

# HB 2017 Transit Advisory Committee

January 28, 2021



# Webex Tutorial

## Chat

- Right side window
- Chats are recorded

Video On/Off

Mute/Unmute

Leave Meeting

Participants 

- Right side window
- Raise your hand

Mute Start video Share Record ... Leave Meeting Participants Chat ...



# Meeting Agenda

Public Comment	10:00 a.m.
Update on the region's STIF application	10:05 a.m.
STIF Discretionary Applications	10:10 a.m.
Fund/No Fund recommendations	11:20 a.m.
Meeting Adjourns	11:30 a.m.



# Public Comment



# STIF Formula Funds Application Submittal

- Application is due on Mon., Feb. 1<sup>st</sup>.
- Aiming to submit by end of Fri., Jan. 29<sup>th</sup>



## STIF Plan Template

### 1. Qualified Entity

Qualified Entity Name  
Tri County Metropolitan Transportation District of Oregon

Qualified Entity Address  
1800 SW 1st Ave.

Address Line 1  
Portland Oregon 97201  
City State Zip Code

Employer Identification Number (EIN)  
93-0579353

STIF Plan Contact Name STIF Plan Contact Title  
Tom Mills Service Planning Manager

STIF Plan Contact Phone Number STIF Plan Contact Email  
(503) 962-4883 millst@trimet.org

Will any of the projects in this STIF Plan use funds jointly managed with one or more other Qualified Entities?  
No

### 1.2 Public Transportation Service Providers in this STIF Plan

#### Provider 1

Service Provider Name Employer Identification Number (EIN)  
Tri County Metropolitan Transportation District of Oregon (TriMet) 93-0579353

Service Provider Website



# STIF Discretionary Funds

## Estimated Fund Availability<sup>1</sup>

Fund Source	Amount
STIF Discretionary Fund	\$9.5 M
Statewide Transit Network Program	\$9.5 M
STIF Intercommunity Discretionary Fund	\$7.6 M
FTA Section 5311(f) 1	\$1.9 M



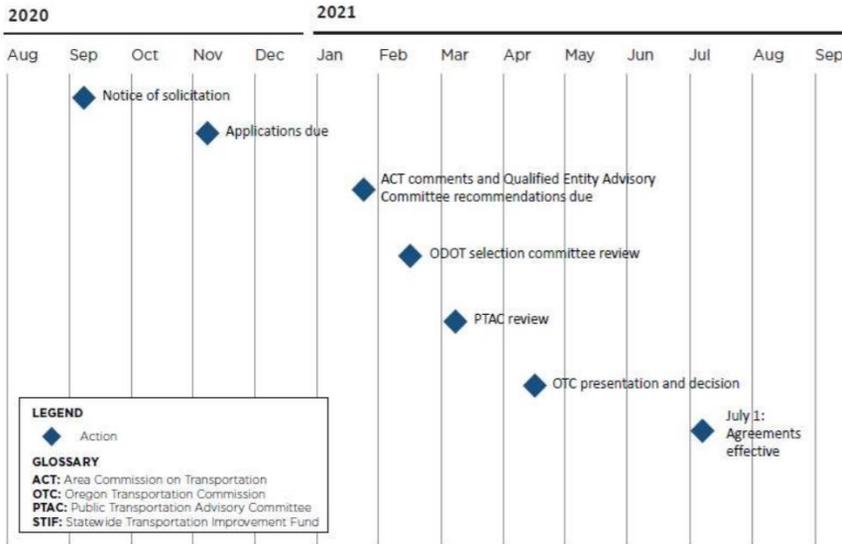
<sup>1</sup> Estimates do not reflect possible backfill of Special Transportation Fund



# STIF Discretionary Process

## STIF Discretionary Fund and Statewide Transit Network Program\* SOLICITATION SCHEDULE

September 2020



\*The Statewide Transit Network Program includes two potential funding sources: STIF Intercommunity Discretionary Fund, and FTA §5311(f).



# STIF Discretionary Application Presentations

The Advisory Committee must review and make “fund/don’t fund” recommendation to the Oregon Transportation Commission. The committee also has the option to rank the projects.

