

HB 2017 Transit Advisory Committee

July 27, 2018

Meeting Agenda

Agenda & Public Comment	8:00 a.m.
Timeline	8:20 a.m.
TriMet Budget Overview	8:30 a.m.
Updated Revenue Projections	8:45 a.m.
Funding Allocations & Service Scenarios	9:00 a.m.
Discussion	9:45 a.m.
Meeting Adjourns	11:00 a.m.

Public Comment



HB2017 Planning Timeline

We are here

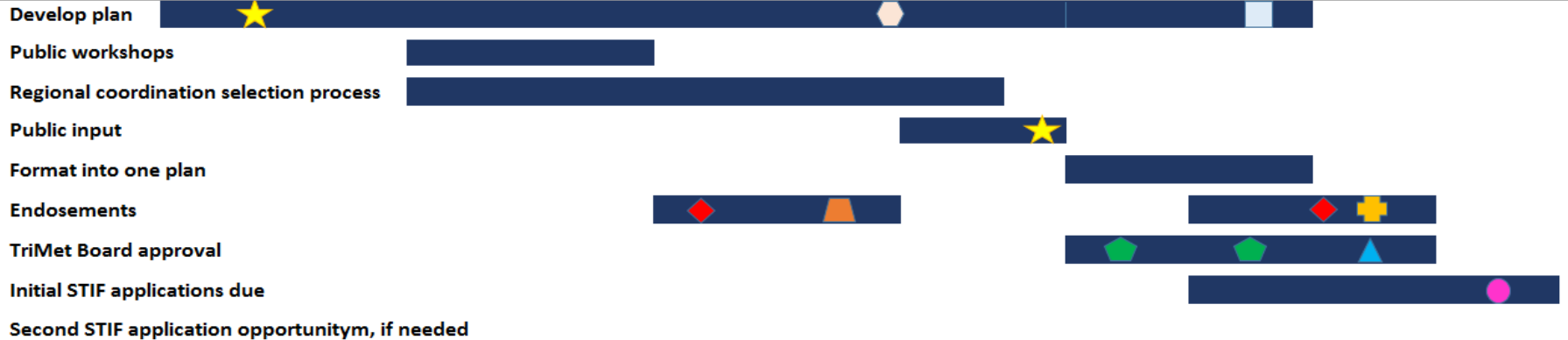
Important dates



HB 2017 Planning Timeline
2018

2019

Mar. '18 April '18 May '18 June '18 July '18 Aug. '18 Sept. '18 Oct. '18 Nov. '18 Dec. '18 Jan. '19 Feb



