the Regional Coordination Program to operate shuttle service in these areas:

More than 6% of STIF Formula Funds will be dedicated annually to the Regional Coordination Program.

- Gresham to the Troutdale Reynolds Industrial Park
- Oregon City
- Airport Way/Columbia Corridor
- Clackamas Town Center to Clackamas Industrial Area
- Wilsonville to Bridgeport/Tualatin Park & Ride
- Clackamas Town Center to Clackamas Community College
- Columbia County to the TriMet District
- Forest Grove
- Tualatin Industrial Area
- North Hillsboro Industrial Area

See **Chapter 9** to learn more about the Regional Coordination Selection Process.

Senior and Disabled Transportation Services

The committee recommended continuation of set aside funds for community-based transportation services for seniors and people with disabilities. These may include shopping and medical shuttles, on-demand services and

2% of STIF Formula Funds will be dedicated annually to expand transportation services for seniors and people with disabilities.

transportation provided by volunteers with mileage reimbursement. The services would be operated by private, third parties (i.e., non-TriMet services) that would fill the gap between regular fixed route service and TriMet LIFT service. Funding for specific services will be allocated via a solicitation or bid process.

School Transportation

The committee is required to set aside a minimum of 1% of funds for School Transportation for grades 9 through 12. The committee proposes to continue to use 1% of funds to expand TriMet's existing Access Transit Program to include high school students enrolled in free and reduced lunch

Slightly more than 1% of STIF Formula Funds in the TriMet service district will be dedicated annually to expanding TriMet's Access Grant Program to area high schools for low-income students in grades 9 through 12.

programs. High schools throughout the TriMet District could apply for funds to buy discounted transit tickets and passes for students. The amount of funds available to high schools would depend on the schools share of students enrolled in free and reduced lunch programs within the region. Schools that participate in TriMet's Youth Pass program would not be eligible for the Access Transit program. If unallocated passes remain unclaimed after the initial solicitation of interest, those passes will be made available to schools with unmet demand on a proportional basis. For more information on TriMet's Access Transit Program, go to <https://trimet.org/accesstransit/relief.htm>.

Electric Buses

The allocated funding will allow TriMet to continue implementing its pilot program that will result in 60 new battery electric buses deployed into the fleet. The funds will go towards the purchase of the buses, charging infrastructure, maintenance garage modifications, and repair equipment. Battery electric buses are zero emission vehicles and have the potential to reduce maintenance and fuel costs. However, the impact of the region's

An estimated \$10.2 million in STIF Formula Funds will be dedicated to the Electric Bus Program.

climate and terrain on electric bus operations has yet to be determined. The allocation of these funds represent a commitment by the committee to a long-term strategy to convert TriMet's bus fleet to a non-diesel power platform. If the pilot program is successful, TriMet and the region will require additional funding to implement a complete conversion of the remainder of the bus fleet. TriMet's electric bus strategy focuses deployment of the initial electric bus fleet in high equity areas.

5.3.3 STF Supplemental

Total STIF funding for the STF Supplemental program in FY 2021 - FY 2023 is estimated at \$4.6 million. STF supplemental funds will be used to help fund transportation services for the elderly and mobility-impaired.

6 Clackamas County

6.1 Projected Funding

The projected HB 2017 funding within Clackamas County, outside of the TriMet Service, is summarized in this section for the 2-year period of FY 2021 - FY 2023. **Table 2** lists the projected HB 2017 funding for Clackamas County in total, for the individual transit service providers within Clackamas County, and for the remaining portion of rural Clackamas County. HB 2017 funding for Clackamas County in FY 2021 - FY 2023 is estimated at nearly \$8.7 million.

Much of Wilsonville is located in Clackamas County, but a portion lies within Washington County where the new employee tax is collected. For the purpose of PTIP reporting, funding to the City (SMART) as allocated through both Clackamas and Washington counties are reported under Clackamas County.

Table 2 also lists the funding allocated to Wilsonville through Washington County

Table 2: Projected HB 2017 Funding – Clackamas County

	FY 2021 - FY 2023
City of Canby	\$842,000
City of Sandy	\$307,389
South Clackamas Transportation District	\$671,000
City of Wilsonville**	\$5,314,415
Clackamas County	\$1,549,869
Total	\$8,684,673

** Service area in parts of Clackamas and Washington counties

6.2 Needs Assessment

6.2.1 Stakeholder Outreach - Public Participation

Each of the five Clackamas County local service providers conducted their own individual public outreach for their projects, using a combination of the following techniques:

- Presentations to their advisory boards and city councils
- Gathered input from their communities through one-on-one and other small meetings
- Surveys of bus riders and others
- Workshops and public meetings
- Presentations to the Clackamas County Coordinating Committee (C4)

The Clackamas County HB 2017 Transit Advisory Committee (CC HB 2017 TAC) was established through an intergovernmental agreement (IGA) between the service providers. This joint advisory committee was created to develop a specific recommendation for the projects to be included in the overall TriMet HB 2017 Public Transportation Improvement Plan. The committee includes representation from seniors, persons with disabilities, low income households, educational institutions and a transit provider outside of Clackamas County, as well as the transit providers within Clackamas County.

The CC HB 2017 TAC met on October 15 and October 22, 2020. The meetings were publicized in advance through traditional news media, on social media, and on county and transit provider websites. Each meeting included a public comment period. At these meetings, the service providers reviewed their existing service and provided background for their project proposals. After discussion, the committee recommended the full suite of projects be moved forward to the full TriMet HB 2017 PTIF Committee.

CC HB 2017 TAC reviewed and recommended projects to be included in Tri-County PTIP.

6.2.2 Transportation Needs

All the projects emerged from various planning processes. The specific plans that the projects were drawn from include:

- TriMet Coordinated Transportation Plan for Seniors & Persons with Disabilities, 2020
- South Clackamas Transportation District Transit Master Plan Update (2020)
- Sandy 2020 Transit Master Plan
- SMART 2017 Transit Master Plan
- Canby Transit Master Plan
- Mt Hood Multi-Modal Plan
- Clackamas County Transit Development Plan (under development in 2020)

6.2.3 Coordination with Other Districts

Transit service providers in Clackamas County have a long history coordinating planning and operations. Canby is a central point of coordinated bus services between CAT, SMART (Wilsonville) and SCTD (Molalla). SAM coordinates local bus service with the Mt. Hood Express (Clackamas County) with linkages in Sandy, and with TriMet on connections to Estacada.

Local transit service providers have a long history coordinating transit services within and beyond Clackamas County. Their continued efforts are helping improve the frequency and reliability of service connections between Oregon communities, especially those with low-income residents.

Clackamas County is continuing its coordination efforts to consider expanded systems connectivity between the Mt. Hood Express and new, “Around the Mountain” bus service to Hood River. SMART provides connections between Wilsonville and Salem and coordinates service with Cherriots. CAT coordinates bus service along Highway 99E between Canby and Woodburn.

6.3 Proposed Service Improvements

Table 3 lists the proposed transit service investments to improve frequency and reliability of service between Clackamas County communities. The improvements will help reduce fragmentation in the provision of transportation services outside the TriMet service district.

Service enhancement projects are numbered in accordance with **Table 3**, and listed below by county, city or transit service provider within Clackamas County. Error! Reference source not found. also notes the project type, applicable priority criteria addressed by the project, and the estimated cost. Proposed transit service enhancements in Clackamas County include:

Table 3: Clackamas County Service Enhancement Projects

Project	Description	Type				Priority Criteria				Funding
		Administrative	Planning	Capital Purchase	Service Expansion	Improve Frequency/Reliability Between Communities	Reduce Fragmentation in Services	Increase Service Frequency to Low Income Communities	Student Transportation	110%
Clackamas County										
1	Transit Hub	Preliminary planning of transit hub for bus services on Mt Hood				x	x			\$75,000
2	Capital Purchases - Mt Hood Express	Purchase one new buses to stabilize fleet capacity of existing service as well as address future service expansion resulting from Transit Development Plan/ Vision of Transit around the Mountain Project.					x	x	x	\$190,000
3	Planning and technology upgrades	Evaluate and purchase new dispatch software to be used by TRP, Clackamas County Senior Centers, Mt Hood Express, and Last Mile Shuttles.					x	x	x	\$57,000
4	Mt Hood Express Service	Continue funding for existing Mt Hood Express service to Government Camp, including one Express run daily and one Villages shuttle daily added during the last funding cycle in FY19/21.					x	x	x	\$201,339
5	Service - Clackamas County Programs	Provide increased demand response services for Seniors and Persons with disabilities. This project would increase the availability of demand response services for rural Clackamas County and those that fall outside of the TriMet LIFT District.					x	x	x	\$110,000
6	Clackamas Co. Administrative Costs	STIF program admionistrative costs, including project and plan development.		x						\$147,053
7	Mt Hood Express - Capital Purchases	Provide full match to Federal funds for purchase of two buses in FY22/23 to preserve existing service and address fleet needs for the Mt Hood Express and Transportation Reaching People Programs. All new bus purchases in FY20/21 and many of our older buses are in desperate need of upgraded equipment to meet the needs of the Express service. Upgraded equipment includes the purchase of bike trailers, ski boxes, in bus technology, etc.					x	x	x	\$50,000
8	Local Service Connections	Address two key missing connections in Clackamas County between existing transit providers as identified in the Clackamas County Transit Development Plan (TDP). Look to further study the missing connections, complete a full feasibility analysis, and outline an implementation plan. Full implementation planning of one identified key missing connection identified in the TDP.					x	x	x	\$115,000
9	Program Reserve	Approved category to cover the costs of existing service for Mt Hood Express and TRP.								\$539,477
10	Audit	Yearly required audit by TriMet.		x						\$10,000
11	Planning - Site Development Transit Hub	Building on Transit Hub initial study. Study and engage in initial site development activities.					x	x		\$40,000
12	Mt Hood Express Infrastructure Updates	Updates to the infrastructure for Mt Hood Express. Improve and place shelters and improve customer information (on-street signage).					x	x	x	\$15,000
Clackamas County Total										\$1,549,869

Table 3: Clackamas County Service Enhancement Projects (cont.)

Project	Description	Type				Priority Criteria				Funding
		Administrative Planning	Capital Purchase	Service Expansion		Improve Frequency/Reliability Between Communities	Reduce Fragmentation in Services	Increase Service Frequency to Low Income Communities	Student Transportation	100%
City of Wilsonville										
1	Electric & CNG Fleet Procurement		x			x	x	x	x	\$917,386
2	Regional Coordination Program - Route 2X Tualatin			x		x	x	x		\$1,144,106
3	Expanded Services Continuance			x		x	x	x		\$1,380,800
4	Clackamas Town Center Express			x		x	x	x		\$992,639
5	Transit Master Plan Update & Customer Survey	x				x	x	x	x	\$65,000
6	Administrative Costs	x								\$421,443
7	Fare Elimination			x		x		x		\$20,000
8	Program Reserve	x	x	x	x	x	x	x	x	\$373,041
Wilsonville Total										\$5,314,415
City of Canby										
1	CAT Route 99X Saturday Service			x		x	x	x		\$239,000
2	Canby City Circulator			x		x	x	x		\$523,000
3	Program Reserve									\$80,000
Canby Total										\$842,000

Table 3: Clackamas County Service Enhancement Projects (cont.)

