# HB 2017 Transit Advisory Committee

January 20, 2023

# Meeting Agenda

| | |
|---|---|
| Public comment | 8:30 a.m. |
| Update on the region's FY24-25 STIF Formula Funds plan | 8:35 a.m. |
| STIF Discretionary/Inter-Community Funds applications and presentations | 8:40 a.m. |
| Fund/Don't Fund recommendation | 9:40 a.m. |
| Application ranking | 9:50 a.m. |

# Public Comment

# Update on FY24-25 STIF Formula Funds Plan

# FY24-25 STIF Discretionary Funds and Intercommunity Funds Overview

# Fund Program Overview

- **Statewide Transportation Improvement Fund (STIF) Discretionary** solicitation (5 % of STIF)
  - Broad project eligibility but not a source of ongoing operations funding
- **Statewide Transit Network Program** discretionary solicitation, funded from two sources:
  - STIF Intercommunity Fund (4 % of STIF)
    - Improve coordination and connectivity of the statewide transit network
  - Federal Transit Administration (FTA) Section 5311(f)
    - Focused on long distance, non-commuter intercity service

Oregon Department of Transportation

TRIMET

# Estimated Fund Availability 2023-25

| Funding Sources | Amount |
|---|---|
| **STIF Discretionary Fund (5%)** | **$13.5 M** |
| **Statewide Transit Network Program** | **$15 M** |
| STIF Intercommunity Fund (4%) | $10.8 M |
| FTA Section 5311(f) | $4.2 M |

Oregon Department of Transportation

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# Program Schedule

- 2022
  - **October 10:** LOI due to ODOT
  - **October 28:** LOI feedback to applicants (as appropriate)
  - **November 30:** Applications due to ODOT
  - **Early December:** Applications shared with QEs and ACTs
- 2023
  - **Early February:** QE and ACT feedback due to ODOT
  - **Mid February:** Selection Committee meets to finalize award recommendations
  - **March:** PTAC reviews award recommendations
  - **April/May:** OTC makes final award decision
  - **July:** Grant agreements executed

# FY24-25 STIF Plan Budget Summary

| Applicant | Project Name | Request |
|---|---|---|
| Canby Area Transit | Transit Master Plan Update | $200,000 |
| Sandy Transit | Technology Program Implementation | $360,000 |
| SMART | Battery Backup Electric Bus Charging System | $320,000 |
| SMART | Electric Bus Route Modeling | $160,000 |
| Washington County | Bus Electrifications | $551,200 |
| Washington County | Community Connector Shuttle Stop Enhance. | $324,800 |
| Washington County | Microtransit Pilot | $542,640 |
| City of Portland | Streetcar Rider Ambassador Program | $400,000 |
| TriMet | MAX Light Rail Service Plan | $200,000 |
| TriMet | Transit Priority Spot Improvements | $500,000 |
| TriMet | LIFT Vehicle Purchase | $5,721,416 |
| **Total** | | **$9,246,456** |

# FY24-25 STIF Discretionary Funds and Intercommunity Funds Presentations

# Canby Area Transit

CAT
CANBY AREA TRANSIT


TRIMET

SANDY

WHERE INNOVATION MEETS ELEVATION

**Sandy Area Metro (SAM), Sandy, OR**

***SAM Gresham Route**

***SAM Estacada Route**

***SAM In-town Shopper Shuttle**

***SAM *rides* General Public Dial-A-Ride**

***Non-Emergency Medical Rides**

**City of Sandy Transit Department 2.8 FTE**

**Contracts with MV Transportation Services for Operations**

**CELEBRATING OVER 20 YEARS OF SERVICE!**

**STIF Discretionary and Intercommunity Discretionary Application – Technology Program Implementation**

**Partners on this application: Canby Area Transit (CAT), Clackamas County (MHX), Hood River County (CAT), South Clackamas Transit District (SCTD), Wilsonville (SMART)**

"A technology assessment conducted by Full Path Transit Technology and Trillium Solutions in October 2020 concluded "as a small provider and early adopter of technology, Sandy Transit is positioned to lead the way in developing the best methods to maintain systems at the smaller scale. Budgeting, maintenance and training are areas where many if not most small transit agencies struggle and where no readily replicable solutions have been established in the industry. If Sandy Transit is able to arrive at a solution that my also serve other small agencies in Oregon
or elsewhere, we encourage the agency to document the approaches and share it with ODOT and present them at conferences or other knowledge-sharing venues."

SANDY AREA METRO

SANDY

WHERE INNOVATION MEETS ELEVATION

## Tasks and Deliverables

Task 1: Mobile ticketing/fare collection. Deliverables: Request for Proposal, Selection of Vendor, mobile app technology plan.

Task 2: Technology assessment for Sandy/collaborating partners. Deliverables: Assessment report of technology being used. Technology Plan.


Task 3: Technology assistance in updating, maintenance and integration of technology. Deliverables: written procedures, updates and shared data.