Applicant	Project Name	Request
Clackamas County	I-205/Borland/Bridgeport Village Transit Service	\$810,000
Clackamas County	Integrated Website for Small Providers	\$130,500
SMART	Bus and Bus Stop Technology Upgrades	\$198,416
SMART	FY22 Transportation Master Plan	\$112,000
Washington County	Shuttle Stop Enhancement Project	\$252,080
TriMet	Frog Ferry Pilot	\$500,000
TriMet	Transit Priority Spot Improvements	\$348,000



# Clackamas County

STIF Discretionary Applications

# FY22-23 Discretionary Application #1

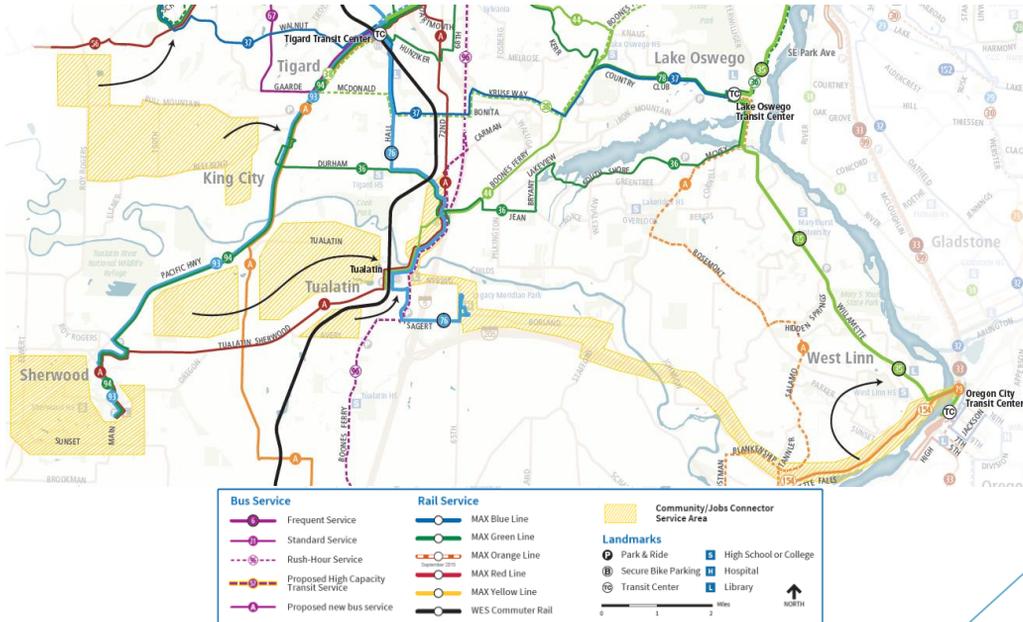
I-205 / Borland Rd. / Bridgeport Village Transit Service

- ▶ Joint application
  - ▶ Washington County
  - ▶ Clackamas County
- ▶ Service providers
  - ▶ Ride Connection
  - ▶ SMART
- ▶ Other partners
  - ▶ City of Tualatin
  - ▶ City of West Linn
  - ▶ City of Oregon City

# Tualatin / West Linn / Oregon City Shuttle (FY19-21)

- ▶ Funded through Regional Coordination dollars for initial planning
- ▶ Feasibility study completed
  - ▶ Needs assessment
  - ▶ Title VI report
  - ▶ Stakeholder interviews
  - ▶ Public engagement
  - ▶ Online survey
- ▶ Current services provided

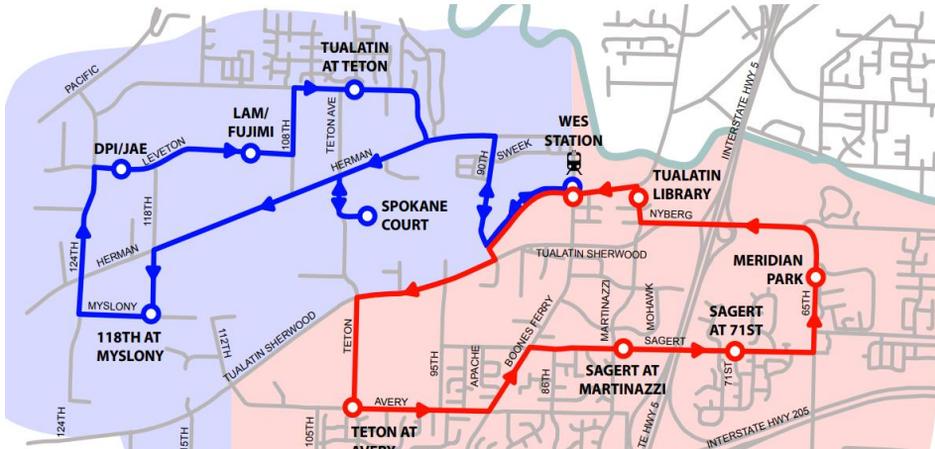
# TriMet Service



# South Metro Area Regional Transit (SMART)



# Ride Connection



# Route Options

- Feasibility study and the TDP produced several route options and recommendations