Project	Description	Type				Priority Criteria				Funding
		Administrative Planning	Capital Purchase	Service Expansion		Improve Frequency/Reliability Between Communities	Reduce Fragmentation in Services	Increase Service Frequency to Low Income Communities	Student Transportation	100%
SCTD										
1	Maintain Enhanced Transit Service			x		x	x			\$160,000
2	Enhanced Transit Service			x		x	x	x		\$30,000
3	Infrastructure		x			x				\$80,000
4	Electronic Customer Information	x	x			x	x			\$25,000
5	Audit	x								\$15,000
6	Program Reserve			x		x	x			\$61,000
7	New Vehicles		x			x	x			\$300,000
SCTD Total										\$671,000
City of Sandy										
1	Expanded Services Continuance			x		x	x	x	x	\$163,560
2	Administration Costs	x								\$37,000
3	Safe Routes		x						x	\$5,000
4	Program Reserve	x	x	x	x					\$86,829
5	Capacity Planning		x			x	x	x	x	\$15,000
Sandy Total										\$307,389
Total Clackamas County										\$8,684,673

Clackamas County

- 1 Transit Hub Planning - Preliminary planning of transit hub for bus services on Mt Hood (carryover funds)
- 4 Continued funding for existing Mt Hood Express service to Government Camp, including one Express run daily and one Villages Shuttle daily added during the last funding cycle in FY19/21
- 5 Demand Response Service - provide increased demand response service for Seniors and Persons with disabilities in rural Clackamas County and those that fall outside of the TriMet LIFT District
- 6 Administrative Costs - Cover costs of administering STIF program, including project and plan development.
- 8 TDP Connections - Address two key missing connections in Clackamas County between existing transit providers as identified in the Clackamas County Transit Development Plan (TDP).
- 9 Program Reserve - approved category to cover the costs of preserving existing service for Mt Hood Express and Transportation Reaching People (TRP) program (carryover funds)
- 10 Audit - approved category to cover the costs of required STIF Audit(s)
- 11 Transit Hub Site Development - building on the preliminary Transit Hub planning project. Further study and engage in initial site development activities

City of Wilsonville (SMART)

- 2 Regional Coordination Program - Route 2X Tualatin - Provide express service between Tualatin Park and Ride and Wilsonville Transit Center. (Continued)
- 3 Expanded Services Continuance -Continue funding for existing service on Route 1X mid-day service, Route 2X in-town service, Route 7 neighborhood shuttle and Medical Shuttle service to Meridian Medical Center. (Continued)
- 4 Clackamas Town Center Express - Provide weekday service between Wilsonville Transit Center and Clackamas Town Center with limited stops if Oregon Department of Transportation allows use of bus-on-shoulder. (New)
- 5 Transit Master Plan Update & Customer Survey -Update SMART's Transit Master Plan to include STIF funding sources and future planning. Conduct in-depth Customer/On-board survey. (New)
- 6 Administrative Costs - Administration of the STIF program including development, reporting, audit costs, procurement, and expanding facilities. (New)
- 7 Fare Elimination - Eliminating fares for Route 3X, giving equitable transportation connectivity from Wilsonville to Canby. (New)
- 8 Program Reserve - To support current STIF projects if actual expenses exceed planned expenses for STIF or matching funds. (New)

City of Canby (CAT)

- 1 CAT Route 99X Saturday Service - Continue CAT Route 99X and Demand Responsive services on Saturday. The project includes at least 10 revenue hours of service for CAT Route 99X and 2 Demand Response vehicles and dispatch support to be available during the 10-hour span of fixed-route/commuter services on Saturdays.
- 2 CAT City Circulator – The city circulator will connect underserved areas of Canby to local services and increase access to transit providers from outside the city. The city circulator will provide no less than 10 hours per day of service.
- 3 CAT Program Reserve – Reserve for Grant funding shortfalls - This Shortfall will address any potential losses in STIF, 5311, 5310 or STF funding used for operation during the next biennium.

South Clackamas Transportation District (SCTD)

- 1 Maintain Enhanced Transit Service - Continue to maintain funding for existing transit services added during the last funding cycle in FY19/21; within and originating in Molalla, a low-income area, increase days of service to include Saturdays on intra-city route; increase M-F AM peak-hour service on Molalla-CCC intercity route; increase service hours M-F on Molalla-Canby intercity route.
- 2 Additional Service Enhancements - Provide increased transit services, especially for seniors and persons with disabilities, from Molalla, a low-income area, to Clackamas Community College connecting with other regional transit services.
- 4 Electronic Customer Information - Provide enhanced customer information via electronic channels (such as websites, mobile apps) including real-time vehicle arrival information, improved trip planning, and other electronic tools to improve rider information, mobility and access.
- 5 Audit - approved category to cover the costs of required STIF Audit(s).
- 6 Program Reserve - To support current STIF projects if actual expenses exceed planned expenses for STIF or matching funds.
- 7 New Vehicles - Purchase two new buses during FY21-23.

City of Sandy (SAM)

- 1 Expanded services continuance: Shopper Shuttle Extension, SAM Gresham, SAM Estacada
- 2 Administration Costs - Administration of the STIF program including development, reporting, audit costs, procurement, and expanding facilities. (New)
- 4 Program Reserve - Category to cover cost of preserving service. (New)
- 5 Capacity Planning/Construction - Plan for improved admin space, adequate and private training room, addition of a driver restroom/break area. (FY21-23) (Continued)

6.4 Proposed Capital Improvements

Capital improvement projects are also numbered in accordance with **Table 3**, and listed below by county, city or transit service provider within Clackamas County. Proposed transit capital improvements in Clackamas County include:

Clackamas County

- 2 Mt Hood Express - Capital purchase of one new bus to stabilize fleet capacity of existing service and address any future route expansions resulting from the Transit Development Plan or Vision around the Mountain projects (carryover funds)
- 3 Technology - Evaluate and purchase new dispatch software to be used by TRP, Clackamas County Senior Centers, Mt Hood Express, and Last Mile Shuttles (carryover funds)
- 7 Mt Hood Express and TRP - Provide full match to Federal funds for purchase of two buses in FY21-FY23 to preserve existing service and address fleet needs for the Mt Hood Express and Transportation Reaching People Program (TRP). Also provide dollars for upgraded equipment to meet the needs of the Express service, including bike trailers, ski boxes, and bus technology.
- 12 Infrastructure Updates - Improve / place shelters and customer information (on-street signage) for the Mt Hood Express

City of Wilsonville (SMART)

- 1 Electric & CNG Fleet Procurement - Buy alternative fuel buses for destinations to enhance transportation options to include 2 electric buses, 3 CNG cutaways, and purchase & install of electric charging infrastructure. (1 electric bus - Continuing; 1 electric bus, 3 CNG buses, & infrastructure - New)

South Clackamas Transportation District (SCTD)

- 3 Infrastructure Improvements - Continue to improve on-street amenities at stops and shelters and improve customer information (on-street signage).

City of Sandy (SAM)

- 3 Safe Routes to School Bus Stop Improvements - Continue to improve on-street amenities at stops and shelters through collaboration with the Planning Department in a Safe Routes to School Project. Provide improvements at bus stops located by the school. (New)

See **Attachment F** for a full listing and description of service and capital improvement projects within Clackamas County.

7 Multnomah County

7.1 Projected Funding

The projected HB 2017 funding within Multnomah County, outside of the TriMet Service, is summarized in this section for the 2-year period of FY 2021 - FY 2023. **Table 4** lists the projected HB 2017 funding for Multnomah County, estimated at \$269,000. Inclusive in the funding estimate, Multnomah County estimates approximately \$49,500 in unspent funds and TriMet has estimated \$123,275 in overage not disbursed to the County during FY 2019 – FY 2021 (estimates are projected through the end of FY 2021).

Table 4: Projected HB 2017 Funding – Multnomah County

	FY 2022	FY 2023	Total
Multnomah County	\$134,000	\$135,000	\$269,000

7.2 Needs Assessment

7.2.1 Stakeholder Outreach - Public Participation

Due to the low revenue projections, Multnomah County was not instructed to create a committee to determine how to use the funds. Multnomah County Transportation Division staff met with several internal and external stakeholders to determine how to proceed. Internal stakeholders include staff in the Health Department, Department of County Human Services, and Department of Community Services. Outreach to additional stakeholders and the public is included in planning and coordination projects.

7.2.2 Transportation Needs

Easy access to affordable transportation is an important resource for connecting older adults and people with disabilities to the community. Access to affordable and reliable transportation is a critical component to receiving quality health care, preventing abuse and social isolation, having access to nutritious foods, and connecting to other community-based services or employment. Aging, Disability, & Veterans Services Division conducted public outreach in 2016 to learn more about the needs of older adults in the community. Transportation coordination and resources was the most frequently cited issue and all groups indicated that more transportation resources are needed. The percentage of residents over age 65 is higher in the rural areas of Multnomah County than in the county as a whole.

Supporting Plans

The Transportation System Plan for Unincorporated Multnomah County does not include a transit element but does have several policies that note a desire to coordination and provide some level of service in the rural areas:

Policy 13: TDM, Outreach, and Transit

Implement a range of Transportation Demand Management (TDM) policies encouraging existing businesses and requiring new development (beyond single-family residential use and agricultural uses) to help reduce vehicle miles traveled (VMT), and alleviate congestion on county roads caused by seasonal and special event traffic, as well as through commuter traffic.

Policy 14: TDM, Outreach, and Transit

Coordinate and work with transit agencies and service providers (including, but not limited to, TriMet, CC Rider, and C-Tran) to identify existing transit deficiencies and the improvements necessary to increase access to transit services by potential users.

Policy 24: TDM, Outreach and Transit

On rural roads with heavy through traffic, consider implementing appropriate measures such as Transportation Demand Management (TDM) to reduce such traffic.

Policy guidance for transit planning and service delivery in rural Multnomah County is also provided by regional (TriMet Coordinated Transportation Plan) and state plans, in particular the draft goals of the Oregon Public Transportation Plan (see **Attachment E**).

Additional research is being completed to (1) aggregate transit disadvantaged populations demographics in rural areas (areas outside of TriMet), (2) gather information about destination and travel needs relative to those populations, (3) generate prioritized list of transit related projects/improvements, and (4) adopt a Transit Element Appendix to the County Transportation System Plan.

7.2.3 Coordination with other districts

Multnomah County is continuing its coordination with service providers that have transit connections closest to the rural areas. This includes TriMet, Columbia County Rider, Columbia Area Transit, Columbia Gorge Express, Sandy Area Metro, and Ride Connection. Proposed Service Improvements

Proposed service investments will continue demand response service started in the last biennium and planning for additional service in rural Multnomah County. The County will also continue to coordinate with two other types of services currently provided in the rural areas:

1. Service provided by Columbia and Hood River Counties (fixed route or deviated fixed route through rural Multnomah County) and provides service through the rural area
2. Vouchers or other coordinated medical service for Elderly and Disabled citizens from the rural areas to necessary services.

In order to ensure the newly provided demand response service or potential expansion of services matches the community's needs, further planning, evaluation and public outreach will be required.

Marketing, Administration and Planning Support

Additional outreach, assessment and planning will be necessary to determine the need, type of service and specific projects to best meet the needs outside the TriMet service district. Planning began in the previous biennium to establish existing conditions for transit in the rural area and research travel needs. Public outreach to develop and prioritize a project list was put on hold due to COVID-19. This planning effort will be completed in FY 2022 and additional planning will be conducted to refine the service proposals for implementation and seek supplemental funding sources as necessary.

Multnomah County will also use funds to support administration of the program and marketing of services provided.

Demand Response Service

Demand response service is being provided under a contract with Ride Connection to connect residents outside of the TriMet service district with TriMet transit hubs and to provide door-to-door service for populations with mobility or special needs. Priority is given to elderly, disabled, and those without access to a vehicle. We are proposing to continue this service and market it to the rural areas. The County will evaluate service levels to determine if demand is being met for determining future investment.

Expanding Inter-Regional Service Coordination

Inter-regional coordination is a cost-effective way to introduce and supplement services to rural communities. Columbia and Hood River counties have services that run through Multnomah County to connect to the TriMet's service district. The County will continue to explore opportunities for connecting with these regional transit services, including participating in regional planning and coordination meetings, such as Around the Mountain Vision project and Gorge congestion planning.

Estimated HB 2017 Fund Budget

Table 5 shows the two- year budget proposal breakdown for planning, coordination, and outreach programming and for demand response service operations, marketing and administration.

Table 5: Summary of 2-Year, Rural Multnomah County Transit Budget Proposal (only HB 2017 funds)

Fiscal Year	Planning, Coordination and Outreach	Demand Response Service, Marketing and Administration	Total
FY 2022	\$64,000	\$70,000	\$134,000
FY 2023	\$65,000	\$70,000	\$135,000
Total	\$129,000	\$140,000	\$269,000

7.3 Proposed Capital Improvements

No capital improvements are planned for FY 2021 – FY 2023.

7.4 Proposed Regional Coordination Project Funds

Due to the late start during FY 2019 – FY 2021, Multnomah County estimates up to \$810,000 in unspent funds and interest carryover for the Regional Coordination Program. This estimate is projected through the end of FY 2021 based on current spending. Multnomah County anticipates programming unspent and projected revenue on the following Regional Coordination Project activities:

- Complete planning, outreach, and procurement of contracted services for the Airport Way shuttle in FY 2022. Service is estimated to begin by the end of the first quarter of FY 2022.
- Operate 3 job-connector shuttles (Swan Island, Troutdale, and Airport Way) using contracted services.
- Coordinate with agency partners and businesses/employees served; assess opportunities to enhance services long-term.
- Marketing, evaluation, and outreach.
- Oversee contracted operations and administer program.

8 Washington County

8.1 Supporting Plans

Washington County's Transportation System Plan goal for transit is to make it a seamless, integrated, affordable, safe, accessible and viable travel option for all people living, working and visiting Washington County. Transit is a critical component of Washington County's transportation system, reducing automobile trips and congestion, providing travel options for people without vehicles or those who choose not to drive, curbing greenhouse gas and other emissions, and reducing transportation costs for individuals and families. While Washington County enjoys a relatively robust transit system compared to other suburban/rural counties, plenty of transit service, access and amenity needs remain.