Task 4: Analysis of emerging charging management software. Deliverables: List of available charging software and attributes.

## Technology Implementation in Rural and Small Urban Agencies

**Supports:**

**Equity and Improves Access**

**Improved Passenger Experience**

**Oregon Transportation Commission's priority to build, maintain and operate a modern, multimodal transportation system**

"technology offers immense benefits: increasing efficiency of operations, providing data for analysis, and improving the rider experience. But choosing the right tools, and implementing them successfully, can be challenging…small transit agencies often encounter challenges in technology due to their size and types of services they provide." – Transit Technology Assessment Process Prepared by Full Path Transit Technology and Trillium Solutions February 27, 2020

SMART
SOUTH METRO AREA REGIONAL TRANSIT

# Battery Backup Unit

Scope
Purchase backup unit designed to charge electric buses when regular power is out

Goals
Continue transition to alternative fuels, address climate change, reduce emissions.

Total Cost: $400,000

Grant Request: $320,000

SMART
SOUTH METRO AREA REGIONAL TRANSIT

# Electric Bus Route Modeling

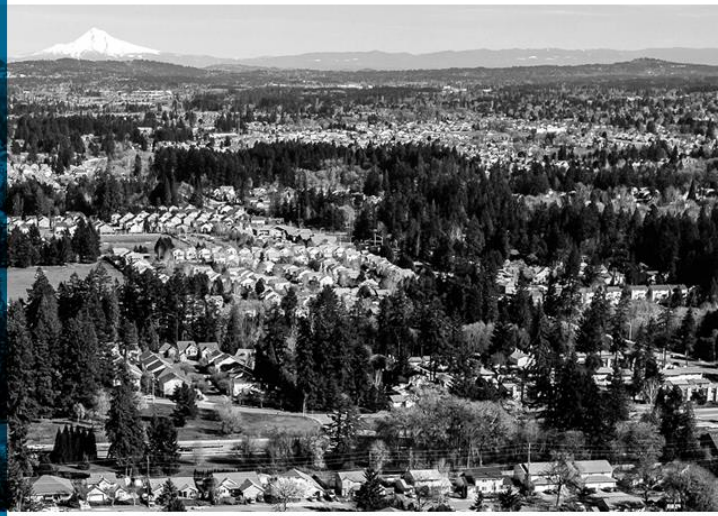
Scope
Engage consultant to determine routes possible to serve with electric buses

Goals
Continue transition to alternative fuels, regional coordination, reduce emissions.

Total Cost: $200,000

Grant Request: $160,000

# Washington County STIF Discretionary Grant Proposals



TRIMET HB2017 COMMITTEE

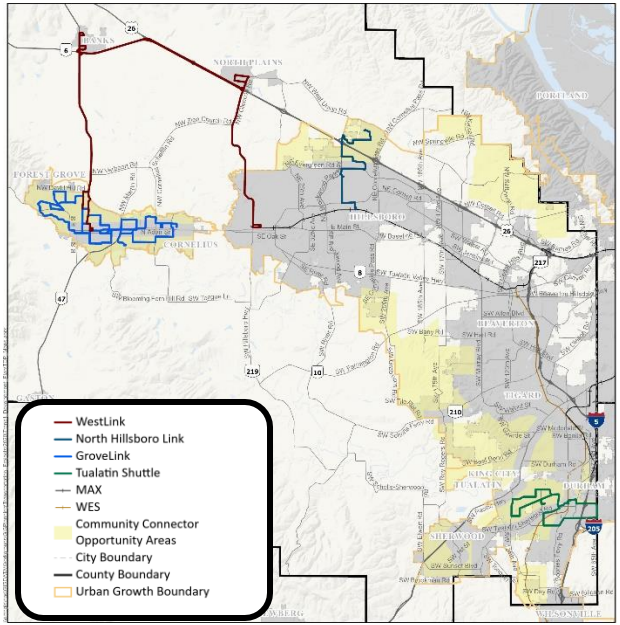
January 20, 2023

Land Use & Transportation

www.washingtoncountyor.gov

# Ride Connection's STIF funded services in Washington County

- Demand response
  - Older adults, people with disabilities as well as general public outside TriMet and SMART
- Community connectors
  - Over 110,000 annual rides (pre-pandemic)
  - New and expanded services in Banks, Bethany, Cornelius, Hillsboro, King City, North Plains, and Tualatin
  - Serving over 170,000 people, 42,000 students, and nearly 15,000 low-income households