ST-2	I-205: Oregon City to I-5 Interchange	0	47	Implement hourly local service via Ride Connection's Borland Road service and hourly express service on I-205 (Option D1) (about 28 runs per day total)
ST-3	East Tualatin	0	8	
MT-1	I-205: Oregon City to I-5 Interchange <sup>1</sup>	28	19	Evaluate service Consider increased service span and frequency to add runs to service
MT-2	Milwaukie Industrial Area <sup>1</sup>	45	19	



**Short-Term Recommendations:  
Routes**

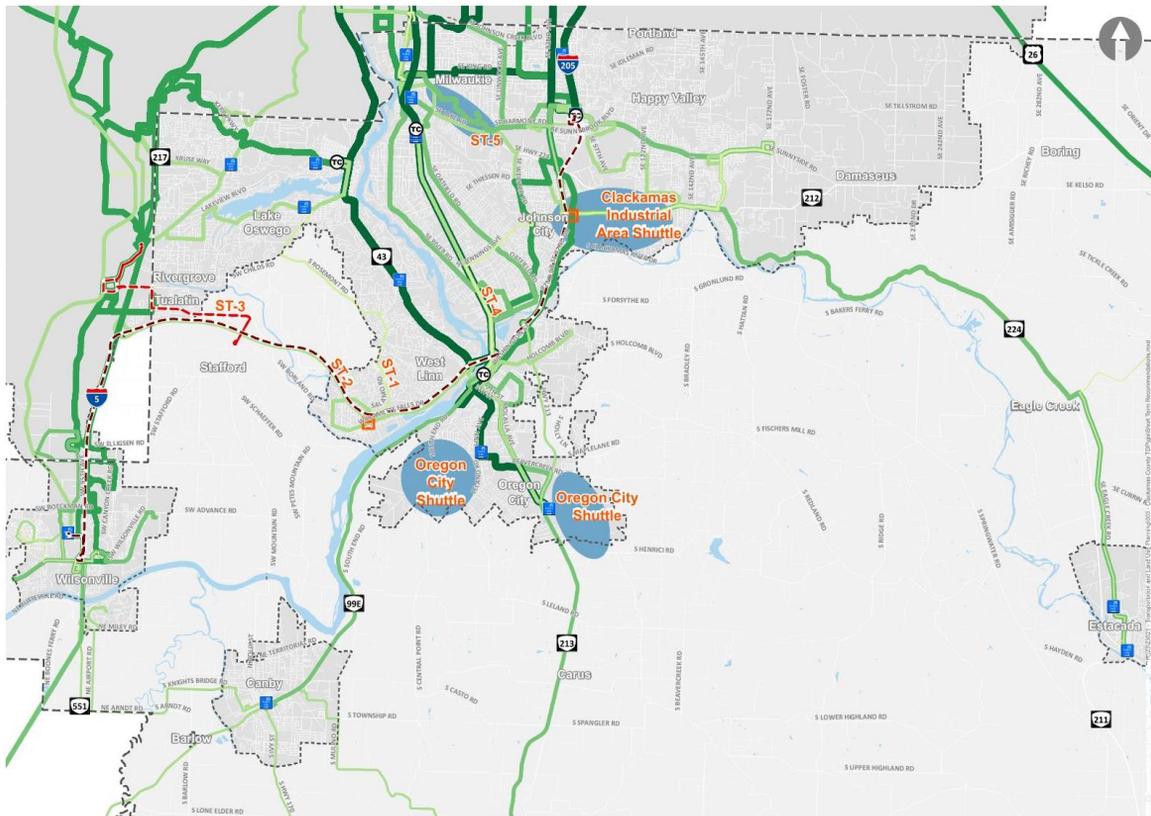
- 8 or Fewer Runs per Day
- 9 - 16 Runs per Day
- 17 - 32 Runs per Day
- 33 - 64 Runs per Day
- 65 or More Runs per Day