Washington County's Transit Development Plan (to be adopted early 2021) provides a broad look ahead to the type of transit system and supportive infrastructure required to meet Washington County's mobility needs outside TriMet and SMART service districts as well as community connector and last-mile services. The Transit Development Plan (TDP) will guide decision-making for Washington County for the next five plus years. The TDP takes into account the community needs and planned services identified through recent transit service planning efforts in Washington County and adjacent counties, including the following:

- Transit Element of the Washington County Transportation System Plan (2019)
- TriMet's Unified Service Enhancement Plan (2018)
- Coordinated Transportation Plan for Seniors and Persons with Disabilities (2016)
- SMART Transit Master Plan (2017)
- Tillamook County Transit District Intercity Transit Enhancement Plan (2018)
- Yamhill County Transit Area Transit Development Plan (2018)
- Tri-County Public Transportation Improvement Plan (2018)
- Washington County Near-term Transit Study (2019)
- Washington County Strategic Solutions for First Mile/Last Mile Transit Connections Report (2020)

8.2 Needs Assessment

This section summarizes the key findings from an assessment of needs completed for the development of the TDP and list of priorities for the PTIP as required by HB 2017. Building on the previous transit planning efforts noted above, the needs assessment and prioritization took into consideration factors such as demographics, travel demand and information gathered through public engagement.

8.2.1 Advisory Committee

The Washington County Board of Commissioners appointed an advisory committee to advise the Board on prioritizing public transportation projects to be funded from the Statewide Transportation Improvement Fund for areas outside TriMet and SMART service districts and for regional coordination projects within the TriMet District in Washington County for consideration by TriMet's HB 2017 Transit Advisory Committee for the three-county area. Chaired by Washington County Board of Commissioners (Board) Chair Harrington, the committee includes two members representing the County (one elected official and one staff member), one representative each from the cities of Banks, Gaston and North Plains, plus members who represent diverse demographic, geographic and transit perspectives. Three ex-officio members represent SMART, TriMet and Ride Connection. The committee met four times and

reviewed the community needs and recommended a list of priorities to be forwarded to TriMet's HB 2017 Transit Advisory Committee.

8.2.2 Demographic Characteristics

Washington County covers 727 square miles; the vast majority - 617 square miles - are outside the urban growth boundary (UGB), and outside of the TriMet and SMART service districts. Washington County's population, which is more than 600,000 people with approximately 30,000 residents living in the rural area, has seen increases in ethnic and cultural diversity. Within the TriMet District, the County has become a more diverse and increasingly dense urban area.

Large parts of urban area, within the TriMet Service District, have higher than the regional average concentration of low-income households, people of color, people living with a disability, youth and older adults. In the rural area, outside the TriMet District, the residential population is primarily concentrated within the three incorporated cities of Banks, North Plains and Gaston. Outside the Metro UGB area the population is slightly older, more affluent and less racially diverse compared to the urban area, as shown in **Table 6**.

Table 6: Washington County Average Comparative Statistics

	Rural	Urban	TriMet Service District
People per square mile	50	4,100	3,000
Concentration of Low-Income Households (200% federal poverty level)	17%	23%	27%
People of Color (non-white)	15%	36%	30%
Older Adults (65+)	17%	12%	14%
Youth (<18)	21%	23%	21%

Employment densities are overall significantly lower outside of the Metro UGB, with farms and nurseries being the most common rural employers. Within rural Washington County, the highest concentrations of jobs are located in Banks and North Plains with pockets of more dense, low-wage job sites (60+ employees immediately south of Forest Grove, north of Cornelius and south of Hillsboro along the Hwy 219 and 210 corridors.

Washington County recently completed the Strategic Solutions for First Mile/Last Mile Transit Connections Report, which developed strategies for improving access to public transportation in the county. An outcome of the study was a mapping analysis of areas inside the urban area that are not within typical walking distance to transit service. The analysis considered density of households and jobs. The study identified several emerging growth areas currently not served by fixed-route transit that warrant further analysis to determine the viability of potential future shuttle service. These areas are typically located near the edge of the UGB and include: Cedar Mill/Bethany/North Bethany:

- Jackson East area of Hillsboro
- South Hillsboro
- Aloha/South Beaverton/Cooper Mountain/River Terrace
- Bull Mountain/portions of King City west of OR 99W
- Southview area of Tigard

- Portions of Cornelius north and south of OR 8
- Areas west and south of downtown Sherwood
- Basalt Creek

8.2.3 Public Engagement

Public engagement is a critical part of any planning effort and essential to understanding unmet transit needs and how Washington County can address those needs. The following summarizes the stakeholder outreach and engagement that informed Washington County's TDP and STIF priorities:

- Cities of North Plains and Banks conducted community surveys focused on public transportation in 2018 that resulted in over 260 combined participants.
- Ride Connection, Washington county's public transportation provider, conducted community outreach in Forest Grove, Cornelius, Banks and North Plains to inform and guide expansion planning for GroveLink and westLink (FY 2019 and FY 2020). Methods included stakeholder interviews, open houses, focus groups, online and intercept surveying, tabling at community events and public presentations. Outreach successfully engaged youth, Latinx communities, people experiencing homelessness, older adults and people with disabilities and low-income populations.
- Ride Connection conducted an online community survey as part of a transit feasibility study for Aloha/South Beaverton/Cooper Mountain/Scholls area in June 2020 with ninety participants.
- Washington County conducted an online survey for its Strategic Solutions for First Mile/Last Mile Transit Connections Report in fall, 2019 with over 320 participants.
- Washington County Disability, Aging and Veteran Services (DAVS) completed a needs assessment survey in August 2020 with over 700 participants.
- Washington County in partnership with Ride Connection conducted an online survey to inform the Transit Development Plan October 2020 with over 110 participants.
- Washington County's transit advisory committee members shared their understanding of community needs for transit and solicited input from other stakeholders.

Collectively some major themes and needs emerged, which are summarized below:

General

- Transit riders are nearly twice as likely to say that safer streets would encourage more transit use.
- Non-riders were twice as likely to say that information about time and cost savings would encourage them to use transit.
- High level of interest in shuttles as a viable option in areas not currently served by transit.

Services

- Better connections to TriMet's MAX and Frequent Bus service
- New service in areas without existing service.
- Improved service in areas with existing service (e.g. better frequency, extended hours, weekends).
- Better meet the dial-a-ride (DAR) needs, including rural DAR service, reduce wait time for DAR
- Improved "first and last mile" service (e.g. to/from fixed transit service, businesses such as health care/shopping/banks) using shuttles and/or integrating with demand-response service

- Eliminate or reduce service and/or geographic gaps
- Funding for additional vehicles, operations/maintenance, paid drivers
- Meeting currently unmet medical needs (e.g. routine and life sustaining treatments like dialysis)
- Better service to the Oregon coast, Tanasbourne and PCC Rock Creek and Portland.

Infrastructure

- Improve transit infrastructure (e.g. accessible/safe/secure bus stops, including seats/shelters/lighting/signage)
- Improve access to transit infrastructure (e.g. complete sidewalk gaps, crosswalks, mid-block crossings, wayfinding, curb cuts, reduce out-of-direction travel)
- Improve street network connectivity

Coordination

- Coordination and partnerships between transit providers/public agencies/community-based organizations/medical partners to reduce service fragmentation, schedule changes, fare policies/reciprocity, infrastructure needs, stop locations, shuttle services, travel training, carpool matching programs
- Improved marketing

Technology

- Real-time information technology
- Automatic stop announcements

8.3 Proposed Service Improvements

Table 7 lists the transit program priorities, and **Table 8** lists the categories and priority criteria they support. The majority of these improvements build upon successful existing services and leverage other state and federal funding programs. For more information on the transit service investments, read the County's Transportation development plan on the County website:

<https://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/PublicTransportation/transitdevelopment.cfm>

Table 7: PTIP Project List – Washington County Transit Service Enhancements

Project description	Priority improvement
westLink: Deviated fixed route operations serving Forest Grove, Hillsboro, Banks and North Plains.	<ul style="list-style-type: none"> • Maintain existing midday service (initiated in FY 2021)⁴ • Add weekend service • Add earlier and/or later service
Rural Demand Response: Provides rides for any purpose including medical, meals, shopping, recreation, volunteering or work. Services are provided door to door. In some cases, drivers may be able to offer more assistance and help with bags.	<ul style="list-style-type: none"> • Maintain services in expanded service area (initiated in FY 2021)⁵ • Pilot new service structure to add flexibility • Add efficiency/technology improvements to achieve cost savings and improved customer service
Interregional Coordination: Subsidizes services provided by adjacent counties to improve connections and reduce service fragmentation for riders of all counties.	<ul style="list-style-type: none"> • Continue coordination with Yamhill, Columbia and Tillamook Counties to improve services connections⁶ • Add and/or improve service and stop coordination
Rural Workforce Shuttle Public shared-ride or micro transit to serve farm, nursery and other agricultural industry workforce needs.	<ul style="list-style-type: none"> • Maintain shuttle service initiated in FY 2021 • Expand/adjust based on demand
Regional Coordination: Provides community connections and employment area access with service to MAX, WES and Frequent Bus stops in Forest Grove, Cornelius, Tualatin and Hillsboro.	<ul style="list-style-type: none"> • Maintain existing services on GroveLink, Tualatin Shuttle and North Hillsboro Shuttle • Expand to meet increased demand; weekend and midday service
Capital	<ul style="list-style-type: none"> • Improve technology, bus stops, fleet, charging stations
Marketing: Develop and implement traditional and digital marketing campaign to promote the existing and expanded service.	<ul style="list-style-type: none"> • Increase awareness and ease of use of services
Administration: Administrative costs to comply with OAR 732-404-0000, including review program records, audit financial records, and monitor operations.	<ul style="list-style-type: none"> • Manage STIF program and comply with Agreed Upon Procedures (AUP) as required by TriMet and ODOT.
Planning: Planning and public engagement for future transit service improvements.	<ul style="list-style-type: none"> • Prepare planning and feasibility studies to identify transit priorities and update Transit Development Plan for FY 2024 – FY2025

⁴ STIF funding supplements services provided by Ride Connection using Federal funds.

⁵ STIF funding supplements Demand Response services provided by Ride Connection using other funding sources.

⁶ STIF funding supplements coordination subsidies provided by Ride Connection using other funding sources.

Table 8: PTIP Project List – Investment Category and Priority Criteria

Project	Type				Priority Criteria				2-Year Plan	
	Administrative	Planning	Capital Purchase	Service Expansion	Improve Frequency/Reliability Between Communities	Reduce Fragmentation in Services	Increase Service Frequency to Low Income Communities	Student Transportation	FY 2022	FY 2023
1 westLink				X	X	X	X	X	X	X
2 Rural Demand Response				X	X	X	X	X	X	X
3 Inter-regional Coordination				X	X	X			X	X
4 Rural Work Force Shuttle				X	X	X	X		X	X
5 Regional Coordination				X	X	X	X	X	X	X
6 Capital			X		X	X			X	X
7 Marketing	X					X			X	X
8 Administration	X						X	X	X	X
9 Planning & Outreach		X			X	X	X	X	X	X

8.4 Projected HB 2017 Funding and Budget

The projected HB 2017 funding within Washington County, which includes regional coordination funds and revenue generated outside of the TriMet Service District, is summarized in this section for the 2-year period of FY 2021 – FY 2023. The projected HB 2017 funding also includes projected carry forward funds and additional revenue not expended from the FY 2019 – FY 2021 STIF. **Table 9** lists the projected HB 2017 funding for Washington County, estimated at over \$3.6 million.

Table 9: Projected HB 2017 Funding – Washington County

	FY 2022	FY 2023	Total
Washington County	1,790,300	\$1,906,200	\$3,696,500

Estimated HB 2017 Fund Budget

Table 10 shows the two year budget proposal breakdown for planning, capital, administrative overhead and operational costs.

Table 10: Summary of 2-Year, Washington County Transit Budget Proposal (only HB 2017 funds)

Program	FY 2022	FY 2023	Total
West Link	\$78,400	\$141,700	\$220,100
Demand Response	\$103,000	\$103,000	\$206,000
Inter-regional Coordination	\$24,500	\$25,250	\$49,750
Rural Workforce Shuttle	\$79,900	\$101,300	\$181,200
Regional Coordination	\$1,334,500	\$1,374,500	\$2,709,000
Capital	\$100,000	\$80,000	\$180,000
Planning	\$25,000	\$35,000	\$60,000
Marketing	\$30,000	\$30,000	\$60,000
Administration	\$15,000	\$15,450	\$30,000
Total	\$1,790,300	\$1,906,200	\$3,696,500

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9 Regional Coordination Program and Plan

The HB 2017 Transit Advisory Committee recommended the inception of the Regional Coordination Program (RCP) to directly address STIF Rule requirements. The purpose of the RCP is to guide STIF funding for two key services: (1) last mile shuttle services within TriMet’s service district, and (2) regional, coordinated public transportation services that reduce fragmentation between TriMet and communities outside the TriMet service district, but inside Clackamas, Multnomah, and Washington counties.