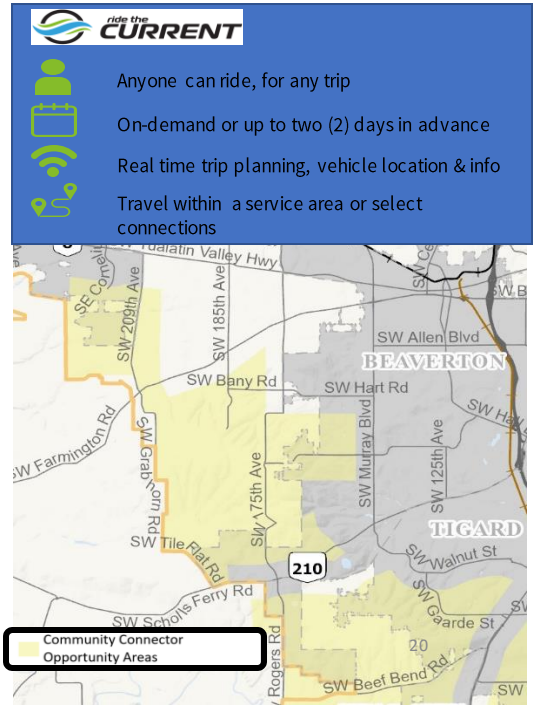


Objectives:

- Serve an area with a higher concentration of low-income households, low-wage jobs, and older adults with an on-demand rideshare service that provides point-to-point service within a transit-deficient area
- Test service model for cost-effectiveness

Scope:

- Purchase two transit vans and scheduling software in year one
- Operate service in year two
- Scalable



Objectives:

- Reduce carbon emissions and improve health and quality of life for vulnerable populations
- Inform future electrification strategies

Scope:

- Purchase two battery-electric 14-passenger shuttle vans and charging facilities for Forest Grove and Tualatin services.
- Scalable

Source: https://lightningemotors.com

Objective:

- Increase awareness of service, safety and rider experience

Scope:

- Plan, design and construct
  - ADA-compliant landing pads
  - Shelters, benches, or seats
  - Signs, wayfinding
- Scalable

# Thank you!

**Dyami Valentine, Washington County**
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# Portland Streetcar Rider Ambassador Program

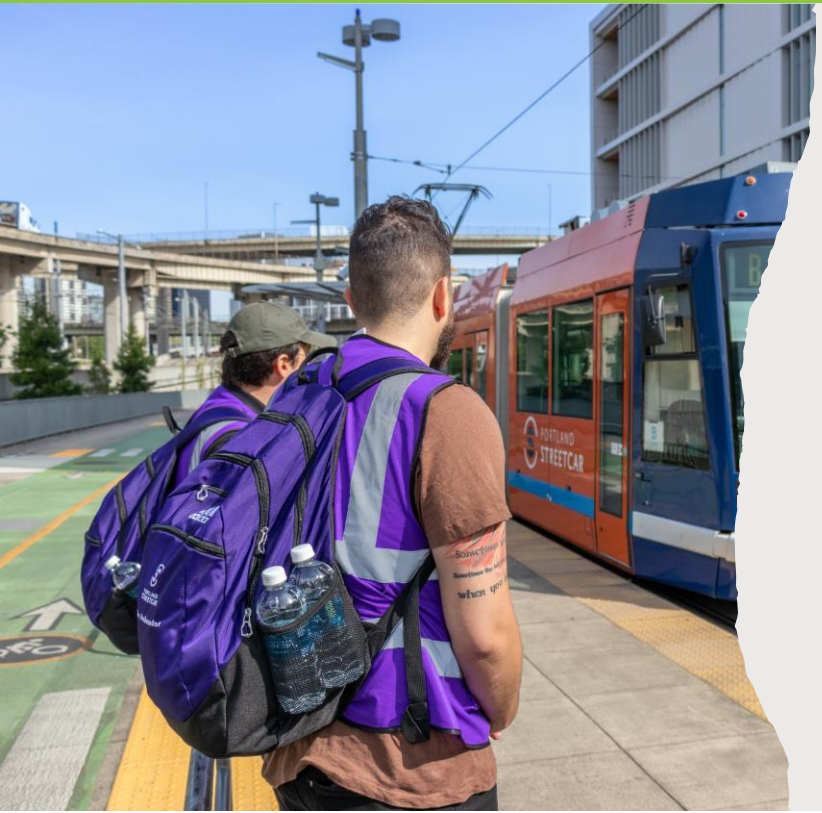
Andrew Plambeck

Public Affairs Manager

Portland Streetcar, Inc.