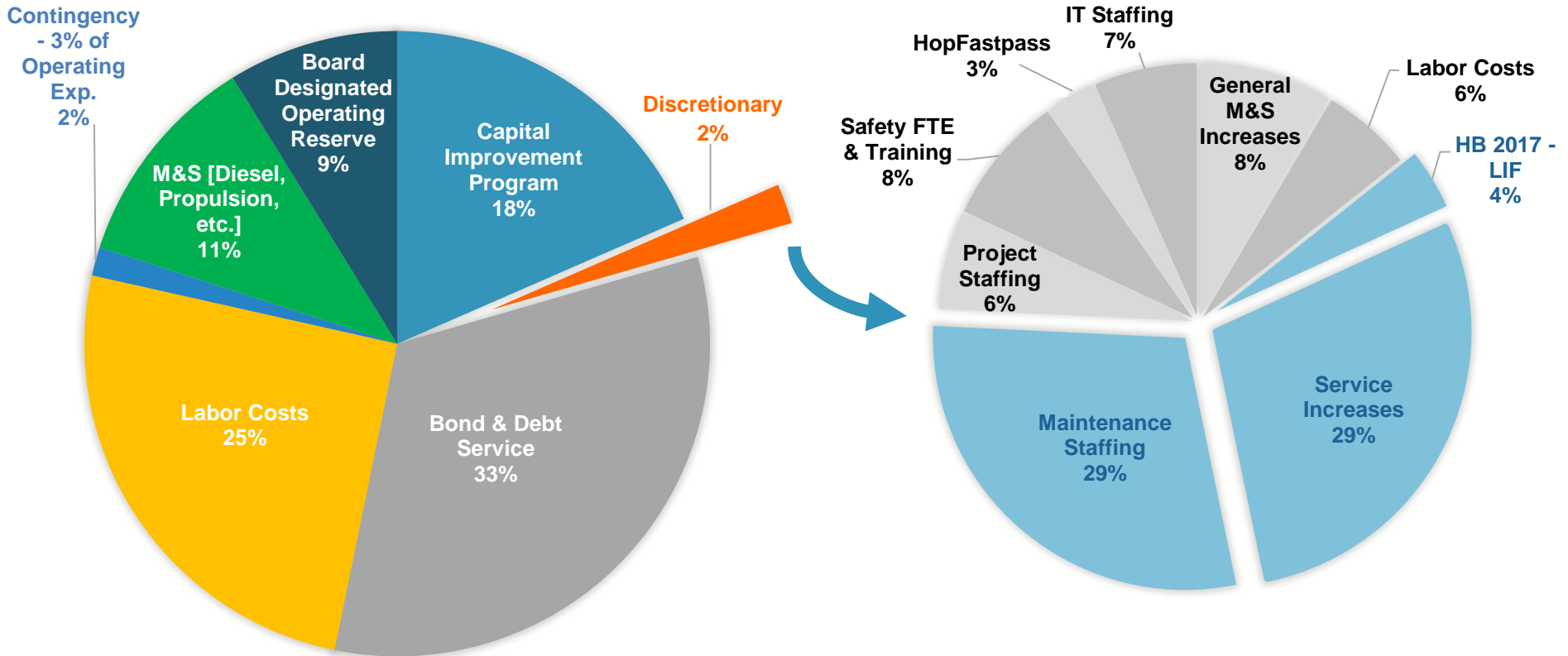
Second STIF application opportunity, if needed

- ★ TEAC/CAT Update
- ◆ JPACT Update
- ⬡ Draft Plan Approval by Advisory Committee
- ⬢ R1 Act Update
- ⬢ TriMet Board Review
- ▲ TriMet Board - Approval
- ⬢ Final Plan Approval by Advisory Committee
- Submit plan
- ▲ Finance & Audit Committee