Six tenets were selected to guide the planning, development and project selection for the RCP:

Equity	Improve access for low-income or minority populations.
Improve Access to Jobs and Job-Related Support Services	Improve access for low-income individuals to industries and geographic areas that provide entry-level job opportunities and job-related support services such as education, vocational and skills training, and child-care.
Last Mile Shuttles	Improve connectivity and reduce fragmentation between TriMet and communities outside TriMet’s service district, but inside Clackamas, Multnomah and Washington Counties.
Regional Coordination	Take a coordinated regional approach, bringing together the regional public transportation agency, community-based, and alternative transportation providers, human services agencies, employment and training programs, employers, transportation associations, and other stakeholders in a collaborative process.
Provide Appropriate Transportation Options	Address travel needs at times of day and on days of the week that correspond with entry-level employment opportunities. Services such as travel training enable people to find transportation solutions even if their needs change in the future. A network of services may offer alternatives and options to address identified needs.
Use Resources Effectively	Be cost-effective in service design and delivery in order to provide maximum levels of transportation and related support with the program resources available without duplicating existing public transit services in the Region. Make the best use of existing resources/services and advances in technology, leverage STIF funds whenever possible, and target STIF-funded services to address priority needs.

9.1 RCP Subcommittee

In June 2018, the HB 2017 Advisory Committee appointed the RCP Subcommittee to review, evaluate, score and recommend last mile shuttle projects for STIF funding through the Regional Coordination Program. RCP Subcommittee members were appointed by the HB 2017 Transit Advisory Committee, including two representatives from each county and two, at-large representatives from organizations concerned about public transportation services for low-income populations.

9.2 RCP Project Selection Process & Criteria

Eligible Projects

RCP eligible projects include capital, planning and operation of services that target either last-mile shuttles or connections that reduce fragmentation.

Eligible projects in the RCP must meet specific requirements, as confirmed by the RCP Subcommittee. The evaluation of requirements is based on the following questions:

1. Does the project benefit a high percentage of low-income households?
2. Does the project appear in a Local Plan?
3. Is the funding request for planning, capital, and/or operations?
4. Is the funding request for a last mile shuttle within TriMet’s district or a service that reduces fragmentation between TriMet and communities outside TriMet’s service district, but inside Clackamas, Columbia, Multnomah and Washington Counties without duplicating an existing fixed route?

Eligible Applicants

Clackamas, Multnomah, and Washington counties and government-operated transit providers are eligible applicants for the RCP.

Project Selection Process and Timeline

A region-wide competitive solicitation was administered by the RCP Subcommittee. The process for the selection of projects was drafted using criteria established in consultation with the HB 2017 Advisory Committee. **Figure 10** highlights the schedule that was used to develop the RCP framework, project solicitation period, and the evaluation and selection of priority RCP projects.

Figure 10: Regional Coordination Program Schedule



Evaluation Criteria

Applications were scored by the RCP Subcommittee based on the criteria below. The scoring indicated how well the proposed project satisfied each criterion, and the RCP Subcommittee made the final recommendation to the HB2017 Transit Advisory Committee for approval. Evaluation criteria included the following questions:

1. To what extent does the project leverage other resources?
2. To what extent does the project improve last mile connections within the TriMet District and/or reduce fragmentation between TriMet and communities outside TriMet’s service district, but inside Clackamas, Multnomah and Washington Counties without duplicating an existing fixed route?
3. To what extent does the project improve access to jobs and essential services for low-income and minority populations?
4. To what extent does the project have local support and, where applicable, regional coordination?
5. To what extent is the project cost-effective?

9.3 Selected Projects

In August 2018, the RCP Subcommittee received 14 applications for STIF Formula Funds. Subcommittee members scored each application, individual scores were compiled, and rankings for the 14 applications were assigned by the Subcommittee during its August 24, 2018 meeting. By consensus, the Subcommittee recommended ten RCP projects to the HB 2017 Advisory Committee as eligible to receive STIF Formula Funds, as listed in Table 11.

Table 11: Recommended RCP Projects

<ul style="list-style-type: none"> • Line 81 Weekend Shuttle Service (between Gresham and Troutdale Reynolds Industrial Park) • Oregon City Last Mile Shuttle Service • Airport Way Industrial Area Community/Jobs Connector • GroveLink Expansion • Clackamas Industrial Last Mile Shuttle Service 	<ul style="list-style-type: none"> • Tualatin Shuttle Expansion • North Hillsboro Shuttle Expansion • SMART Route 2X - Tualatin • Clackamas Community College Shuttle Expansion Project • CC Rider Line 1 and 2 Expanded Access and Service Improvements
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See **Attachment G** for the full descriptions of the recommended RCP projects.

During the summer of 2018, the HB 2017 Advisory Committee allocated funding to the RCP Program of projects.

9.4 2020 PTIP Update to RCP Program

In September 2020, the HB 2017 Advisory Committee approved the continued allocation of funding to the RCP projects (listed in Table 11) for the FY 2021 - FY 2023 biennium.

10 Conclusion

Engaging the Community

The PTIP reflects extensive public engagement with transit riders and plan stakeholders at the local, grass-roots level throughout the region. Outcomes of the public engagement efforts are used to affirm transit improvement priorities and funding allocations that were considered by local committees in Clackamas, Multnomah and Washington counties (Chapters 6-8) and by the HB 2017 Transit Advisory Committee (Committee) (TriMet service district, Chapter 5).

Public input and the technical findings and recommendations contained in the PTIP reflect a broad consensus of the Committee with respect to transit service and program improvements within the TriMet service district. The Committee also embraced the individual plan recommendations from cities and transit districts who service communities outside the TriMet service district but within the tri-county area. The Regional Coordination Subcommittee recommends specific improvements to enhance transit connections between service districts (Chapter 9). Their recommendation is included in the PTIP, as approved by the HB 2017 Transit Advisory Committee.

Charting the Allocation of HB 2017 Funds

The 2020 PTIP (in parts) examines the latter two years of a 5-year roll-out of possible future services and programs to improve service in low-income communities. It targets planned revenue and service improvements and programs for FY 2021 - FY 2023. The plan allocates STIF Formula Fund moneys to the region's transit service providers, and carefully considers plan targets of expected HB 2017 revenue within each of the region's individual service areas and counties, and in total (Chapter 2).

Defining Low-Income Communities for Plan Investments

A key objective of HB 2017 is to improve transit services in Oregon's low-income communities. The PTIP takes special effort to define what constitutes the low-income communities that will benefit from HB 2017 investments. The TriMet Transit Equity Advisory Committee helped develop the region's Diversity and Transit Equity Index (Chapter 4). The Index was approved by the HB 2017 Transit Advisory Committee and applied in the plan to guide improvement plans and programs that benefit low-income communities.

Assessing Need and Identifying Proposed Service and Capital Improvements

The PTIP addresses the transportation needs of people residing in and traveling within the region, especially those residents in low-income communities. Key project and program provisions of the PTIP include:

- Increasing the frequency and adding new or expanded bus service in low-income communities (Chapters 5-8)
- Implementing expanded reduced fare programs for low-income households (Chapter 5)
- Procuring low or no emission electric buses (TriMet – Chapter 5 and SMART – Chapter 6)
- Improving the frequency and reliability of service connections between communities inside and outside of the TriMet service district (Chapter 9)
- Fostering coordination between transit service providers to reduce fragmentation (Chapters 5-9), and
- Expanding TriMet's Access Transit Program for students in grades 9 through 12 (Chapter 5)

The comprehensive set of projects and programs contained in the PTIP demonstrate the region's commitment to investing the Keep Oregon Moving Act with recommended services and facilities to better serve low-income communities within the Tri-County Region.

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Attachment A

**HB 2017 Advisory Committee and
Regional Coordination Program Committee**

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HB2017 Advisory Committee Members

Gaby Aboud-Zeid PSU Student	Adam Argo Rider Representative, Clackamas County
Shuk Arifdjanov, Multnomah County Rider Rep	Dan Bower Executive Director, Portland Streetcar
Dwight Brashear Executive Director, South Metro Area Regional Transit	Jan Campbell Chair, TriMet Committee on Accessible Transportation
Aron Carleson Executive Director, Hillsboro Schools Foundation	Pat Daniels Executive Director, Constructing Hope
Jillian Detweiler Executive Director, The Street Trust	Mercedes Elizible Central City Concern
Reza Farhoodi Rider Representative, Portland	Jodi Guitzloe Parker OR-ID Council of Laborers
Jarvez Hall East Metro Economic Alliance	Huy Ong Executive Director, OPAL Environmental Justice Oregon
Deanna Palm Executive Director, Hillsboro Chamber of Commerce	Art Pearce Policy, Planning & Projects Manager Portland Bureau of Transportation
Sushmita Poddar Rider Representative, Washington County	Mar Lou Ritter STFAC
Walter Robinson II WLR Consulting	Roy Rogers Commissioner, Washington County
Paul Savas Commissioner, Clackamas County	Bob Stacey Councilor, Metro
Mariana Valenzuela, Centro Cultural	Jessica Vega Pederson Commissioner, Multnomah County
Coi Vu, IRC	Julie Wilcke Ride Connection
Kiley Wilson, PBA	Sara Wright OEC

Regional Coordination Program Subcommittee Members

Andre Petett	Managing Director, Aptly Focused
Andrew Singelakis	Director of Land Use and Transportation, Washington County
Christine Lau	Chief Operating Officer, Asian Health & Service Center
Deanna Palm	Executive Director, Hillsboro Chamber of Commerce
Francesca Patricolo	Transportation Planner, City of Portland
Jessica Berry	Senior Transportation Planner, Multnomah County
Kelly Brooks	Assistant City Manager, City of Milwaukie
Teresa Christopherson	Administrative Services Manager Clackamas County Social Services Division

Attachment B

TriMet Low-Income Fare Program

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Date: December 13, 2017

To: Board of Directors

From: Neil McFarlane 

Subject: **ORDINANCE NO. 347 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING A LOW INCOME FARE PROGRAM AND AMENDING TRIMET CODE CHAPTER 19 (FIRST READING)**

1. Purpose of Item

Ordinance No. 347 amends TriMet Code Chapter 19 and adopts a new Low Income Fare program.

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other Ordinance

3. Reason for Board Action

The TriMet Code may be amended only by adoption of an ordinance. Adoption of Ordinance No. 347 requires two readings.

4. Type of Action:

- Resolution
- Ordinance 1st Reading
- Ordinance 2nd Reading
- Other

5. Background

TriMet has a long history of creating programs to make transit more affordable for youth, seniors, and riders with disabilities.

This Ordinance allows TriMet to create a new Low Income Fare program giving eligible registered individuals earning up to 200% of the federal poverty level the opportunity to purchase adult single use and day passes at 50% off and monthly passes at 72% off the cost of the adult fare.

This effort combined with our work on decriminalizing the fare citation process, and implementing the Hop Fastpass system, reinforces our commitment to make the system more equitable and accessible.

In 2013 under the direction of the Board, TriMet created the Access Transit programs that provide grants and discounted fares to nonprofit organizations, which in turn use these resources to assist low-income riders.

While these programs have provided much needed access for low-income persons served by nonprofits, TriMet did not previously have the resources to implement a comprehensive system wide program to provide a reduced-price fare for the broader population of low-income riders. For over three years, TriMet and partners have been looking into the feasibility of implementing a Low Income Fare program that would be sustainable, meaningful, targeted, and manageable. Addressing the transportation needs of low-income residents required a comprehensive approach and involvement by many regional jurisdictions and partners to move the idea forward.

Under the direction of TriMet's Board, TriMet's General Manager and Metro Councilor Sam Chase convened a regional Low Income Fare Taskforce (Taskforce) which explored the feasibility of a local program through a regional collaborative effort. The Taskforce included 22 members from across the tri-county area, and consisted of local elected officials, community based organizations, business associations, and stakeholders from secondary and post-secondary institutions.

Over the course of five months, the Taskforce met and built an understanding of existing programs around the country, heard from current program representatives, discussed potential program parameters, including subsidies, eligibility levels and the need to balance potential tradeoffs, and debated funding options and strategies.

At the conclusion of the process, the Taskforce agreed to the following:

- Members agreed to support the development of a regional Low Income Fare program; and
- Members recommended eligibility of up to 200% of Federal Poverty Level:

Members chose 200% of the Federal Poverty Level as the eligibility threshold because it aligned with many other state and federal poverty program requirements, and would provide the most benefit while leveraging the eligibility determination process of current systems reducing barriers for enrollment in a local program.

The Taskforce members recommended a program subsidy equivalent to Honored Citizen and Youth fare structures at 50% off an Adult ticket/day pass, and 72% off the Adult monthly pass.

The primary funding strategy identified by the Taskforce was to advocate for public transportation funds as part of the State's transportation package, with the commitment that any new resources coming to TriMet be prioritized to fund a new low Income fare program and increased services. Over the course of the legislative session, many of the Taskforce members leveraged their partnerships and networks, and testified in support of this strategy.

In August 2017, Governor Kate Brown signed HB 2017 a new historic transportation package that included resources for public transit. The resources allow staff to begin work on building out a new regional Low Income Fare program planned for launch in July of 2018.

Title VI Fare Equity Analysis

In accordance with Title VI of the Civil Rights Act of 1964, FTA Circular 4702.1B and TriMet's 2016 Title VI Program, TriMet conducts an equity analysis any time fare changes are proposed to ensure that changes do not unfairly impact people of color and low-income populations. The proposal to decrease Adult fares for eligible low-income riders in July 2018 calls for such an analysis prior to the TriMet Board of Directors taking action.