**Short-Term Recommendations:  
Areas**

- 9 - 16 Runs per Day

**Planned Services**

- Wilsonville to Clackamas Town Center
- Tualatin Shuttle (New)
- Mobility Hub
- Transit Centers
- Park and ride lots
- Urban Growth Boundaries
- County Boundary



# Route Options

- ▶ Discretionary Grant pilot
  - ▶ Ride Connection expansion of the existing Tualatin Shuttle
    - ▶ Additional route that would run along Borland Rd out to Stafford Rd.
    - ▶ Expansion to Bridgeport Village
  - ▶ SMART implement I-205 Commuter service
    - ▶ Utilizing bus on shoulder to run from Wilsonville to Clackamas Town Center
    - ▶ Stop at Stafford Rd to connect with local shuttle
    - ▶ Stops in West Linn and Oregon City

# Discretionary Ask

- ▶ Large ask
  - ▶ Feasibility study indicates strong demand exists for this service (both local and commuter)
  - ▶ Pilot operations ahead of I-205 tolling
    - ▶ Expanded Ride Connection Tualatin Shuttle
    - ▶ SMART Commuter Service along I-205
  - ▶ 2 New Vehicles
    - ▶ One for each service
  - ▶ Operations Infrastructure
    - ▶ Signs, posts, etc.

# FY22-23 Discretionary Application #2

## Integrated Website for Small Clackamas County Service Providers

- ▶ Joint application
  - ▶ Canby Area Transit (CAT)
  - ▶ Sandy Area Metro (SAM)
  - ▶ South Metro Area Regional Transit (SMART)
  - ▶ South Clackamas Transit District (SCTD)
  - ▶ Clackamas County

# Integrated Website for Small Clackamas County Service Providers

- ▶ Building on integrated fare collection project funded through STIF Discretionary Grant in FY19-21
- ▶ Modeled after NW Connector design
  - ▶ One stop shop for trip planning, information, schedules, and fare purchase
  - ▶ Simplify the riding experience
  - ▶ Better scheduling and connections between the 5 providers



**Kristina Babcock**

Transit Coordinator - Clackamas County

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971-349-0481



# Bus & Bus Stop Technology Upgrades

Thursday, January 28, 2021

# Bus Stop eReaders

- ▶ Background
- ▶ Customer amenities
- ▶ Real-time information
- ▶ 14 solar powered eReaders



# Cost/Benefit Analysis

- ▶ eReader and installation cost: \$188,020



- ▶ eReaders provide riders with vital information
  - ▶ On-time arrival
  - ▶ Bus capacity constraints
- ▶ Increases customer safety
- ▶ Adds comfortability
- ▶ Creates a reliable transportation experience



# Bus Destination Sign Integration

- ▶ Background
- ▶ Interior and exterior signs synced to GTFS for next stop announcements
- ▶ Satisfies ADA guidelines
- ▶ Communication with customers



# Cost Benefit Analysis

- ▶ Interior & Exterior Signage: \$60,000



- ▶ Customer ease-of-use
- ▶ Accurate communication & information
- ▶ Increases customer safety
- ▶ Increased efficiencies through integrating technologies



# Funding

- ▶ Total project cost: \$248,020
  - ▶ STIF: 198,416 (80%)
  - ▶ Local: \$49,604 (20%)
- ▶ Promotes safe, affordable, and dependable service free of any discrimination based on minority status, age, gender, ethnicity, or disability





# Transportation Master Plan

Thursday, January 28, 2021

# Transit Master Plan Update

- ▶ Background
  - ▶ Last plan update: June 2017
- ▶ Identify connectivity gaps
- ▶ System-wide strategic planning



# Transit Master Plan Update

- ▶ Transit in a post-COVID-19 world
- ▶ Improve inter-community connectivity
- ▶ Industry best practice to update master plan
- ▶ Necessary for STIF planning and support



# Cost/Benefit Analysis

- ▶ Transit Master Plan cost:  
\$140,000



- ▶ Increase SMART's ability to obtain funding
- ▶ Community input for needed transit and intermodal improvements
- ▶ Promotes transparent and accountable decision-making