TriMet Budget Overview

TOTAL REQUIREMENTS - FY2019
\$1.4B

DISCRETIONARY SPENDING - FY2019



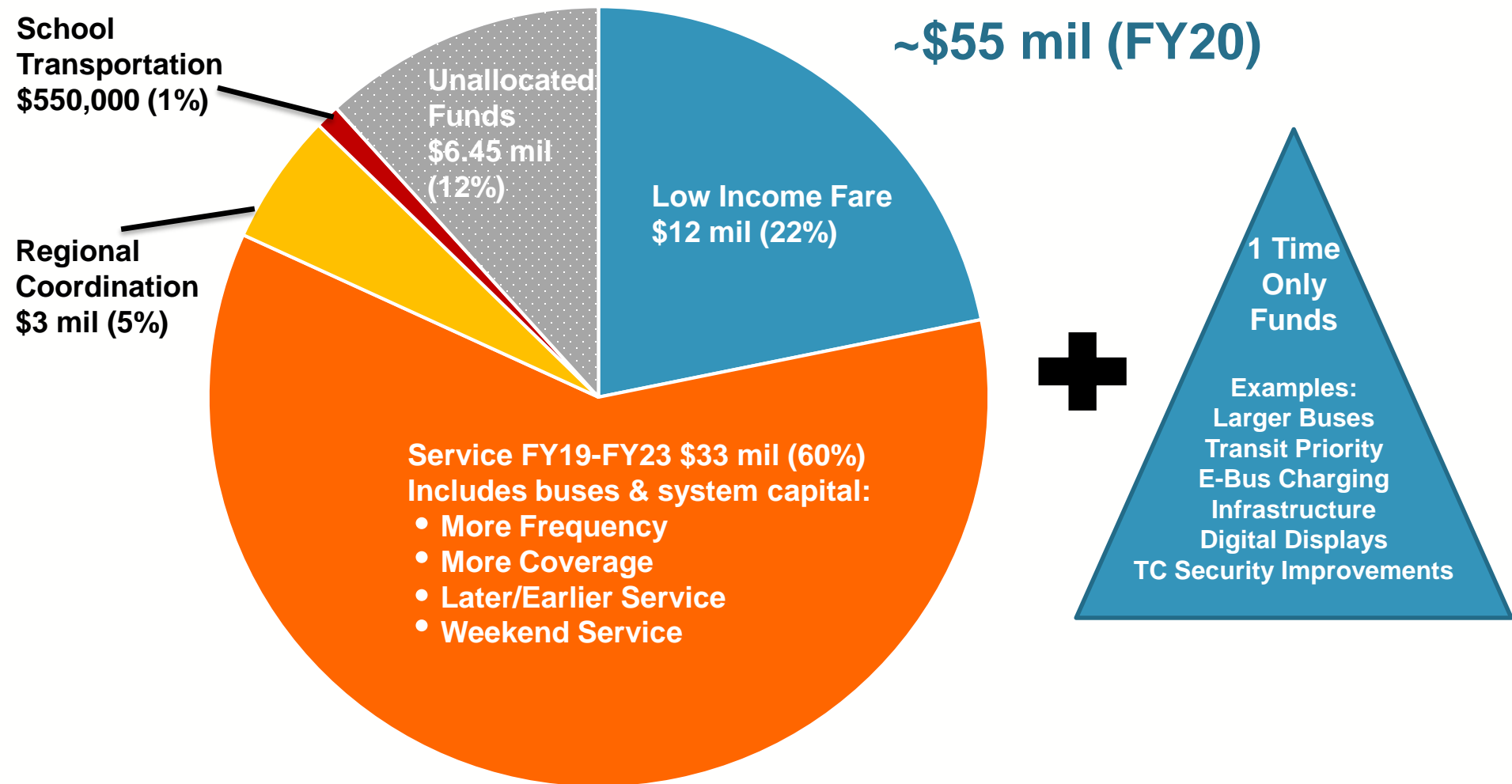
Updated Revenue Projections

ODOT Projection	\$44 mil
115% of ODOT Projection	\$51 mil
Minus Out of District Total	\$49 mil
Total Projected Revenue for TriMet District	\$49 mil

Funding Allocation Proposal

June Proposal

~\$55 mil (FY20)



Service FY19-FY23 \$33 mil (60%)
Includes buses & system capital:

- More Frequency
- More Coverage
- Later/Earlier Service
- Weekend Service

Funding Allocation Proposal

July Proposal

School Transportation \$490,000 (1%)

Regional Coordination \$3 mil (6%)

Non-Diesel Bus Program \$5 mil (10%)

Low Income Fare \$12 mil (24%)

Service FY19-FY23 \$29 mil (59%)
Includes buses & system capital:
More Frequency
More Coverage
Later/Earlier Service
Weekend Service

~\$49 mil (FY20)

~\$50 mil



Security \$2 mil (4%)

ETC Transit Priority \$10 mil (20%)

Amenities Digital Displays Accessible Bus Stops \$10 mil (20%)

Non-Diesel Bus Program \$28 mil (56%)

Student Transportation Program

- \$490,000 – minimum of 1% of funding per legislation
- Expand TriMet's Transit Access Grant Program to High Schools
 - High schools apply for the funds yearly
 - Daily tickets, weekly passes, monthly passes
 - High schools decide how they disburse fares to students
 - Schools are capped based on their level of free and reduced lunch students
 - PPS is not included in the program because of the existing Youth Pass program

Non-Diesel Bus Program

- \$5 mil in ongoing funds
- \$28 mil in one-time only funds
- TriMet Non-Diesel Bus Strategy still being worked on
 - Battery electric buses – very costly
 - Renewable natural gas buses – investigating the potential
 - Equity analysis for deployment of buses still to occur