Findings

Disparate Impact Analysis (Minority Riders)

The analysis found that a greater percentage of minority riders would be positively affected (i.e., eligible trips) by the fare change than the percentage of minority riders on TriMet services as a whole.

Therefore, the proposal to decrease single fares, 1-day, and monthly passes by different percentages does not present a potential Disparate Impact.

Disproportionate Burden Analysis (Low-income Riders)

The analysis found that the specific structure will positively benefit low-income riders. The program eligibility requirement is inclusive of TriMet's definition of a low income rider. Thus, the program stands to benefit all low-income riders as defined by TriMet's Title VI policy.

Therefore, this proposal does not present a potential Disproportionate Burden on low-income riders.

Community Outreach and Public Comment

TriMet's Diversity and Transit Equity Team and other staff utilized a variety of outreach and community engagement efforts in order to gather feedback, understanding, and input into the development of a regional Low Income Fare program.

Transit Equity Advisory Committee (TEAC)

The vision of a regional Low Income Fare program had long been championed by the members of TEAC, and in the spring of 2016 they adopted the development of a program as a major initiative to pursue as a committee. TEAC members identified the research areas to focus on, reviewed the products and recommendations of the research team, helped inform the process of the Taskforce, advocated for the passage of HB 2017 and helped build out the community engagement process.

TriMet Community Partner Forums

As part of its community outreach efforts, TriMet's Diversity & Transit Equity Department completed a series of community forums targeting 80 Access Transit partner agencies who serve transit dependent communities. The goal of these forums was to provide awareness and engagement opportunities for our community partners around the upcoming changes, which included an overview of the Low Income Fare program.

Community Partner Forum Schedule:

Date	Location	Address	Time
October 30 th	Rosewood Initiative	16126 SE Stark St.	10am-12 noon
November 7 th	PCC- Willow Creek	241 SW Edgeway Dr.	10am-12 noon
November 16 th	Clackamas CC	19600 Molalla Ave.	10am-12 noon

TriMet Fall 2017 Open Houses

TriMet staff held seven open houses in Oregon City, North Portland, Gresham, Tigard, Milwaukie, Hillsboro, and downtown Portland to facilitate budget discussions with community stakeholders and riders, communicate proposed service changes and enhancements and discuss new initiatives related to fare enforcement, and the implementation of a Low Income Fare program. At each event, a table was staffed to share information regarding the Low Income Fare program as well as to receive feedback on program development. Questions included: 1) where should participants register for the program; 2) what types of documentation should be required in order to verify eligibility; and 3) how often should participants have to reapply? Overall, the feedback received was positive and community members are looking forward to the implementation of the Low Income Fare program.

Diversity and Transit Equity Staff attended and presented on TriMet's efforts around establishing a regional Low Income Fare program to the East County Caring Committee in August of 2017, and on the program at the October 2017 Making Visible Differences Steering Committee.

Online Survey

In addition to its in-person convening's, community forums, open houses, and community presentations, TriMet also sought feedback online through a webpage introducing a low-income fare <https://trimet.org/lowincome/index.htm> and encouraged riders and systems stakeholders to weigh in on programmatic areas to help inform the program model.

6. Financial/Budget Impact

The potential cost of implementing a Low Income Fare Program is expected to be approximately \$12.3 million per year. Funding is proposed to come from HB 2017 State revenue. Funding Risks: HB 2017 plan needs to be approved by the OTC; funding not likely to flow until early 2019 meaning some cost of upfront program development will not be covered, given this occurs in the programs ramp-up period we believe these one-time costs are low. Overall risks are low based on conversations with ODOT and legislative intent.

7. Impact if Not Approved

If the Board does not proceed with a first reading and public hearing of Ordinance No.347, the existing fare provisions of the TriMet Code would remain in place. However, as part of HB 2017 TriMet has been authorized to move forward with a local program and will soon be resourced to implement the initiative. TriMet has previously committed to local elected officials, community based organizations, riders, and system stakeholders of its intent to begin the new program by July of 2018. Failure to approve the ordinance could result in TriMet not being able to meet that timeline.

ORDINANCE NO. 347

ORDINANCE OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING A LOW INCOME FARE PROGRAM AND AMENDING TRIMET CODE CHAPTER 19 (FIRST READING)

THE BOARD OF DIRECTORS OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET), pursuant to the authority of Oregon Revised Statutes Chapter 267, having considered the transit equity service change analysis Final Report, does hereby ordain and decree the following Ordinance:

Section 1- Adoption of Changes to TriMet Code Chapter 19

Amendments to TriMet Code Chapter 19 are adopted as set forth in the Attached Exhibit A, which is incorporated into and made part of this Ordinance.

Section 2- Experimental Fare

Upon approval by the General Manager, a Low Income Fare consistent with the amendments to TriMet Code Chapter 19 in Section 1 may be implemented on a temporary basis as an experimental fare prior to the operative date of Section 1 of this Ordinance.

Section 3- Effective Date

This Ordinance shall take effect thirty days after the date of its adoption. The Amendments to TriMet Code Chapter 19 in Section 1 shall be operative on July 1, 2018.

Dated: December 13, 2017

Presiding Officer

Attest:

Recording Secretary

Approved as to Legal Sufficiency:



Legal Department

ORDINANCE NO. 347

EXHIBIT A

TriMet Code (TMC) Chapter 19, Fares, Section 19.05 Definitions and Section 19.15 Fares, are amended as set for below. Additions are show in underline, bold text.

*Unchanged sections of the chapter omitted for brevity, indicated by a set of three asterisks (***)*

CHAPTER 19 – FARES

19.05 **Definitions.** As used in this Chapter, unless the context requires otherwise:

A. “Honored Citizen” means:

- (1) Persons 65 years of age or older who show valid government-issued photo identification showing proof of age, or a valid TriMet photo Honored Citizen Card;
- (2) Persons under 65 years of age registered legally blind by the Commission for the Blind who show a valid TriMet Honored Citizen Card;
- (3) Persons under 65 years of age registered disabled by the Social Security Administration who show a valid TriMet Honored Citizen Card;
- (4) Persons under 65 years of age who are certified disabled by the State of Oregon Vocational Rehabilitation Division, State of Oregon Senior and Disabled Services Division or by the U.S. Railroad Retirement Board when each applies the same standards of disability as are applicable to persons who are determined to be disabled pursuant to subparagraph 3 above and who show a valid TriMet Honored Citizen Card;
- (5) Veterans under 65 years of age certified 100% disabled by the Veterans Administration who show a valid TriMet Honored Citizen Card;
- (6) Persons under 65 years of age qualifying as “Temporarily Disabled” under criteria established by TriMet, and so certified by a licensed physician, and who show a valid TriMet Honored Citizen Card;
- (7) Persons qualified eligible by the Clackamas, Clark, Multnomah or Washington County Association for Retarded Citizens, or the Clackamas, Multnomah or Washington County Mental Health Association under the criteria established by TriMet and those agencies, who show a valid TriMet Honored Citizen STAR Card (marked with a “STAR”);
- (8) Persons under 65 years of age, not verified disabled by the Commission for the Blind, Social Security Administration, United States Railroad Retirement Board or the Veterans Administration, but who qualify as disabled under criteria established by TriMet and are so certified by a licensed physician, and who show a valid TriMet Honored Citizen Card;

- (9) Persons certified by a licensed physician or health or social service professional to qualify for a TriMet Honored Citizen “A” Card (marked with an “A”) under criteria established by TriMet and who show a valid TriMet Honored Citizen “A” Card;
- (10) Persons qualified eligible by C-Tran who show a valid C-Tran Senior, C-Tran Disabled, or C-Tran C-Van Identification Card; and
- (11) Persons who show a valid Medicare Card and either (a) valid government-issued photo identification or (b) a valid TriMet photo Honored Citizen Card, as proof of identity for the Medicare Card.

Replacement TriMet Honored Citizen Cards are subject to payment of a \$5.00 fee.

B. “Honored Citizen Downtown Bus Pass” is a photo identification card issued to persons qualifying for Honored Citizen status as set forth in Section 19.05(A) above, who provide proof of residency within the area bounded on the North by NW Irving, except that at the intersection of NW Irving and NW Station Way it shall be bounded on the North by NW Station Way to NW Broadway and then by NW Broadway south to NW Irving and continuing west on NW Irving to the Stadium (I-405) Freeway, on the West and South by the Stadium (I-405) Freeway and on the East by the Willamette River, under criteria established by TriMet. The photo identification card allows fareless travel on bus and rail trips which begin and end within the area described above, for a period of two years from the date of issuance. The General Manager may promulgate Administrative Requirements governing the Program requirements of the Honored Citizen Downtown Bus Pass, including but not limited to the fee for participation in the Program.

C. “Low Income Fare” is a fare designation available to persons who are determined by TriMet to meet the eligibility requirements for a reduced fare because the person can demonstrate to TriMet’s satisfaction through a process established by TriMet that their annual income is at or less than 200% of the Federal Poverty Level. The Federal Poverty Level is a measure of income issued by the United States Secretary of Health and Human Services.

- (1) A person deemed eligible by TriMet for the Low Income Fare will be provided a non-transferable Low Income Fare identification card.**
- (2) The General Manager may promulgate Administrative Requirements governing eligibility, applications, the issuance and appearance of Low Income fare cards, renewals, and any other requirements for the Low Income Fare.**

[subsequent subsections renumbered]

(19.05 amended by Ordinances No. 162, Section 1; Ordinance No. 178, Section 1; Ordinance No. 190, Section 1; Ordinance No. 239, Section 1; Ordinance Nos. 277, 286, 299, 309, 312, 316, 317 and 323)

A. Regular Transit Services:

The fares payable for use on the TriMet transit system shall vary according to the status of the rider and method of payment. Any person displaying a valid Low Income Fare identification card issued under TMC 19.05 is permitted to use as proof of payment any HONORED CITIZEN fare instrument, including eFare, described in this section. A valid Low Income Fare identification card qualifies as a TriMet Honored Citizen identification card when required to be displayed as proof of eligibility for an Honored Citizen fare. Persons eligible for the Low Income Fare are not eligible for the Honored Citizen Downtown Bus Pass.

The fares payable for use on TriMet and shall be as follows:

(1) Monthly Passes and 30-Day Passes

(a) <u>Status</u>	<u>Fare</u>
YOUTH	\$28.00
HONORED CITIZEN	\$28.00
ADULT	\$100.00

- (b) A 30-Day Pass shall be valid for travel on any regularly scheduled TriMet route in accordance with the status of the rider for the period of thirty (30) consecutive days from the date of purchase.

(2) Pre-Paid Tickets

(a) <u>Status</u>	<u>Fare</u>
YOUTH	10/\$12.50
HONORED CITIZEN	10/\$12.50
ADULT	10/\$25.00

- (b) Pre-paid unvalidated tickets may be used in the amount of their cash value for payment of additional fare, i.e., two Adult tickets may be used for an Adult 1-Day Pass. Refunds for overpayment will not be given.

(c) Field Trip Group Discount ("Class Pass") Tickets

- (1) Groups whose members are 18 years of age or younger, traveling with at least 15 but not more than 35 members on the bus, or with at least 15 but not more than 70 members on MAX, including other persons aged 18 or older traveling with

the group as designated group leader(s) or chaperone(s), are eligible for the Field Trip Group Discount (“Class Pass”) ticket. The cost of the ticket shall be \$1.00 per person. A ticket must be purchased for the trip. The ticket shall be valid for travel only for the date, route(s), time(s), and number of persons specified on the ticket. Each member must carry a ticket, or the group leader must carry a ticket for the group.

- (2) The group must schedule the trip at least 14 days in advance. Trips may be scheduled for weekdays or weekends using regularly scheduled service. Weekday trips must occur between the hours of 9:00 a.m. and 3:00 p.m. Specified trip times shall be at the discretion of TriMet. TriMet reserves the right to schedule trips according to anticipated available capacity on regularly scheduled service.

Possession of a Class Pass ticket in no way guarantees available vehicle capacity on scheduled trip times. In the event that all members of a group are unable to board the vehicle as specified on the Class Pass ticket, due to heavy passenger loads, the operator will arrange to have the Class Pass ticket be valid on the next regularly scheduled vehicle.

Groups wishing to reschedule a trip must cancel at least one business day in advance of the scheduled trip. Trips must be scheduled at least 14 days in advance of the new travel date. A new ticket will be issued to the group leader stating the new date, route(s), time(s), and number of persons in the group.

- (3) Class Pass tickets shall be available for purchase only at TriMet’s Ticket Office at Pioneer Square, or by mail. Tickets must be purchased at least 14 days in advance. Tickets are nonrefundable, nontransferable, and shall not be laminated or duplicated.

(d) Event Fare

An Event Fare shall be available to events for all tickets for the event which are purchased and distributed in advance through ticket outlets. The Event Fare shall be \$2.50 per ticket per day, which shall be valid fare for travel, all hours on the day of the event(s) for which the ticket is purchased. Tickets for the event which are sold at the door shall not be included in the Event Fare program.