HB 2017 Committee, January 2023

PORTLAND STREETCAR

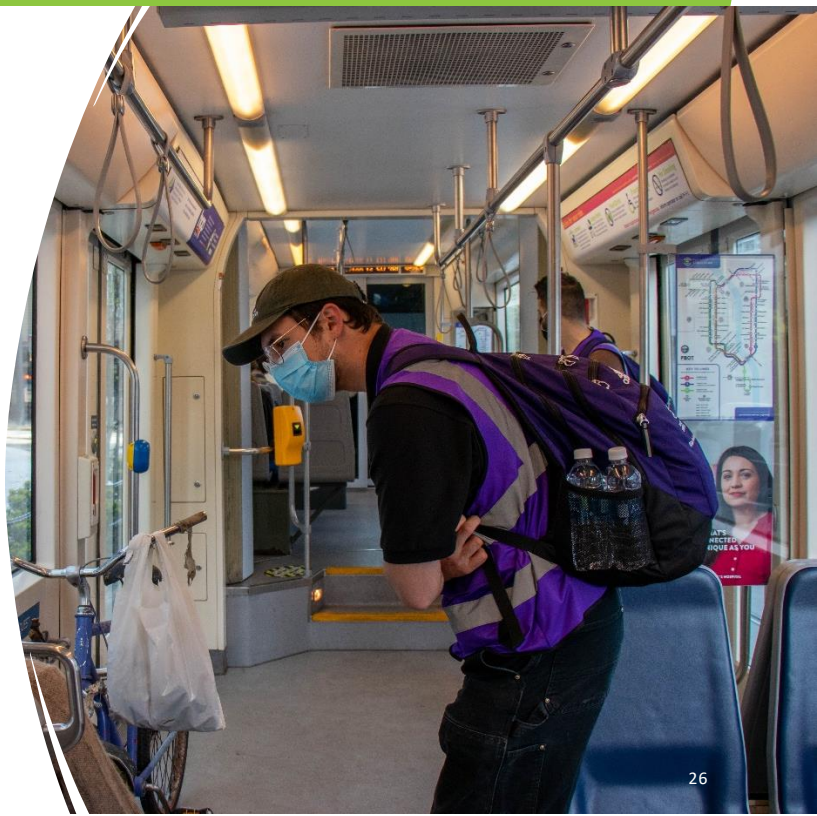


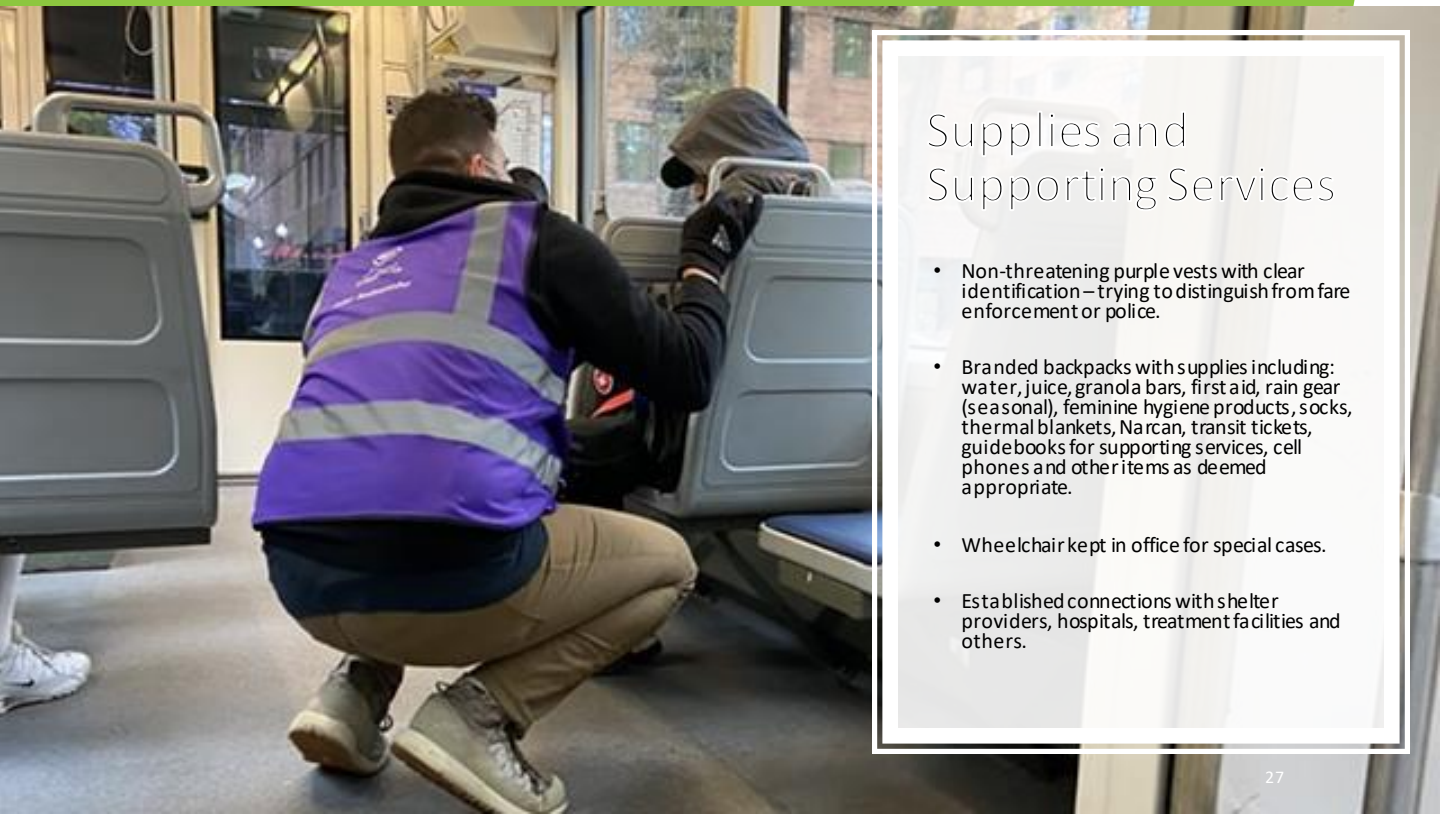

# Rider Ambassador Program

- Launched in early 2022, funded for one year by FTA Covid-19 Demonstration Grant. Stretched funding to continue through June 2023.
- Non-police response to support all riders, especially those experiencing homelessness, addiction or mental illness.
  - -Existing support included on-demand City of Portland Code Officers and Portland Police as needed.
- Rider Ambassadors do not respond to calls from dispatch (with some exception) but are a roving presence on the system.

# Program Details

- 5 team members, 0.5 FTE from a wide variety of backgrounds; mostly social service-oriented.
- Always work in pairs on generally 4-hour shifts.
- Rolling training opportunities include crisis de-escalation, racial equity, CPR/First Aid, trauma-informed care, mental health first aid—and others as available.





# Supplies and Supporting Services

- Non-threatening purple vests with clear identification – trying to distinguish from fare enforcement or police.
- Branded backpacks with supplies including: water, juice, granola bars, first aid, rain gear (seasonal), feminine hygiene products, socks, thermal blankets, Narcan, transit tickets, guidebooks for supporting services, cell phones and other items as deemed appropriate.
- Wheelchair kept in office for special cases.
- Established connections with shelter providers, hospitals, treatment facilities and others.

# Thank you

Andrew Plambeck, Public Affairs Manager
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PORTLAND STREETCAR