Other Programs

Streetcar & Senior/Disabled Programs

- Could be recipients of funding
- Funding could come out of 59% of funds for transit service or elsewhere in the funding allocation proposal

Youth Pass Expansion not included in the proposal, however 25% of the funding is dedicated to fare mitigation

- 24% LIF
- 1% Transit Access Program expansion

Context: TriMet's Fare Subsidy Programs

- **Low Income Fare Program** expands access to the honored citizen fare for up to 45,000 qualified customers – launched in July 2018
- **Access Transit: High School Program** will provide \$490,000 in grants to regional high schools
- **Access Transit: Fare Relief Grant Program** provides \$1.5 million dollars in free transit fare grants to 85 nonprofits across the region
- **Access Transit: Fare Assistance** provides discounted fares to nonprofits to reduce the cost of purchasing fares for their clients
- **Youth Pass Program:** TriMet pays 1/3rd cost of fares; partner(s) pay 2/3rd cost of fares; currently \$1 mil
- **Youth/Honored Citizen Fares:** Half price fares for youth, seniors, and people with disabilities.

Funding Allocation: Top Priorities

Top Tier Priorities: Within \$100 Survey and Top 2 Service Improvements or Top 8 Non-Service Improvements from Workshops	2nd Tier Priorities: Within \$100 Survey or Top 8 Non-Service Improvements from Workshops	3rd Tier Priorities: Not within \$100 Survey nor Top 8 Non-Service Improvements from Workshops
Expand Service Coverage ✓	More Weekend Service ✓	Bus Rapid Transit
More Frequent Service ✓	More Early/Late Service ✓	Fewer Stops
Get Buses Through Traffic ✓	Larger Buses	Customer Service
On-Street Amenities ✓	Non-Diesel Buses ✓	School Partnerships ✓
Physical Improvements at TCs ✓	Digital Displays ✓	
Additional Security Staff	Reduce Fares - Low Inc. Youth/HC	
	Reduce Fares for All Youth/HC	
Additional Opportunities:		
More Streetcar Service		
More On-Demand Service for Seniors and People with Disabilities		

Advisory Committee 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 HB2017 funds for the following purposes:

- ✓ Expansion of existing and creation of new transit services (including last mile services), except for light rail, with consideration for communities with a high percentage of low-income households and responsible contracting and workforce utilization,
- ✓ 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 in communities outside the TriMet service district, but inside in Clackamas, Multnomah, and Washington counties, and
- ✓ regional coordination/reduction of fragmentation between TriMet and communities outside the TriMet service district, but inside Clackamas, Multnomah, and Washington counties.

Service Scenarios

Service Scenarios

- Coverage focused
- Ridership focused
- Combined

All Scenarios

- Serve equity areas
- Show FY19-23 service improvements
- Show Division Transit Project (including reallocation of Line 4 service hours) and Red Line Extension
- Include improvements funded with HB 2017 and employer payroll tax increase