(3) Cash Fares

<u>Status</u>	<u>Fare</u>
YOUTH	\$1.25
HONORED CITIZEN	\$1.25
ADULT	\$2.50

(4) Annual Passes

<u>(a) Status</u>	<u>Fare</u>
YOUTH	\$308.00
HONORED CITIZEN	\$308.00
ADULT	\$1,100.00

- (b) Annual Passes must be purchased as one lump sum; installment payments are not permitted, except that: (1) employers who enter into a written annual agreement to purchase Annual Passes in a minimum dollar amount of \$6,050, may elect to make quarterly installment payments subject to administrative program requirements, and (2) employers who enter into a written annual agreement to purchase Annual Passes, where the Annual Pass year ends on August 31, shall receive a pro-rated per pass price in the sum of: the number of months remaining in the Annual Pass year X the Monthly Pass price X .92. The price paid by employers for Annual Passes under a written agreement is subject to adjustment to include any Adult Annual Pass fare increases adopted by the TriMet Board that take effect during the term of the agreement. Employers shall pay any Adult Annual Pass price increases during the term of the agreement in accordance with administrative program requirements. However, the total amount of increase shall not exceed 3% of the employer's per pass price that was in effect on September 1 (or the effective date of the agreement).

(5) Select Term Pass Program

- (a) Colleges with a campus(es) located within the TriMet district may purchase for their qualified students at that campus(es), Term passes in accordance with the Select Term Pass program requirements set forth in this Paragraph (5) and the administrative program requirements established for the fare. A "campus" means a building(s) located at one physical location within the TriMet district under the control of a college. "Qualified students" are either full-time or part-time students, as defined by the college administrative criteria, who attend class at a campus. The college shall be required to enter into a written contract for purchase of the Select Term Pass in accordance with the administrative program requirements established for the fare. The Select Term Pass fare instrument shall be valid for travel for the Term Pass fare period.
- (b) The Select Term Pass fare instrument shall consist of the student's college photo identification card with an affixed TriMet issued validation sticker, or a TriMet approved eFare Program card ("eFare card"), and must be carried by the student as proof of fare payment.
- (i) If using TriMet issued validation stickers, colleges shall provide the student with a photo identification card, which shall also include the college's name. The validation sticker must be placed on the photo identification card. A student's photo identification card with an affixed Term validation sticker shall be valid through the month and year designated on the sticker.

- (ii) Colleges may use a TriMet approved eFare card, which shall be required to display the college's name, the student's name, and may include the student's photo. If the approved eFare card does not include a photo, the student may be asked to display other valid photo identification as proof of their identity. Students are required to tap their eFare card prior to each vehicle boarding and upon occupying any district areas requiring proof of fare payment.
- (iii) Colleges shall verify student status before providing an individual with a Term Pass fare instrument. The Term Pass fare instrument may not be provided to or used by non-students, is non-transferable, and is a valid fare instrument only for the person whose name appears on the card.
- (c) The Term Pass fare period shall be established in the written contract with the college. During the contract period, the Select Term Pass price shall be calculated on a per Term basis (Term Pass fare period). The price of the Select Term Pass shall be the sum of the number of months in the Term times the Board adopted Adult Monthly Pass fares that will be in effect during that Term, less a discount of 10%. The price will not be pro-rated. The price paid by college for the Select Term Pass under a written contract is subject to adjustment to include any Adult Monthly Pass fare increases adopted by the TriMet Board that take effect during the term of the contract. Colleges shall pay any Select Term Pass price increases during the term of the contract in accordance with administrative program requirements.
- (d) Only one pass may be sold to each qualified student per Term Pass fare period.

(6) 1-Day Pass

A 1-Day Pass shall be valid for travel on any regularly scheduled TriMet route, in accordance with the status of the rider, for the remainder of the service day in which the 1-Day Pass is valid.

<u>Status</u>	<u>Fare</u>
YOUTH	\$2.50
HONORED CITIZEN	\$2.50
ADULT	\$5.00

(7) 7-Day Pass

The 7-Day Pass shall be valid for travel on any regularly scheduled TriMet route in accordance with the status of the rider for the period of seven (7) consecutive days.

<u>Status</u>	<u>Fare</u>
YOUTH	\$7.50
HONORED CITIZEN	\$7.50

ADULT \$26.00

(8) 14-Day Pass

A 14-Day Pass shall be valid for travel on any regularly scheduled TriMet route in accordance with the status of the rider for the period of fourteen (14) consecutive days as follows:

<u>Status</u>	<u>Fare</u>
YOUTH	\$14.50
HONORED CITIZEN	\$14.50
ADULT	\$51.00

(9) Washington County Commuter Rail (WES) Service

Fares payable for use of Washington County Commuter Rail (WES) Service shall be the same as other regular fixed route fares established according to the status of the rider and the method of payment for travel as set forth in TMC Section 19.15.

B. Door-to-door LIFT services:

(1) The fare for door-to-door LIFT services, excluding rides paid for by agencies under contract with TriMet, shall be:

(a) Cash: \$2.50.

(b) Pre-paid Tickets: 10/\$25.00.

(c) Monthly Pass: \$74.00; non-transferable.

(d) Annual Pass: \$888.00; non-transferable.

(e) 20 trip punch card: \$48.00; valid for 20 trips on LIFT service only, non-expiring.

(f) 14-Day Pass: \$37.50; valid for travel on LIFT service for a period of fourteen (14) consecutive days, non-transferable.

(2) The following additional methods of fare payment will be accepted as total payment for door-to-door LIFT services:

(a) A regularly scheduled service route transfer plus \$1.50;

(b) Regularly scheduled service route tickets will be accepted on LIFT service for their face value toward the LIFT cash fare; or

(c) Adult 1-Day Pass.

- (3) Purchase of a pre-paid ticket or pass does not guarantee that a ride will be provided.
- (4) A LIFT pre-paid ticket, LIFT monthly pass or LIFT annual pass is valid for travel on regular fixed route service when accompanied by valid TriMet Honored Citizen identification.

C. Electronic Fare (“eFare”) Program

Use of an electronic fare payment system (“eFare”) Program shall be subject to the following fare provisions:

(1) eFare Cards

- (a) An eFare card is a contactless electronic fare instrument that allows a rider to tap at designated card readers to pay their fare.
- (b) The rider must tap their eFare card prior to each vehicle boarding to validate their trip or upon occupying district areas requiring proof of fare payment.
- (c) eFare cards are non-transferable.
- (d) The following fares shall be available using stored value from an eFare card account, according to the status of the rider:
 - (i) 2 ½ Hour Ticket
A rider shall be allowed unlimited rides for a duration of 2 ½ hours following the initial eFare card tap.

<u>Status</u>	<u>Fare</u>
YOUTH	\$1.25
HONORED CITIZEN	\$1.25
ADULT	\$2.50

(ii) 1-Day Pass

Fares paid per card tap shall accumulate, and a rider shall be charged only up to the applicable 1-Day Pass price and not more (“capped”), regardless of how many taps the rider accrues during the service day. Once charges accrue to the applicable 1-Day Pass price during a service day, additional trips are free for the remainder of that service day.

<u>Status</u>	<u>Fare</u>
YOUTH	\$2.50
HONORED CITIZEN	\$2.50

ADULT \$5.00

(iii) 1-Month Pass

Fares paid per card tap shall accumulate, and a rider shall be charged only up to the applicable 1-Month Pass price and not more (“capped”), regardless of how many taps the rider accrues during the calendar month. Once charges accrue to the applicable 1-Month Pass price during a calendar month, additional trips are free for the remainder of that calendar month.

<u>Status</u>	<u>Fare</u>
YOUTH	\$28.00
HONORED CITIZEN	\$28.00
ADULT	\$100.00

- (e) Reloadable eFare cards shall be available for purchase for a fee of \$3.00.
- (f) A minimum \$5.00 load to an eFare card account shall be required, except that no minimum load shall be required for eFare cards loaded at the TriMet Ticket Office.
- (g) Annual Passes may be purchased as one lump sum, according to the requirements set forth in TMC Section 19.15(A)(4). Annual Passes shall be issued in the form of an eFare card.
- (h) Payment of fares for LIFT paratransit services by an eFare card shall be initiated either by tapping a card reader, or payment shall be deducted from the rider’s account when the LIFT operator picks up the rider and confirms the rider’s trip through their Mobile Driver Terminal (MDT). LIFT payments in this paragraph (h) exclude rides paid for by agencies under contract with TriMet. The following LIFT paratransit fares shall be available for payment from an eFare card account:
- (i) Single Ticket: \$2.50
- (ii) 1-Month Pass: \$74.00. Fares paid shall accumulate, and a rider shall be charged only up to the applicable 1-Month Pass price and not more (“capped”), regardless of how many taps the rider accrues during the calendar month. Once charges accrue to the applicable 1-Month Pass price during a calendar month, additional trips are free for the remainder of that calendar month.
- (iii) Annual Passes may be purchased as one lump sum, according to the requirements set forth in TMC Section 19.15(B)(1)(d).
- (iv) Payment of a LIFT fare under this paragraph (h) shall be valid as payment for travel on regular fixed-route service. In the case a rider begins their trip on fixed-route by tapping their LIFT eFare card, the applicable Honored Citizen fare and fare identification requirements shall apply.

(2) Other eFare Payment Instruments

Financial instruments issued by the major payment brands including VISA, MasterCard, American Express and Discover that are capable of providing payment through contactless tapping at designated card readers may be used to purchase the Adult 2 ½ Hour Ticket and Adult 1-Day Pass per paragraphs (1)(d)(i) and (ii) above. The rider must tap their fare payment instrument prior to each vehicle boarding to validate their trip or upon occupying district areas requiring proof of fare payment.

Attachment C

Diversity and Transit Equity Index Measures and Data Sources

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Diversity and Transit Equity Index Measures & Data Sources

Key

Index Measure

- Definition
 - Data Source

1. People of Color

- Pct. population non-white and/or Hispanic/Latino
 - Source: 2014-2018 American Community Survey
 - Geographic scale: Block Group
 - Basis: Title VI/Environmental Justice definition

2. Low-Income Households

- Pct. households below 200% federal poverty level
 - Source: 2014-2018 American Community Survey
 - Geographic scale: Block Group
 - Basis: Metro definition of low-income

3. Limited English Proficiency Persons

- Pct. population speaking English less than “very well”
 - Source: 2014-2018 American Community Survey
 - Geographic scale: Census Tract
 - Basis: TriMet definition

4. People with Disabilities

- Pct. population with a disability
 - Source: 2014-2018 American Community Survey
 - Geographic scale: Census Tract
 - Basis: Committee decision

5. Adults Age 65 and Older

- Pct. population age 65 and over
 - Source: 2014-2018 American Community Survey
 - Geographic scale: Block Group
 - Basis: TriMet Honored Citizen age

6. Youth Age 21 and Younger

- Pct. population age 21 or under
 - Source: 2014-2018 American Community Survey
 - Geographic scale: Block Group
 - Basis: Multnomah Youth Commission 2014 Youth Summit recommendation

7. Households with Poor Vehicle Access

- Pct. households with zero vehicles OR 2+ workers and one vehicle
 - Source: 2014-2018 American Community Survey
 - Geographic scale: Census Tract
 - Basis: Committee decision

8. Access to Affordable Housing

- Rental housing w/ rent under \$800 (B25056 Contract Rent & B25061 Rent Asked)
 - Source: 2014-2018 American Community Survey
 - Geographic scale: Block Group
 - Basis: UC Davis Center for Regional Change Jobs/Housing Fit Analysis, modified for higher housing costs in Portland metro
- Affordable owner-occupied or available for sale valued at \$175,000 or less (B25075 Value & B25085 Price Asked)
 - Source: 2014-2018 American Community Survey
 - Geographic scale: Block Group
 - Basis: UC Davis Center for Regional Change Jobs/Housing Fit Analysis, modified for higher housing costs in Portland metro

9. Access to Low/Medium Wage Jobs

- Jobs with earnings of \$3,333/month or less
 - Source: 2017 Longitudinal Employer-Household Dynamics (LEHD)
 - Geographic scale: Aggregated to Block Group
 - C000 (Total Jobs), CE01 & CE02 (Low/Med Wage Jobs), CR02/CR03/CR04/CR05/CR07 (Minority Jobs), CT02 (Hispanic Jobs)
 - Basis: UC Davis Center for Regional Change Jobs/Housing Fit Analysis

Attachment D

STIF-Funded Transit Service Expansion and Improvements within the TriMet Service District

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Note: This list is subject to revision and potential refinement of priorities with the HB 2017 Transit Advisory Committee approval.