# MAX Light Rail Service Plan

# Why This Plan?

- MAX provides ~40% of TriMet rides
- Ridership has recovered faster on bus than on MAX
- How can we restore and improve MAX service in the best way to bring riders back?

## What This Plan Is:

- A plan to expand service on existing MAX lines by implementing core values of *ridership* and *equity*

## What This Plan Is Not:

- A plan to build out new MAX lines

# Two Deliverables

- ✓ Near term, financially-constrained service plan
- ✓ Long term, strategic service plan for existing MAX lines

[Funding request is scalable]

# Transit Priority Spot Improvements


## FY23-25 STIF Discretionary

## January 20, 2023

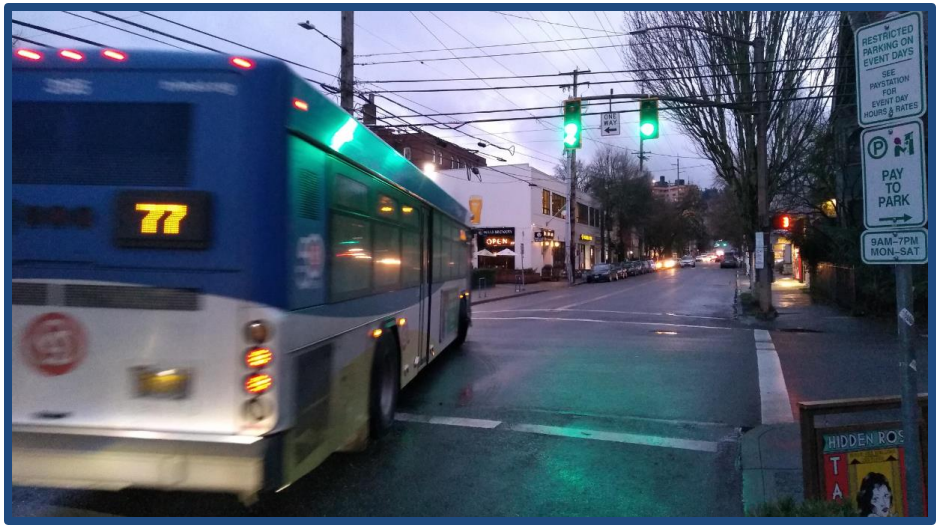
# Overview

- Target delay hot spots to improve reliability for bus riders
- Tactical solutions including bus lanes, signal adjustments, turn improvements
- Since 2019 STIF Discretionary funding has supported 13 projects to reduce delays for 10 bus routes that serve equity areas

# Project Details

| Location | Lines | Date | Treatment |
|---|---|---|---|
| N Williams & Wheeler | 4, 44 | 9/19 | Signal Adjustment |
| NW 21st & Everett | 77 | 1/20 | Signal Adjustment |
| NW 21st & Glisan | 77 | 3/21 | Turn Improvement |
| 18th/19th & Flanders | 24 | 8/20 | Stop Platform |
| NE 57th & Sandy | 71 | 11/20 | Turn Lane |
| NE Prescott & 82nd | 71 | 11/20 | Turn Lane |
| SE 52nd & Powell | 71 | 12/20 | Turn Lane |
| N Greeley & Killingsworth | 35 | 12/20 | BAT Lane |
| NE Sandy & 91st | 12, 71 | 4/21 | Bus Lane |
| E Burnside & 20th | 20 | 7/21 | BAT Lane |
| SE Hawthorne & Chavez | 14 | 7/21 | Bus Lane |
| N Whitaker & Denver | 6 | 6/22 | Bus Lane |
| E Burnside & Gilham | 20 | 6/22 | BAT Lane |