# Funding

- ▶ Total project cost: \$140,000
  - ▶ STIF: \$112,000 (80%)
  - ▶ Local: \$28,000 (20%)
- ▶ Transit Master Plan
  - ▶ SMART and State commitment to improve service quality and equity for all customers

# Questions





# Washington County and Ride Connection

HB 2017 ADVISORY  
COMMITTEE

01/29/2021



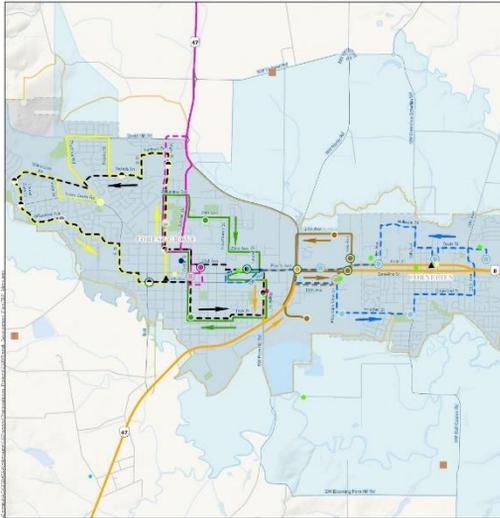
# Banks, Forest Grove, Hillsboro, North Plains, Tualatin and Rural Washington County



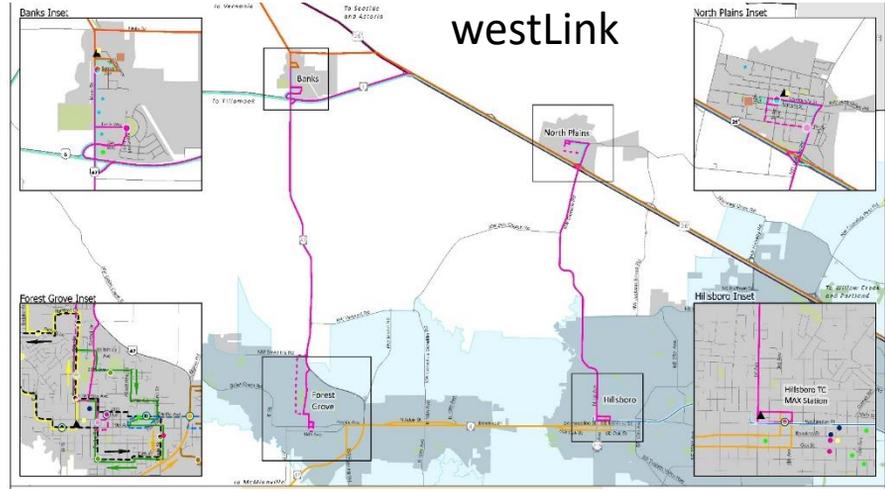


# Local and intercity routes

## GroveLink



## westLink



- WestLink
- TCTD Route 5: Tillamook-Portland
- GroveLink Loop East
- GroveLink Loop West
- GroveLink Employment Service
- - - GroveLink Saturday Loop (Proposed)
- - - GroveLink Cornelius Weekend Extension (Proposed)
- WestLink (Proposed Route)
- YCTA Route 33: McMinnville-Hillsboro
- MAX Blue Line
- TriMet Boundary
- NorthWest POINT
- Transit Stops by Route
- College/University
- TriMet Transfer Point
- Schools (K-12)
- Proposed Stops
- Hospitals/Urgent Care Centers
- Grocery Stores
- Libraries
- City Halls
- Key Rural Employers





# Project objectives

- Reduce service fragmentation
- Provide a safer and more comfortable passenger experience
  - 300K annual rides
- Improve awareness of services
  - Over 40K people, 5,700 low income households and 2K students within ½ mile of stops



## Proposed scope

STIF funding for:

- Stop improvements at up to 22 locations (over 40% of shuttle network)
- Signage, landing pad, benches, shelters, etc.
- Scalable



# Questions?

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FRIENDS OF

**FROG FERRY**

Winter 2021



### **Mission & Objectives:**

Create a safe and sustainable river-friendly **public passenger** ferry service to better connect people to their river and one another and help build community livability.

- Educate about Native American past
- Enhance resiliency planning and emergency response
- Provide social equity benefit: jobs, connect low-income communities to central economic core
- Operate with a low operational subsidy
- Create an iconic presence on the water
- Promote economic vitality; access
- Reduce greenhouse gas emissions
- Benefit tourism industry
- Efficient: Public-Private Partnership
- Tap 80%+ federal funding for infrastructure
- Foster stewardship of rivers



# Timeline

## 2017: Curiosity to Concept

Why Don't We Have a Ferry Service Here?