TriMet Revised Combined Scenario with Streetcar (HB2017 & TriMet Employer Payroll Tax)

Completed in FY19 & FY20

Jurisdiction	Line	Description
Clackamas	Jennings Rd. Line	New line
Clackamas	Webster Line	New bus line
Clackamas	Line 30-Estacada	Add Sun. service
Clackamas	Line 32-Oatfield	Improve Sat. service; add Sun. service
Clackamas	Line 32-Oatfield	Extend to Oregon City HS
Clackamas	Line 79-Clackamas/Oregon City	Streamline route for faster service
Clackamas	Line 79-Clackamas/Oregon City	Increase frequency
Clackamas	Line 99-Macadam/McLoughlin	Add midday service
Clackamas	Line 155-Sunnyside	Increase frequency
Clackamas/Portland	Line 72-Killingsworth/82nd Ave.	Upgrade to 12-min. Frequent Service
E. Multnomah	Line 81-Kane/257th	Increase frequency and span
E. Multnomah/Portland	Division Transit Project	Downtown Portland to Gresham
E. Multnomah/Portland	Line 4-Division	Split into 2 lines for better on-time performance
E. Multnomah/Portland	Line 74-162nd Ave.	Increase frequency
E. Multnomah/Portland	Line 77-Broadway/Halsey	Increase frequency
E. Multnomah/Portland	Line 87-Airport Way/181st Ave.	Upgrade to 15-min. Frequent Service
Portland	PDX Night Bus	New bus line from PDX to Stark when MAX Red Line doesn't run
Portland	Streetcar	Upgrade to 12-min. Frequent Service
Portland	148th Ave. Line	New line
Portland	Line 6-Martin Luther King Jr. Blvd.	Upgrade to 12-min. Frequent Service
Portland	Line 10-Harold	Change route to serve SE 7th Ave.; add Sun. service
Portland	Line 14-Hawthorne	Upgrade to 12-min. Frequent Service
Portland	Line 15-Belmont/NW 23rd	Upgrade to 12-min. Frequent Service
Portland	Line 16-Front Ave./St. Helens Rd.	Increase peak frequency
Portland	Line 12-Sandy	Upgrade to 12-min. Frequent Service
Portland	Line 24-Fremont	Extend to NW Portland & Goose Hollow MAX via Fremont Br.
Portland	Line 66-Marquam Hill/Hollywood TC	Earlier and later trips
Portland	Line 73-122nd Ave.	Upgrade to 15-min. Frequent Service
Washington/Portland	Red Line MAX	Extend to Fair Complex
Washington/Portland	Line 54-BH Hwy.	Upgrade to 15-min. Frequent Service
Washington/Portland	Line 56-Scholls Ferry Rd.	Extend to Progress Ridge/S. Cooper Mtn.
Washington/Portland	Line 61-Marquam Hill/Beaverton	Earlier and later trips
Washington/Portland	Line 64-Marquam Hill/Tigard	Earlier and later trips
Washington/Portland	Line 68-Marquam Hill/Collins Cir.	Earlier and later trips
Washington/Portland	Line 96-Tualatin/I-5	Add midday service
Washington	Baseline Rd	New line between downtown Hillsboro & Willow Creek TC
Washington	Line 42-Denney/Hall	Early/late/weekend improvements w/Line 76 upgrade
Washington	Line 47-Baseline/Evergreen	Reroute to South Hillsboro; increase peak frequency
Washington	Line 48-Cornell	Increase frequency to Hillsboro; increase frequency Sa/Su
Washington	Line 57-TV Highway	24-hour service
Washington	Line 76-Beaverton-Tualatin	Upgrade to 15-min. Frequent Service
Washington/Portland/E. Multnomah	Line 20-Burnside/Stark	Upgrade to 15-min. Frequent Service
Washington/Portland/E. Multnomah	Line 20-Burnside/Stark	Increase frequency between Portland & Beaverton
Washington/Portland/E. Multnomah	Line 20-Burnside/Stark	24-hour service

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Attachment E

Oregon Public Transportation Plan Goals

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Goals of the Oregon Public Transportation Plan

1. **Mobility:** Public Transportation User Experience – People of all ages, abilities, and income levels move reliably and conveniently between designations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
2. **Accessibility and Connectivity:** Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
3. **Community Livability and Economic Vitality:** Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
4. **Equity:** Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
5. **Health:** Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
6. **Safety and Security:** Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
7. **Environmental Sustainability:** Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
8. **Land Use:** Public transportation is a tool that supports Oregon’s state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
9. **Funding and Strategic Investment:** Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians’ quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
10. **Communication, Collaboration, and Coordination:** Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

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Attachment F

STIF-Funded Transit Service Expansion and Improvements within Clackamas County

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Project Number	Public Transportation Service Provider	Project name (50 characters)	Project Description	Priority Criteria the project addresses	Oregon Public Transportation Plan Goals supported by project	100% List	Expand / Improve Service (Yes/No)	Local Plan Name	Local Plan Page Number	Is this project part of a multi-phase project?	FY 22		FY 23
											July 2021 - June 2022	July 2022 - June 2023	July 2023 - June 2024
1	City of Canby / Canby Area Transit	Canby Area Transit Saturday Service	This project will provide continued funding for the Saturday service that was started during the last STIF funding cycle	Increased frequency of service to low income communities, Expansion of bus routes and bus services to areas with a high percentage of Low-Income Households, The improvement in the frequency and reliability of service between communities inside and outside of the Qaulified Entity's service area, Coordination between Public Transportation Service Providers.	Goal 1, 2, 3, 4, 5,6,7,9,10	\$ 239,000	No	Canby's Transit Master Plan	4, 18-22	No	\$ 118,000	\$ 121,000	
2	City of Canby / Canby Area Transit	Canby City Circulator	The city circulator will connect underserved areas of Canby to local services and increase access to transit providers from outside the city. The city circulator will provide no less than 10 hours per day of service.	Increased frequency of service to low income communities, Expansion of bus routes and bus services to areas with a high percentage of Low-Income Households, Coordination between Public Transportation Service Providers, implementation of programs to provide student transit services for students grades 9-12	Goal 1, 2, 3, 4, 5,6,7,8,9,10	\$ 523,000	Yes	Canby's Transit Master Plan	4, 18-22 & 45-46	No	\$ 259,000	\$ 264,000	
3	City of Canby / Canby Area Transit	Program Reserve	Reserve for Grant funding shortfalls - This Shortfall will address any potential loses in STIF, 5311, 5310 or STF funding used for operation during the next biennium			\$ 80,000				No	\$ 30,000	\$ 50,000	

Total	\$ 407,000	\$ 435,000
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STIF estimates	\$ 297,468	\$ 325,361
Difference	\$ (109,532)	\$ (109,639)
Carryover	\$ 109,532	\$ 109,639
Final Difference	\$ -	\$ -

<i>Project Levels</i>	100%
2022 TriMet STIF Estimates for Canby	\$ 297,468
2023 TriMet STIF Estimates for Canby	\$ 325,361
<i>Potential Carry-Over</i>	\$ 214,800
2022 50% Estimates	\$ 109,532
2023 50% Estimates	\$ 109,639

Project Number	Public Transportation Service Provider	Project name (50 characters)	Project Description	Priority Criteria the project addresses	Oregon Public Transportation Plan Goals supported by project	100% List	Expand / Improve Service (Yes/No)	Local Plan Name	Local Plan Page Number	Is this project part of a multi-phase	FY 22		FY 23	
											July 2021 - June 2022	July 2022 - June 2023	July 2023	
Carryover	Clackamas County	Transit Hub Planning	Conduct preliminary planning on a transit hub for coordination of bus services on Mt Hood	Planning project- will improve frequency and reliability of service connections between communities and reduce fragmentation in the provision of transportation services	Goal 1, 2, 3, 4, 10	\$ 75,000	No (planning)	Mt Hood Multimodal Plan	MHMP p. 4 (PubT-3)	Yes	\$ 75,000	\$	-	
Carryover	Clackamas County	Capital Purchases- Mt Hood Express	Purchase one new buses to stabilize fleet capacity of existing service as well as address future service expansion resulting from Transit Development Plan/ Vision of Transit around the Mountain Project	Increased frequency of service to low income communities, student transportation, reduce fragmentation in the provision of transportation services	Goal 1, 2, 3, 4, 5	\$ 190,000	Yes	Mt Hood Multimodal Plan, CHSP	MHMP p. 4 (PubT-2), CHSP p. 2-14, 3-5, 5-18, 5-19	Yes	\$ 190,000	\$	-	
Carryover	Clackamas County	Planning and Technology Upgrades	Evaluate and purchase new dispatch software to be used by TRP, Clackamas County Senior Centers, Mt Hood Express, and Last Mile Shuttles	Reduce fragmentation in provision of transportation services, increased frequent of service to low income communities, student transportation	Goal 1, 2, 3, 4, 5	\$ 57,000	Yes	CHSP	MHMP p. 4 (PubT-2), CHSP p. 2-14, 3-5, 5-18, 5-19	No	\$ 57,000	\$	-	
1	Clackamas County	Mt Hood Express Service	Continue funding for existing Mt Hood Express service to Government Camp, including one Express run daily and one Villages shuttle daily added during the last funding cycle in FY19/21	Increased frequency of service to low income communities, student transportation	Goal 1, 2, 3, 4, 5	\$ 201,339	Yes	Mt Hood Multimodal Plan, CHSP	MHMP p. 4 (PubT-2), CHSP p. 2-14, 3-5, 5-18, 5-19	Yes	\$ 100,000	\$	101,339	
2	Clackamas County	Service - Clackamas County Programs	Provide increased demand response services for Seniors and Persons with disabilities. This project would increase the availability of demand response services for rural Clackamas County and those that fall outside of the TriMet LIFT District	Reduce fragmentation in provision of transportation services, increased frequent of service to low income communities, student transportation	Goal 1, 2, 3, 4, 5	\$ 110,000	Yes	CHSP	4-16, 4-17, 4-18, 5-24	Yes	\$ 55,000	\$	55,000	
3	Clackamas County	Administrative Costs	Approved category to cover the costs of administering the STIF program, including project/plan development	Administration	Goal 9 and 10	\$ 147,053	No	STIF program rules	N/A	No	\$ 69,387	\$	77,666	
4	Clackamas County	Capital Purchases- Mt Hood Express	purchase of two buses in FY22/23 to preserve existing service and address fleet needs for the Mt Hood Express and Transportation Reaching People Programs. All new bus purchases in FY20/21 and many of our older buses are in desperate need of upgraded equipment to meet the needs of the Express service. Upgraded equipment includes the purchase of bike trailers, ski boxes, in bus	Increased frequency of service to low income communities, student transportation, E&D transportation	Goal 1, 2, 3, 4, 5	\$ 50,000	Yes	Mt Hood Multimodal Plan, CHSP	MHMP p. 4 (PubT-2), CHSP p. 2-14, 3-5, 5-18, 5-19	Yes	\$ 20,000	\$	30,000	
5	Clackamas County	Local Service Connections	Address two key missing connections in Clackamas County between existing transit providers as identified in the Clackamas County Transit Development Plan (TDP). Look to further study the missing connections, complete a full feasibility analysis, and outline an implementation plan. Full implementation planning of one identified key missing connection identified in the TDP.	Reduce fragmentation in provision of transportation services, increased frequent of service to low income communities, student transportation	Goal 1, 2, 3, 4, 5	\$ 115,000	Yes	Transit Development Plan, TriMet Unified Service Enhancement Plan	MHMP p. 4 (PubT-2), CHSP p. 2-14, 3-5, 5-18, 5-19	No	\$ 45,000	\$	70,000	
6	Clackamas County	Program Reserve	Approved category to cover the costs of existing service for Mt Hood Express and TRP			\$ 539,477		STIF program rules	N/A	No	\$ 319,509	\$	219,968	
7	Clackamas County	Audit	Yearly required audit by TriMet	Administration	Goal 9 and 10	\$ 10,000	No	STIF program rules	N/A	Yes	\$ 5,000	\$	5,000	
8	Clackamas County	Planning - Site Development Transit Hub	Building on Transit Hub initial study. Study and engage in initial site development activities	Planning project- will improve frequency and reliability of service connections between communities and reduce fragmentation in the provision of transportation services	Goal 1, 2, 3, 4, 10	\$ 40,000	No	Mt Hood Multimodal Plan	MHMP p. 4 (PubT-3)	Yes	\$ -	\$	40,000	
9	Clackamas County	Infrastructure Updates Mt Hood Express	Updates to the infrastructure for Mt Hood Express. Improve / place shelters and improve customer information (on-street signage)			\$ 15,000	No	Mt Hood Multimodal Plan		No	\$ 8,000	\$	7,000	
						\$ 943,896					\$ 943,896	\$	605,973	
						\$ 979,035					\$ 979,035	\$	570,834	
										Difference	\$ 35,139	\$	(35,139)	
						Total Expenses						\$ 1,549,869		
						Total Revenue expected (High)						\$ 1,092,736		
						Carryover from FY19/21						\$ 457,139		
						Total Revenue FY22/23						\$ 1,549,875		