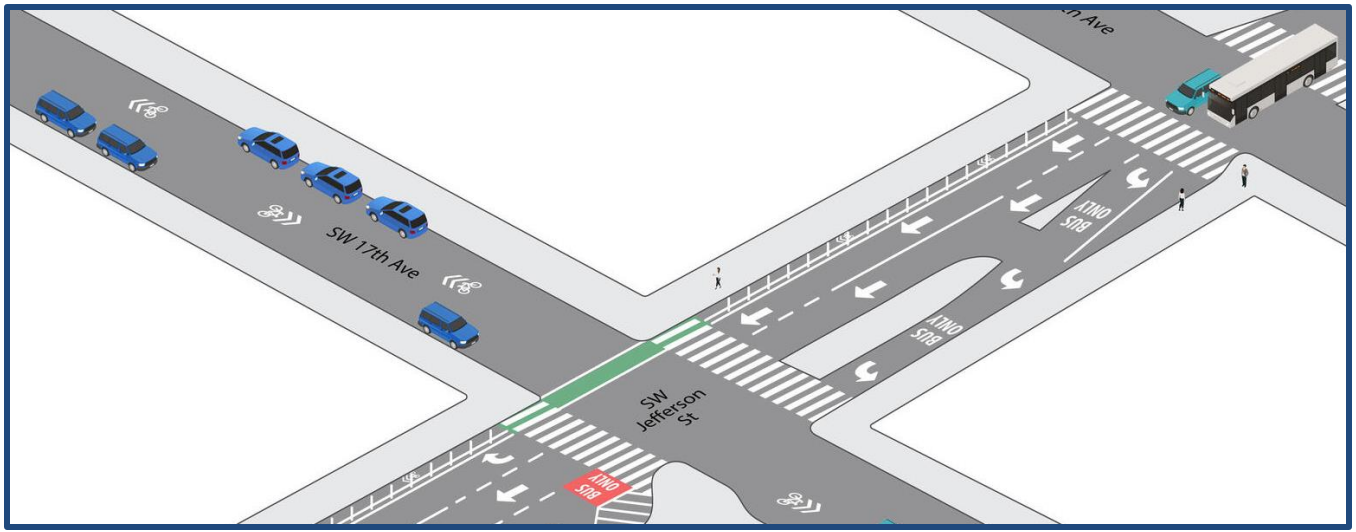
# 21st & Everett: Line 77 – Signal Adj.