- Created Frog Ferry Business Plan and LLC
- Reached out to transit leaders. They agreed it was a good idea, they didn't have the capacity or expertise to lead, and suggested we pursue with their support

## 2018: Research

- Created Friends of Frog Ferry board, filed for non profit
- Consulted with Seattle and San Francisco maritime experts to vet viability and learn operational models
- Reached out to waterfront residents and employers
- Hosted press conference: 130+ favorable stories
- Delivered \$1 million pro bono project management

## 2019: Educate & Build Confidence with Local Leaders

- Awarded our 501(c)(3) status
- Awarded ODOT STIF Grant: \$200,000 (PBOT \$40,000 match committed in February 2019 with application)
- **Delivered** Best Practice Case Study Report
- Formed 8 pro bono committees
- 267 presentations and 83 letters of support
- Delivered \$3 million pro bono

## 2020: Operational Feasibility Report & Secure Public Partner

- **Delivered** Demand Modeling Study
- Awarded \$300,000 by Murdock Charitable Trust
- **Delivered** Operational Feasibility Study and Finance Plan- [Goal 1](#)
- Secure public agency sponsor- [Goal 2](#)
- Build Pilot Project Proof of Concept: Launch 2022- [Goal 3](#)



### Phase 1: 2017 – 2020 Research and Outreach

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- Best Practices Research: SF & Seattle
- Research: Feasibility Studies
  - Best Practice Case Study: *Delivered*
  - Demand Modeling Report: *Delivered*
  - Op Feas. Plan/Finance Plan: *Delivered*
- Coalition Building: 9 teams of 200 volunteers
- Secure Public Agency Sponsor: *Done*
- Governance 501(c)(3)

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**PRO BONO:** \$5.5M

**FUNDRAISED:** \$750,000

### Phase 2: 2021 – 2024 Pilot Project Test

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- Pilot Project: Plan, Build Partnership & Operate
- Solicit Federal Funding Q1 2021
- Secure local match
- Vessels on Order Q3 2021
- Dock Enhancements (railings)
- Launch/operate pilot Summer 2022
- Triple Bottom Line Report

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**PILOT PROJECT Total 2 YR COST:** \$5.1M