Coverage Scenario

Coverage focus options

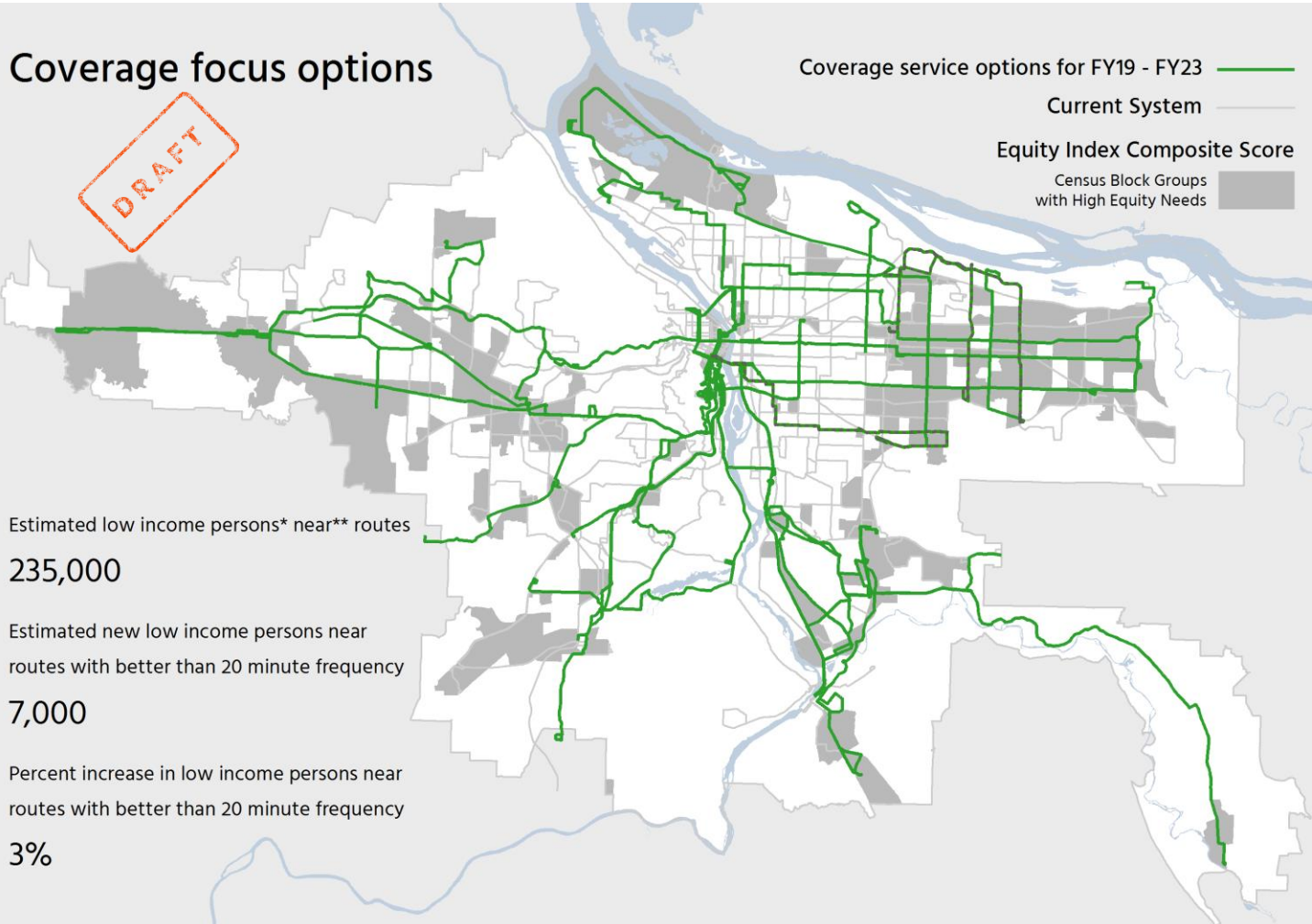
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Coverage service options for FY19 - FY23

Current System

Equity Index Composite Score

Census Block Groups with High Equity Needs



Estimated low income persons* near** routes

235,000

Estimated new low income persons near routes with better than 20 minute frequency

7,000

Percent increase in low income persons near routes with better than 20 minute frequency

3%

Data sources: RLIS, TriMet, US Census

* Low income persons are defined as those earning less than 200% of the federal poverty level

** "Near" means within 1/4 mile of routes (not stops), as the crow flies

TriMet GIS Team. Path: G:\PUBLIC\GIS\Planning\Map_requests\HB2017_maps\HB2017_scenarios.mxd Date Saved: 7/19/2018