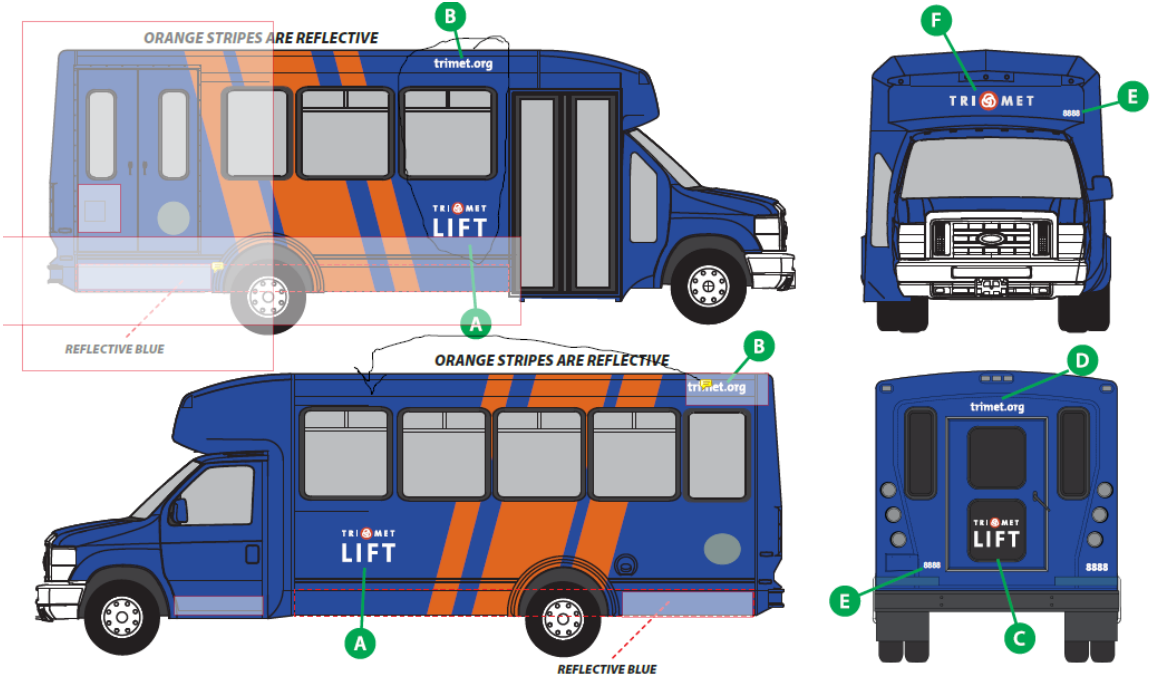
# N Whitaker: Line 6 – Bus Lane

# SE Hawthorne: Line 14 – Bus Lane

# Upcoming – SW Jefferson Bus Island



# TriMet LIFT Vehicle Replacement Application



# LIFT Fleet Replacement Schedule

| FY | Qty | Vehicle Series | Vehicle Type Retiring | Vehicle Type Replacing | Anticipated Cost per Unit | Total Obligation Per Fleet | Total Obligation Per Fiscal Year |
|---|---|---|---|---|---|---|---|
| FY23 | 42 | 9800-9841 | Cutaway | Cutaway | $170,285 | $7,151,970 | $7,151,970 |
| FY24 | 42 | 9842-9883 | Cutaway | Cutaway | $170,285 | $7,151,970 | $7,151,970 |
| FY25 | 30 | 9901-9933 | Cutaway | Cutaway | $210,000 | $6,300,000 | $6,300,000 |
| FY26 | 30 | 9934-9963 | Cutaway | Cutaway | $210,000 | $6,300,000 | $6,300,000 |
| FY27 | 15 | 8701-8715 | Cutaway | Cutaway | $224,700 | $3,370,500 | |
| | 15 | 9964-9978 | Cutaway | Cutaway | $224,700 | $3,370,500 | $6,741,000 |
| FY28 | 11 | 8716-8726 | Cutaway | Cutaway | $224,700 | $3,370,500 | |
| | 15 | 8801-8815 | Transit | Transit Cutaway | $175,000 | $2,625,000 | $5,995,500 |
| FY29 | 30 | 8930-8959 | Transit | Transit Cutaway | $175,000 | $5,250,000 | $5,250,000 |
| FY30 | 30 | 8001-8030 | Transit | Transit Cutaway | $187,250 | $5,617,500 | $5,617,500 |
| FY31 | 17 | 8031-8047 | Transit | Transit Cutaway | $187,250 | $3,183,250 | |
| | 13 | 8100-8112 | Cutaway | Cutaway | $235,935 | $3,067,155 | $6,250,405 |
| FY32 | 30 | 8113-8142 | Cutaway | Cutaway | $235,935 | $7,078,050 | $7,078,050 |
| FY33 | 30 | 8143-8172 | Cutaway | Cutaway | $235,935 | $7,078,050 | $7,078,050 |
| FY34 | 27 | 8173-8199 | Cutaway | Cutaway | $235,935 | $6,370,245 | $6,370,245 |

# Increases in Costs Post-COVID

**2017 Cutaways = $105,680**
**2024 Cutaways = $170,280**

**61% Cost increase in the past 7 years**

# LIFT Fleet Replacement Condition

| Oregon Department of Transportation<br>Rail and Public Transit Division | Vehicle Descriptions and Useful Life Standards | | | | | |
|---|---|---|---|---|---|---|
| D: Medium-Size, Light-Duty Bus & Van Chassis Cutaway Bus  | 11,000-16,000 | 12-16 | ≥ 22 feet | 5 years or 150,000 miles | $72,642 - $172,304 | 6-9 months |

**LIFT Fleet Replacement in FY24**

**Avg. Miles at time of replacement = 282,500**

**Age at time of Replacement = 12 years**

**88% beyond mileage requirement; 140% beyond age requirement**

# LIFT Fleet Replacement Funding

| | Cost | STFAC 5310 Award | Unmet Need |
|---|---|---|---|
| FY 24 | $7,151,970 | $1,047,667 | $6,104,303 |
| | | | |
| | | Total Need | $7,151,970 |
| | | TriMet Match | $1,430,354 |
| | | STIF Request | $5,721,416 |

# Impacts of Aging Fleet and Justification for Replacement

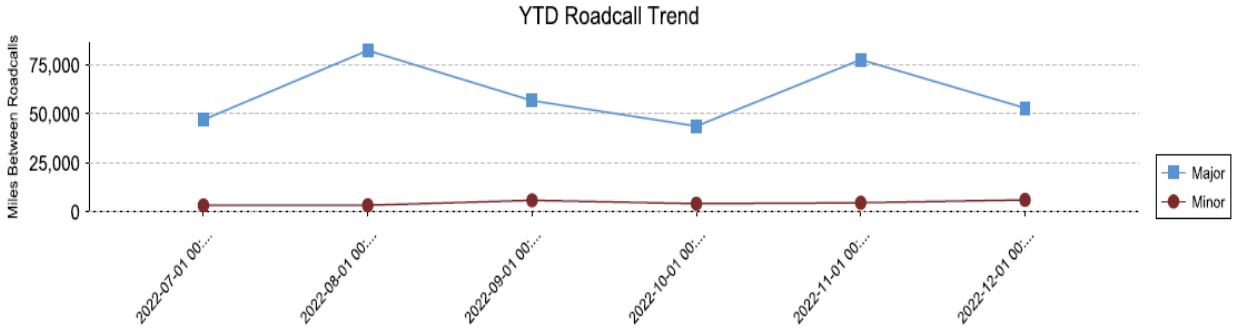
# TriMet Fixed Route Comparison – Mean Distance Between Failures