**FEDERAL FUNDING REQUEST**  $\cong$  \$3.5M

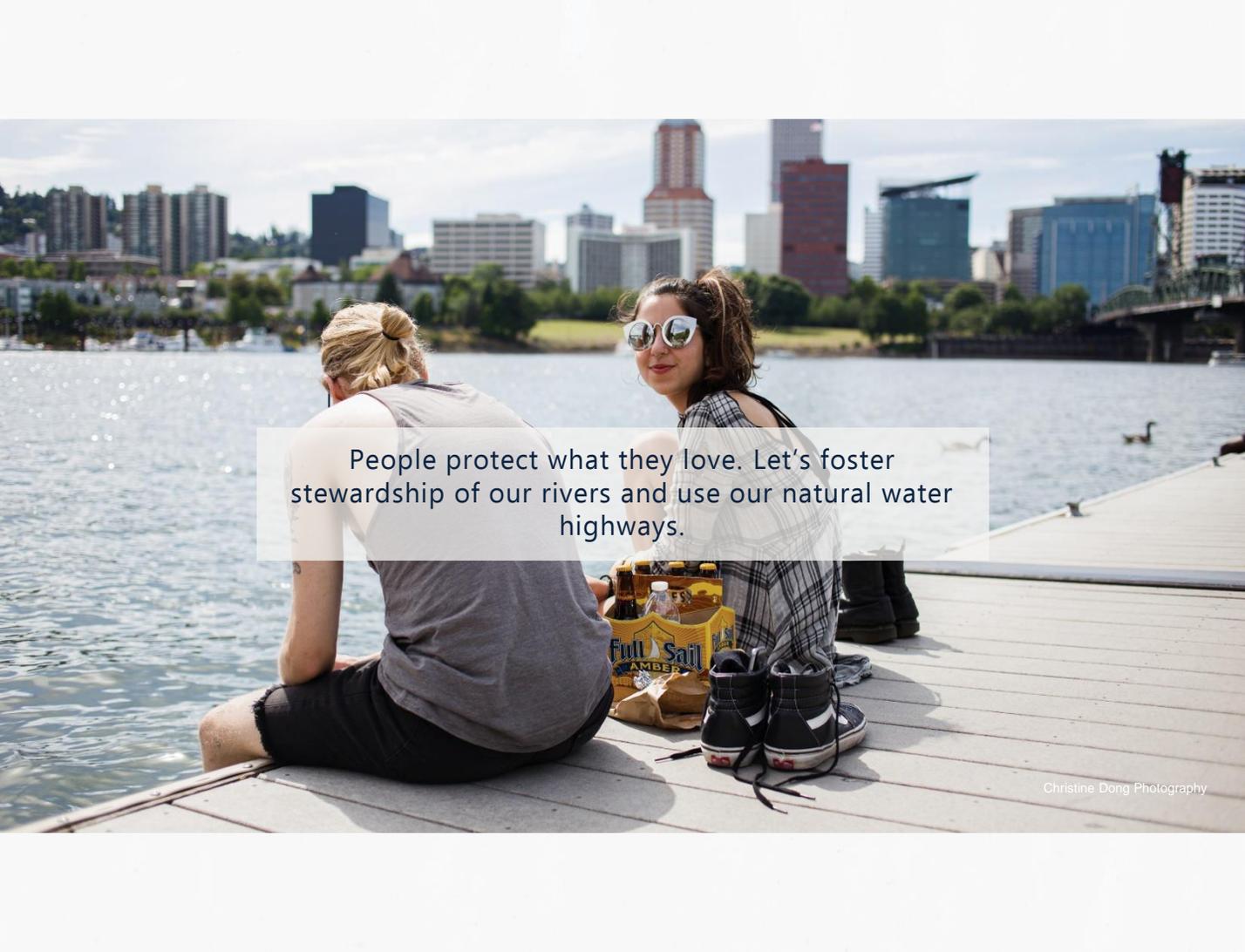
**TOTAL PILOT PROJECT (2 YR) NEED**  $\cong$

\$4.8M

### Phase 3: 2024 – ONWARD Operate

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- Launch Steady-state Public Ferry
- Add vessels/stops based on demand

A photograph of two women sitting on the deck of a boat. The woman on the left is seen from the back, wearing a grey tank top and black shorts. The woman on the right is wearing a plaid shirt and sunglasses, looking towards the camera. They are surrounded by a yellow six-pack of Full Sail Amber beer, a brown paper bag, and a pair of black sneakers. The background features a large body of water and a city skyline with various skyscrapers under a bright sky.

People protect what they love. Let's foster  
stewardship of our rivers and use our natural water  
highways.





## Prototype Vessel: Dual Hull Catamaran

### Low Wake

- Vessel type essential for rivers flanked by floating homes, river debris, exposed banks, marinas, kayakers

### Capacity 70/100 pax

- Crew 2-3
- Bicycle storage

### Low Profile

- No passenger vehicle bridge lifts required through service route
- Railroad bridge lifts may be required at peak river levels (~5 days / year)

### Propulsion

- Future: Electrification
- Pilot: R99 (Renewable Diesel) 80% cleaner than diesel

### Current Pilot Project Proposal:

- 1 70 pax vessel
- Service 6 days a week, 14 hours a day
- Cathedral Park to South Waterfront
- Ticket Price: \$3 (\$1 honored)



## Operational Feasibility Study: (Paid for by 2019 \$200,000 ODOT STIF grant, PBOT \$40,000, FFF/Murdock)

- Seven Vessels Steady State: Average 3,000 passengers a day and 800,000 per year (50% load factor)
- Capital Costs (\$40 M): Planning, engineering, vessel and equipment acquisition, regulatory requirements
- Operating Costs (\$6.8 M): Labor, fuel, insurance, maintenance, technology, communications, training
- Annual Subsidy: \$2.5 million (ticket revenue covers \$45% of costs)
- Average Passenger Ticket Price: \$5  
Price: \$3