Improvements

3 new bus lines

3 weekend improvements

1 service span improvement

7 route extensions

2 frequency upgrades

2 new Frequent Service Lines

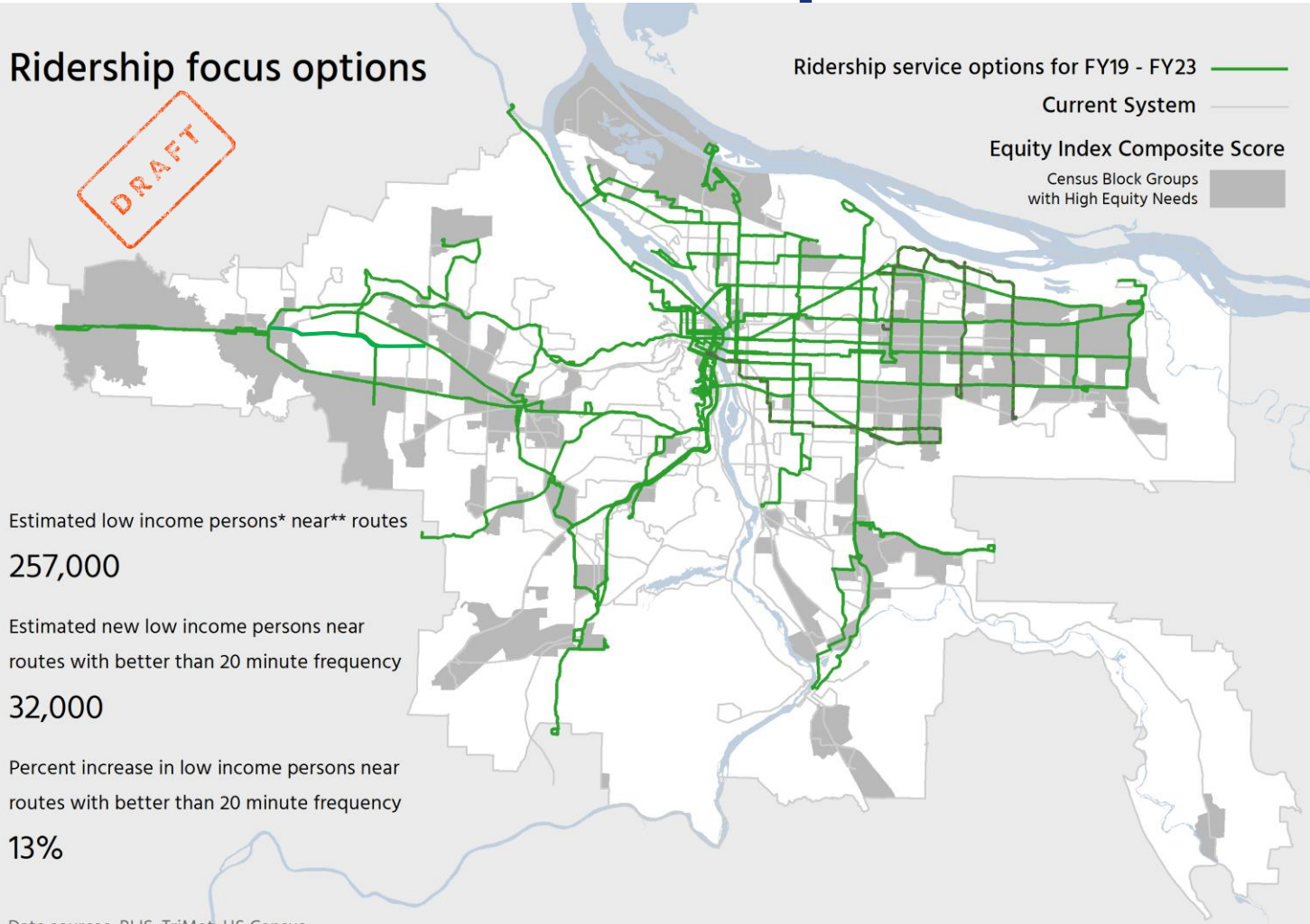
Ridership Scenario

Ridership focus options

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Ridership service options for FY19 - FY23

- Current System
- Equity Index Composite Score
- Census Block Groups with High Equity Needs



Estimated low income persons* near** routes
257,000

Estimated new low income persons near routes with better than 20 minute frequency
32,000

Percent increase in low income persons near routes with better than 20 minute frequency
13%