| December 2022 - Fleet MDBF | | | | |
|---|---|---|---|---|
| Fleet Number | Fleet | Total Failures | Fleet MDBF | Fleet Mileage |
| 57 | NEW FLYER LF (40) 2900 | 27 | 3,187 | 86,058 |
| 58 | GILLIG LF (40) 3000 | 32 | 5,375 | 172,004 |
| 59 | GILLIG LF (40) 3052+HYB | 7 | 3,530 | 24,710 |
| 60 | GILLIG LF (40) 3100 | 16 | 11,197 | 179,147 |
| 61 | GILLIG LF (40) 3200 | 28 | 8,608 | 241,037 |
| 62 | GILLIG LF (40) 3300 | 10 | 8,264 | 82,640 |
| 63 | GILLIG LF (29) 3400 | 2 | 17,431 | 34,861 |
| 64 | GILLIG LF (40) 3500 | 31 | 5,883 | 182,372 |
| 65 | GILLIG LF (40) 3600 | 18 | 9,588 | 172,589 |
| 66 | GILLIG LF (40) 3700 | 24 | 7,449 | 178,785 |
| 67 | XCELSIOR BEB (40) 3800 | - | - | 6,470 |
| 68 | GILLIG (40) 3900 | 32 | 6,278 | 200,898 |
| 69 | GILLIG (40) 4000 | 22 | 8,552 | 188,144 |
| 71 | GILLIG (40) 4200 | 15 | 7,332 | 109,980 |
| 73 | GILLIG BEB (40) 4300 | 4 | 1,984 | 7,934 |
| 74 | NOVA BUS - DTP (60) 4500 | - | - | - |

# LIFT Miles Between Road Calls with LOST Service – FY24 Replacement Fleet

| | Miles Between Roadcalls with Lost Service | |
|---|---|---|
| | Major Mechanical | Other Mechanical |
| Jul-22 | 10,111 | 56,376 |
| Aug-22 | 10,947 | 39,321 |
| Sep-22 | 10,129 | 42,636 |
| Oct-22 | 9,268 | 37,813 |
| Nov-22 | 10,008 | 33,063 |
| Dec-22 | 8,768 | 33,957 |

# LIFT Year to Date Roadcall Trend – Entire LIFT Fleet



# Daily Fleet Availability
# LIFT Powell Garage

| Service Date | 1/19/2023 | |
|---|---|---|
| 101 | Cutaways | |
| 12 | 12.0% | 12% Spare Ratio |
| 69 | 68.3% | MAX NEEDED FOR SERVICE |
| 16 | 15.8% | PM's |
| 18 | 17.8% | Pending Repairs |
| 5 | 5.0% | Supervisor Hold |
| 39 | 38.6% | Total OOS |
| -7 | -6.9% | Available |

# Daily Fleet Availability
# LIFT Merlo Garage

| Service Date | | 1/19/2023 |
|---|---|---|
| 47 | Cutaways | |
| 6 | 12.0% | 12% Spare Ratio |
| 38 | 80.9% | MAX NEEDED FOR SERVICE |
| 7 | 14.9% | PM's |
| 8 | 17.0% | Pending Repairs |
| 1 | 2.1% | Supervisor Hold |
| 16 | 34.0% | Total OOS |
| -7 | -14.9% | Available |

# Capacity Constraints in ADA Paratransit - PROHIBITED

**Constraints on capacity are prohibited [Section 37.131(f)]. A transit agency cannot limit the availability of complementary paratransit to eligible riders through waiting lists, significantly late trips or other specific practices that result in limiting service.**

# Capacity Constraints Caused Due to Lack of Vehicle Availability

- Poor On-time Performance & Disparate Geographic impact
  - 92.8% total fleet vs. 86% Replacement Fleet
    - Replacement Fleet = Washington County Impacts
  - Trips moved to cabs to cover service
    - 27% of trips on Cabs (= 74% On-time Performance with cabs)

# Is this a Scalable Request?

**Yes, But…**

A reduction in the allocation may reduce the number of vehicles LIFT will be approved to procure, thereby continuing the capacity constraints our system is experiencing, which directly results in degraded MANDATORY service for LIFT riders.


**Eileen Collins, (Interim) Director, TriMet Accessible Transportation Program**
**Collinse@Trimet.org**
**503-349-4454**

# Fund/Don't Fund Recommendations & Ranking Recommendations

# Meeting Adjourned