Honored Passenger Ticket



## Next Steps

- **Partner with PBOT to submit the funding request to the FTA**
- **Work with the City of Portland to include Frog Ferry as a designated project in the RTP**
- **Create the Project Plan for the Pilot Project Proof of Concept**
- **Build the Finance Plan for the Pilot Project Proof of Concept : Pro forma of \$5.1M**
  - Federal public funding 80 – 20 % federal to local funding for infrastructure (estimated \$3.5M)**
    - Farebox Recovery: 15%**
    - Secure \$500,000 STIF Funding to contribute to the \$1.090M planning and mobilization costs**
    - Secure Private funding: Sponsorships, foundations, benefactors, property owner donations, etc.**
  - 2021 costs for Planning: \$54,500 (Exec Director position funded separately)**
  - 2022 Q1&2 costs for Planning and Mobilization: \$885,875**
  - 2022 Q3&4 for G&A and Operating Expense: \$1,183,137**
  - 2023 G&A and Operating Expenses: \$2,362,909**
  - 2024 Q1&2 for G&A, Operating and Planning: \$1,252,992**
- **Conduct a Ridership Demand Triple Bottom Line Study**



[www.frogferry.com](http://www.frogferry.com)

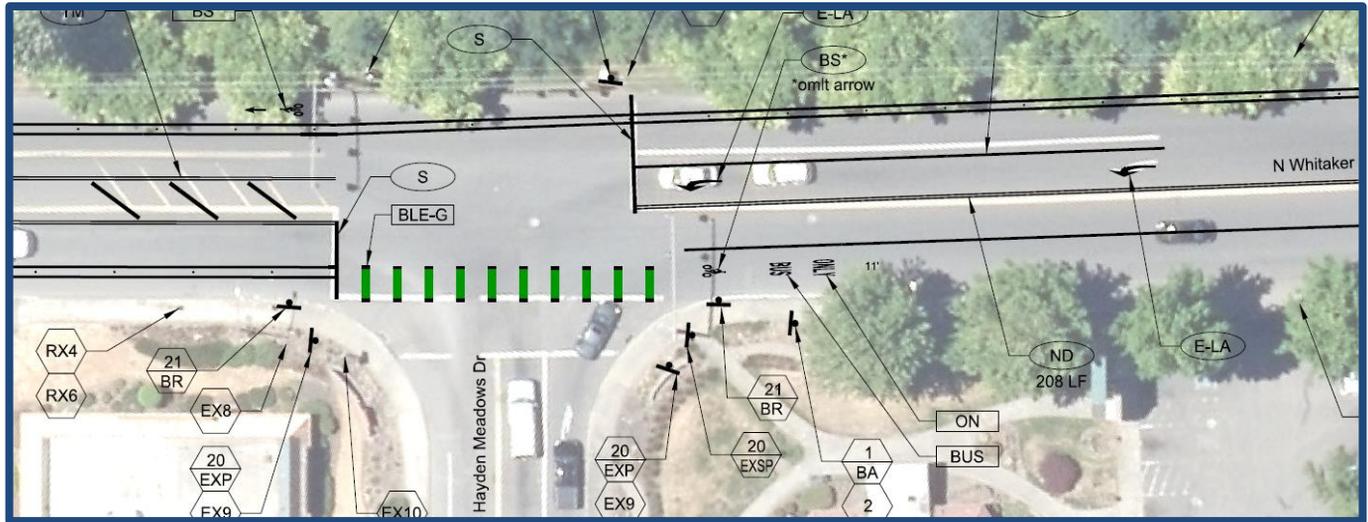
# Transit Priority Spot Improvements

HB 2017 Transit Advisory Committee  
January 28, 2021

# Overview

- **Improve reliability and decrease delays**
- **Targeted projects focused on hot spots**
- **Implemented 20 projects since 2017**

# Line 6: N Whitaker – Design



# Line 6: Collins Circle – Design



# Line 4: N Lombard – Development



# Fund/Don't Fund Recommendation

TriMet staff recommends that all applications receive a “fund” rating. TriMet staff doesn't see an advantage to ranking the projects.

Applicant	Project Name	Request
Clackamas County	I-205/Borland/Bridgeport Village Transit Service	\$810,000
Clackamas County	Integrated Website for Small Providers	\$130,500
SMART	Bus and Bus Stop Technology Upgrades	\$198,416
SMART	FY22 Transportation Master Plan	\$112,000
Washington County	Shuttle Stop Enhancement Project	\$252,080
TriMet	Frog Ferry Pilot	\$500,000
TriMet	Transit Priority Spot Improvements	\$348,000



# Meeting Adjourned