Data sources: RLIS, TriMet, US Census
 * Low income persons are defined as those earning less than 200% of the federal poverty level
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 TriMet GIS Team. Path: G:\PUBLIC\GIS\Planning\Map_requests\HB2017_maps\HB2017_scenarios.mxd Date Saved: 7/19/2018



Improvements

2 new bus lines

3 route extensions

5 frequency upgrades

5 new Frequent Service Lines

5 Frequent Service Lines upgraded to 12 min. service

Combined Scenario

Combined focus options

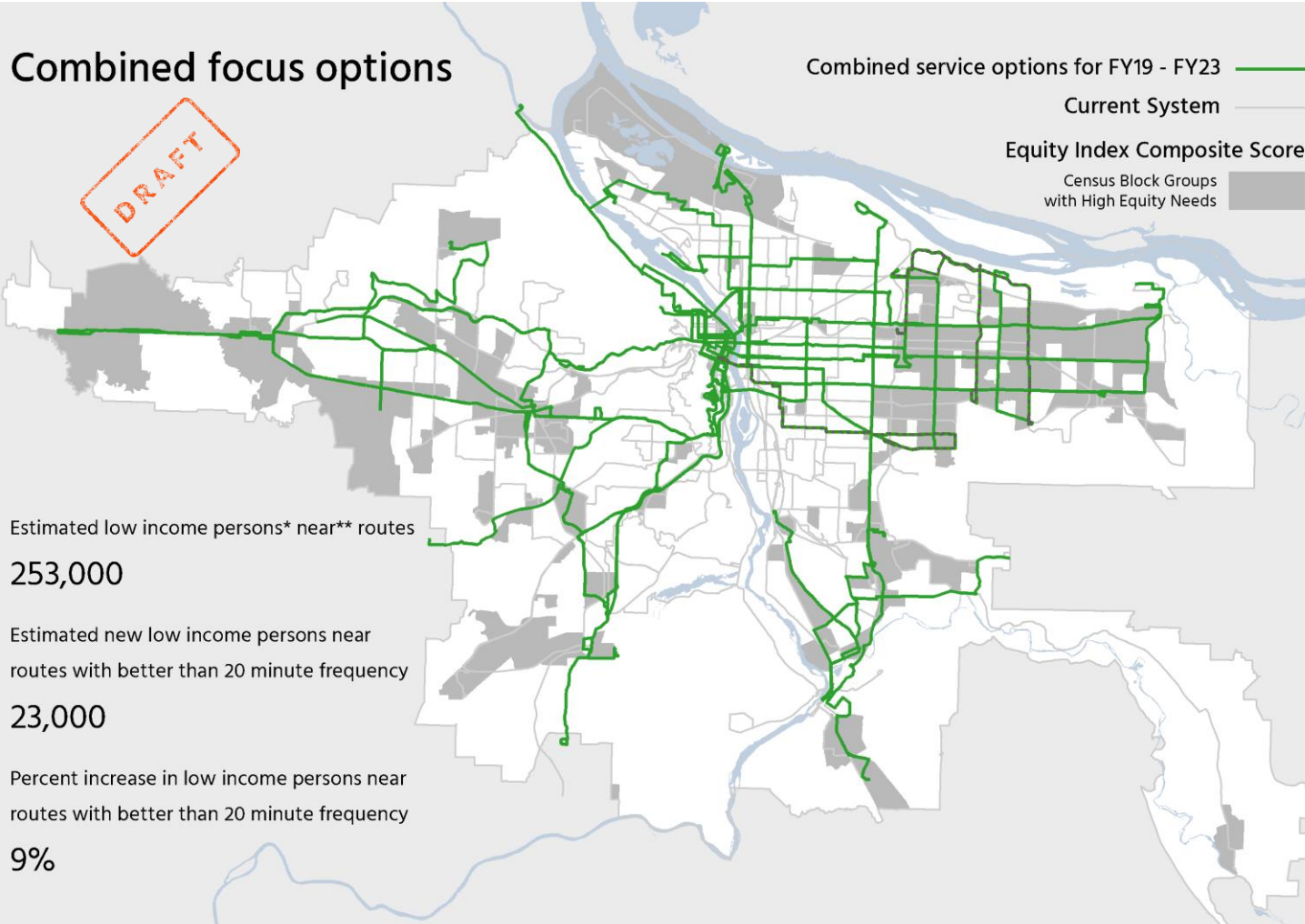
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Combined service options for FY19 - FY23