Project Number	Public Transportation Service Provider	Project name (50 characters)	Project Description	Priority Criteria the project addresses	Oregon Public Transportation Plan Goals supported by project	100% List	Expand / Improve Service (Yes/No)	Local Plan Name	Local Plan Page Number	Is this project part of a multi-phase	FY 22		FY 23
											July 2021 - June 2022	July 2022 - June 2023	July 2022 - June 2023
1	Sandy Area Metro	Expanded Services Continuance	Continue funding for existing STIF service on SAM Gresham, SAM Estacada, SAM Shopper	2,5,6,7 expand bus services in communities with a high percentage of low-income households, improves connectivity inside the QE's service area while also coordinating with other public transportation service providers and serves the middle and high school student population.	Goal 1, 2, 3, 4, 5, 7, 9, 10	\$ 163,560	Yes	Sandy Area Metro Master Plan		No	\$ 79,040	\$ 84,520	
2	Sandy Area Metro	Administration Costs	Approved category to cover the costs of administering the STIF program, including project/plan development, ongoing operating costs, procurement, surveys of services, expand facilities, and audit costs	Administration	Goal 9 and 10	\$ 37,000	No	STIF program rules	N/A	No	\$ 12,000	\$ 25,000	
3	Sandy Area Metro	Safe Routes	Safe Routes to School Bus Stop Improvements	Continue to improve on-street amenities at stops and shelters, and improve customer information (on-street signage)	Goal 2, 3, 6, 9	\$ 5,000		Sandy Area Metro Master Plan	Pg. 15		\$ -	\$ 5,000	
4	Sandy Area Metro	Program Reserve	Approved category to cover cost of preserving service			\$ 86,829		Sandy Area Metro Master Plan			\$ 51,080	\$ 35,749	
5	Sandy Area Metro	Capacity Planning				\$ 15,000		Sandy Area Metro Master	Pg. 37	Yes	\$ 5,000	\$ 10,000	

	\$ 147,120	\$ 160,269
	\$ 153,695	\$ 153,695
Difference	\$ 6,575	\$ (6,575)

	100%
Total Expenses	\$ 307,389
Total Revenue	\$ 307,389

Project Number	Public Transportation Service Provider	Project name (50 characters)	Project Description	Priority Criteria the project addresses	Oregon Public Transportation Plan Goals supported by project	100% List	Expand / Improve Service (Yes/No)	Local Plan Name	Local Plan Page Number	Is this project part of a multi-phase	FY 22		FY 23	
											July 2021 - June 2022	July 2022 - June 2023	July 2022 - June 2023	
1	South Clackamas Transportation District	Maintain Enhanced Transit Service	Continue to maintain funding for existing transit services added during the last funding cycle in FY19/21; within or originating in Molalla, a low-income area, increase days of service to include Saturdays on intracity route; increase M-F AM peak-hour service on Molalla-CCC intercity route; increase service hours M-F on Molalla-Canby intercity route.	Increased frequency of service, to/from low income communities	Goal 1, 2, 3, 4, 5, 9	\$ 160,000	Yes	SCTD TDMP; Molalla TSP	TDMP p. 12; Molalla TSP p. 47	Yes	\$ 80,000	\$ 80,000	\$ 80,000	
2	South Clackamas Transportation District	Enhanced Transit Service	Provide increased transit services, especially for Seniors and Persons with disabilities, from Molalla, a low-income area, to Clackamas Community College connecting with other regional transit services.	Increased frequency of service, to/from low income communities	Goal 1, 2, 3, 4, 5, 9	\$ 30,000	Yes	SCTD TDMP; Molalla TSP	TDMP p. 12, 51-52; Molalla TSP p. 47	Yes	\$ -	\$ 30,000	\$ 30,000	
3	South Clackamas Transportation District	Infrastructure	Continue to improve on-street amenities at stops and shelters, and improve customer information (on-street signage)	Infrastructure	Goal 2, 3, 6, 9	\$ 80,000	Yes	SCTD TDMP	TDMP p. 52-54	Yes	\$ 40,000	\$ 40,000	\$ 40,000	
4	South Clackamas Transportation District	Electronic Customer Information	Provide enhanced customer information via electronic channels (such as websites, mobile apps) including real-time vehicle arrival information, improved trip planning, and other electronic tools to improve rider information, mobility and access.	Improve Transit Network Connections	Goal 9 and 10	\$ 25,000	Yes	SCTD TDMP; Coordinate Transportation Plan	TDMP p. 12, 52-54; CTP p. 4-23	Yes	\$ 15,000	\$ 10,000	\$ 10,000	
5	South Clackamas Transportation District	Audit	Yearly required audit by TriMet	Strategic Investment	Goal 9 and 10	\$ 15,000	No	STIF program rules	N/A	Yes	\$ 7,500	\$ 7,500	\$ 7,500	
6	South Clackamas Transportation District	Program Reserve	Approved category to cover the costs of existing service	Sustains transportation service to low-income communities	Goal 1, 2, 3, 4, 5, 9	\$ 61,000		STIF program rules	N/A		\$ 30,500	\$ 30,500	\$ 30,500	
7	South Clackamas Transportation District	New Vehicles	Purchase 2 new vehicles	Safety and Security	Goal 9 and 10	\$ 300,000	Yes	SCTD TDMP	P. 58	No	\$ 300,000	\$ -	\$ -	
											\$ 473,000	\$ 198,000	\$ 198,000	
											\$ 335,500	\$ 335,500	\$ 335,500	
											Difference	\$ (137,500)	\$ 137,500	\$ 137,500
						100%								
						Total Expenses	\$ 671,000							
						Total Revenue expected (High)	\$ 671,000							

*original \$610,000, adds 10% for Program Reserve Project

Project Number	Public Transportation Service Provider	Project name (50 characters)	Project Description	Priority Criteria the project addresses	Oregon Public Transportation Plan Goals supported by project	110% List	Expand / Improve Service (Yes/No)	Local Plan Name	Local Plan Page Number	Is this project part of a multi-phase project?	FY 22		FY 23		Other Fund Type		
											July 2021 - June 2022	July 2022 - June 2023	July 2021 - June 2022	July 2022 - June 2023	July 2021 - June 2022	July 2022 - June 2023	
1	SMART	Electric & CNG Fleet Procurement	Buy alternative fuel buses for destinations to enhance transportation options to include 2 electric buses, 3 CNG cutaways, and purchase & install of electric charging infrastructure	Capital purchases for increased frequency of service to low income communities, student transportation	Goal 1, 2, 3, 4, 5, 7	\$ 917,386	Yes	Transit Master Plan - Project Enhancement	Appendix G - Programs Enhancement Strategy pg. 5	No	\$ 509,886	\$ 407,500	\$ 561,416	\$ 561,416			
2	SMART	Regional Coordination Program - Route 2X Tualatin	Provide express service between Tualatin Park and Ride and Wilsonville Transit Center. Enhanced service would provide approximately 20-minute headway between 6:00 am and 4:00 pm - 9:00 pm to Tualatin Park and Ride	Increased frequency of service to low income communities, student transportation	Goal 1, 2, 3, 4, 5, 6, 7, 9, 10	\$ 1,144,106	Yes	Transit Master Plan - Project Enhancement	Appendix G - Programs Enhancement Strategy pg. 5	No	\$ 572,053	\$ 572,053	\$ -	\$ -			
3	SMART	Expanded Services Continuance	Continue funding for existing service on Route 1X midday service, Route 2X in-town service, Route 7 neighborhood shuttle and Medical Shuttle service to Meridian Medical Center	Increased frequency of service to low income communities, student transportation	Goal 1, 2, 3, 4, 5, 7, 9, 10	\$ 1,380,800	Yes	Transit Master Plan - Project Enhancement	Appendix G - Programs Enhancement Strategy pg. 5	No	\$ 690,400	\$ 690,400	\$ -	\$ -			
4	SMART	Clackamas Town Center Express	Provide weekday service between Wilsonville Transit Center and Clackamas Town Center with limited stops	Improving access to and ease of use for public transportation by connecting routes and services	Goal 1, 2, 3, 4, 5, 6, 7, 9, 10	\$ 992,639	Yes	Transit Master Plan - Project Enhancement	Appendix G - Programs Enhancement Strategy pg. 5	No	\$ -	\$ 992,639	\$ -	\$ -			
5	SMART	Transit Master Plan Update & Customer Survey	Update SMART's Transit Master Plan to include STIF funding sources and future planning. Conduct in-depth Customer/On-board survey	Planning project - will improve frequency and reliability of service connections between communities and reduce fragmentation in the provision of transportation services	Goals 1, 2, 3, 4, 10	\$ 65,000	No	STIF Program Rules	N/A	No	\$ 45,000	\$ 20,000	\$ 70,000	\$ 70,000			
6	SMART	Administrative Costs	Approved category to cover the costs of administering the STIF program, including project/plan development, ongoing operating costs, procurement, expand facilities, and audit costs	Administration	Goal 9 and 10	\$ 421,443	Yes	STIF Program Rules	N/A	No	\$ 258,443	\$ 163,000	\$ 477,215	\$ -			
7	SMART	Fare Elimination	Eliminating fares for Route 3X, giving equitable transportation connectivity from Wilsonville to Canby	Provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians	Goal 1, 2, 3, 4, 5, 9, 10	\$ 20,000	No	Transit Master Plan - Project Enhancement	Appendix G - Programs Enhancement Strategy pg. 5	No	\$ 10,000	\$ 10,000	\$ -	\$ -			
8	SMART	Program Reserve	The Program Reserve project allows for up to an additional 10% of total projected agency funding to accrue. This project is designated to support current STIF plan projects if project expenses exceed total planned expenses or if other funding (match) sources are reduced.	Supports any or all other projects' priority criteria	N/A	\$ 373,041		N/A	N/A	No	\$ 186,521	\$ 186,521	\$ -	\$ -			
											\$ 2,272,303	\$ 3,042,113	\$ 1,108,631	\$ 631,416			
											\$ 2,657,208	\$ 2,657,208					
											\$ 384,905	\$ (384,905)					
						110%											
						Total Expenses	\$ 5,314,415										
						Annual Revenue expected	\$ 4,103,454										
						Expected Carryover	\$ 1,210,961										
						Total Revenue	\$ 5,314,415										

Attachment G

Regional Coordination Program – Recommended STIF-Funded Projects

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Regional Coordination Program												
Subcommittee's Recommended Projects for Funding												
Regional Coordination Funding Available												
FY19			FY20			FY21						
\$ 1,500,000 \$			3,000,000 \$			3,000,000 \$			3,000,000			
Regional Coordination Recommended Projects for Funding												
FY19			FY20			FY21						
Project	Planni	Capit	Operati	To	Planni	Capit	Operati	To	Planni	Capit	Operati	Total
Line 81 Weekend Shuttle Service		\$80,000		\$80,000			\$50,000	\$50,000			\$25,000	\$25,000
Oregon City Last Mile Shuttle Service	\$44,000			\$44,000		\$192,500	\$214,638	\$407,138			\$285,821	\$285,821
Airport Way Industrial Area Community/Jobs Connector	\$23,250	\$140,000		\$163,250			\$371,800	\$371,800			\$371,800	\$371,800
Grovelink Expansion	\$6,000	\$140,000	\$78,000	\$224,000			\$80,500	\$80,500			\$83,000	\$83,000
Clackamas Industrial Last Mile Shuttle Service	\$44,000			\$44,000		\$192,500	\$214,638	\$407,138			\$285,821	\$285,821
Tualatin Shuttle Expansion	\$6,000			\$6,000			\$45,000	\$45,000			\$47,000	\$47,000
North Hillsboro Shuttle Expansion	\$6,000	\$140,000	\$195,000	\$341,000			\$201,000	\$201,000			\$207,000	\$207,000
SMART Route 2X - Tualatin		\$120,000		\$120,000			\$553,600	\$553,600			\$553,600	\$553,600
Clackamas Community College Shuttle Expansion Project			\$42,691	\$42,691			\$115,196	\$115,196			\$115,196	\$115,196
CC Rider Line 1 and 2 Expanded Access and Service Improvements	\$6,898		\$52,126	\$59,024	\$744		\$52,477	\$53,221	\$766		\$55,834	\$56,600
Planning - Tualatin/West Linn/Oregon City Commuter Shuttle	\$22,000			\$22,000	\$29,000			\$29,000			\$0	\$0
Planning - Milwaukie Industrial Area Employee Shuttle				\$0	\$77,000			\$77,000			\$0	\$0
Planning - South Cooper Mountain Shuttle	\$25,000			\$25,000				\$0				
Existing Grovelink Shuttle				\$0			\$275,341	\$275,341			\$283,601	\$283,601
Existing North Hillsboro Shuttle				\$0			\$261,707	\$261,707			\$269,558	\$269,558
Existing Tualatin Shuttle				\$0			\$270,088	\$270,088			\$278,190	\$278,190
Existing Swan Island Shuttle				\$0			\$131,250	\$131,250			\$137,813	\$137,813
Total	\$183,148	\$620,000	\$367,817	\$1,170,965	\$106,744	\$385,000	\$2,837,235	\$3,328,979	\$766	\$2,999,234	#####	#####

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