Current System

Equity Index Composite Score

Census Block Groups with High Equity Needs



Estimated low income persons* near** routes

253,000

Estimated new low income persons near routes with better than 20 minute frequency

23,000

Percent increase in low income persons near routes with better than 20 minute frequency

9%

Data sources: RLIS, TriMet, US Census

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** "Near" means within 1/4 mile of routes (not stops), as the crow flies

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Improvements

2 new bus lines

1 weekend improvement

3 route extensions

6 frequency upgrades

3 new Frequent Service Lines

3 Frequent Service Lines upgraded to 12 min. service

Transportation Proposal for Seniors & People with Disabilities

- Requesting \$3 mil or 5% - whichever is greater
- The funds will be used for
 - expanded operations of transportation services provided by human service agencies
 - capital investment in vehicles
 - mobility management technology
- Local Plan is the Regional Coordinated Transportation Plan
- Specific programs or projects would
 - be targeted towards areas highlighted in the HB2017 equity areas map
 - include accessible shuttles, demand response service, and other low-cost programs such as volunteer mileage reimbursement

Context: TriMet's Existing Investment in Transportation for Seniors & People with Disabilities

- TriMet LIFT
 - \$39.5 mil for curb-to-curb paratransit service for people with disabilities within $\frac{3}{4}$ of a mile of every TriMet fixed route bus line
 - LIFT boundary and hours of operation would expand with route extensions, service span increase, and new weekend service
 - Federal mandate per the American with Disabilities Act
- TriMet funding for Ride Connection
 - FY19": \$4 mil to provide transportation services for seniors, people with disabilities, and people who earn low incomes
 - Ride Connection is able to provide paratransit services at a lower cost than TriMet LIFT

HB 2017: Portland Streetcar

Streetcar Facts

- Over **15,000 riders** each day; 10% increase in ridership in 2017
- 3rd most used transit system in Oregon; **Only Transit Provider** in the State of Oregon not directly receiving funds from HB 2017
- 54% of all housing built in Portland since 2001 is on the streetcar line including more than **1/3 of all regulated affordable**.
- Directly serves **11 Census Block Groups** with High Concentrations of Poverty, as defined by the HB 2017 Advisory Committee
- 32% of riders earn less than **\$30k/year**
- Streetcar has **no access** to other federal or state funds
 - All 5307 (State of Good Repair) Funds earned by Streetcar are kept by TriMet
 - HB 2017 eliminated transit as a category of Connect Oregon

Streetcar Service Request

Improve frequency of Portland Streetcar to 12-minutes by FY 21/22

- Streetcar accounts for ~4% of all transit provided in the TriMet district
- Provides TriMet more flexibility for service by reducing future commitments to Streetcar
- Investments include additional streetcars, shelter upgrades, and related items
- Requesting \$2 mil/year for 12-minute frequency improvement on Portland Streetcar

Context: TriMet's Existing Investment in Streetcar

- Ownership: City of Portland
- Operations: TriMet and Portland Streetcar, Inc.
 - TriMet provides \$8.1 mil annually towards the operation of the Portland Streetcar.
 - TriMet's contribution level is based on ridership and development within the Portland Streetcar corridors. TriMet's contribution increases as ridership and development increases.



Questions & Discussions

- 1) What does the committee think about the funding allocation proposal?
- 2) Which service scenario does the committee prefer: coverage, ridership, combined?
- 3) Should Streetcar be included in the proposal? If so, how much goes to Streetcar, and does it come from the service funds or elsewhere?
- 4) Should senior and disabled transportation be included in the proposal? If so, how much goes to senior and disabled services and does it come from the service funds or elsewhere?