

Council work session agenda

Tuesday, April 11, 2017

2:00 PM

Metro Regional Center, Council Chamber

2:00 Call to Order and Roll Call

2:05 Chief Operating Officer Communication

Work Session Topics:

2:10 Regional Transit Strategy Draft Policy Framework and Vision [17-1398](#)

Presenter(s): Elissa Gertler, Metro
Jamie Snook, Metro

Attachments: [Work Session Worksheet](#)
[Regional Transit Strategy Vision Memo](#)
[Attachment 1 to Memo](#)
[Attachment 2 to Memo](#)
[Attachment 3 to Memo](#)
[Attachment 4 to Memo](#)
[Regional Transit Strategy Fact Sheet](#)

2:40 Councilor Communication

3:00 Adjourn

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**REGIONAL TRANSIT STRATEGY
DRAFT POLICY FRAMEWORK AND VISION**

Metro Council Work Session
Tuesday, April 11, 2017
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: April 11, 2017

LENGTH: 30 minutes

PRESENTATION TITLE: Regional Transit Strategy draft policy framework and vision

DEPARTMENT: Planning and Development

PRESENTER(S): Elissa Gertler, Jamie Snook, (jamie.snook@oregonmetro.gov)

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Provide Council with an opportunity to discuss 1) transit related policies for the 2018 Regional Transportation Plan (RTP) update; 2) key elements to be included in the regional transit vision; and 3) the approach to updating the High Capacity Transit (HCT) Plan and System Expansion Policy.
- **Outcome:** Council provides input to staff regarding changes to transit related policies in the 2018 RTP update, key elements associated with the regional transit vision and the approach to updating the System Expansion Policy.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

This is a critical time to consider how transit fits into our larger regional goals. The Climate Smart Strategy, adopted in 2014, provided clear direction to invest more in our transit system in order to meet regional goals and objectives related to sustainability and carbon emissions. Current growth rates will require us to expand transit service in order to provide people with transportation options and minimize congestion. Significant and coordinated investment is needed to continue to provide equivalent service as our region grows; increasing service and access will require dedicated funding, policies, and coordination from all jurisdictions. Transit also helps the region meet its equity and access goals as it is a primary mode of transportation for people with disabilities and youth, providing them with a way to get to work, school, and attain access to daily needs. Investments in transit should increase access, provide more transportation options for residents and workers, and improve air quality, reduce peak hour congestion.

Building off of the Climate Smart Strategy, the Regional Transit Strategy (RTS) will provide the region with a transit vision and policy framework for capital investments and operational improvements. The RTS is being developed in coordination with the Future of Transit vision developed by TriMet through its Service Enhancement Plans, the South Metro Area Regional Transit (SMART) Master Plan and future service improvement increases by other transit agencies, and is intended to provide a regional framework for integrating their service plans, regional plans and commitments, local priorities, and regional funding capacity.

The RTS also includes updating the Regional High Capacity Transit (HCT) System Plan and the Transit System Expansion Policy, adopted in 2010. By coordinating these efforts, the RTS will provide as a guide for investing in the region's transit service, capital investments and transit supportive elements. The plan will provide local and regional partners with a blueprint for prioritizing transit and transit-supportive improvements that support the regional transit vision. While the HCT System Plan focused on identifying the next light rail line, this strategy clarifies regional policy towards all levels of transit, from traditional bus service to bus rapid transit to

streetcar to high capacity transit. All of these transit types are built on policy goals which we hope to incorporate into the RTS.

The 2009 HCT System Plan identified the top two transit priorities to pursue: the Southwest Corridor Transit Project and the Powell-Division Transit Project. With both of these projects moving forward towards the environmental review and project development phases, we are at a critical point in time to line up what is the next major investment. An updated transit system expansion policy is key to prioritizing what comes next.

The last time the Metro Council was briefed on this topic, we were just kicking the process off. Now we are working with our regional partners to define our shared transit investment strategy.

QUESTIONS FOR COUNCIL CONSIDERATION

1. We are proposing to update the current transit related RTP policies to include the transit vision to make transit more frequent, convenient, accessible and affordable for everyone. Is the Metro Council comfortable with these goals as establishing our policy framework?
2. Since 2009 when the HCT System Plan was adopted, there have been several changes to how we categorize some of the potential transit corridors. Is the Metro Council comfortable with the changes to the I-5 bridge crossing, Lake Oswego to Portland, Gresham to Damascus, Southwest Corridor and Powell Division lines?
3. Enhanced Transit is a way of grouping a suite of potential transit improvements underneath an overall policy framework. This framework is grounded in joint cooperation between the local governments and the transit provider. Are you comfortable with this framework and the policy goal of implementing localized and corridor-wide transit improvements quickly, that it represents?
4. As we are building consensus on the policy framework and vision, we are starting the conversation regarding how to prioritize regional capital investments in transit. Does the Metro Council have specific ideas regarding criteria that we should explore as we go through this process?

PACKET MATERIALS

- Would legislation be required for Council action ☐ Yes ☒ Not at this time

Materials

- Regional Transit Strategy draft policy framework and vision memorandum and attachments (*March 2017*)
- Regional Transit Strategy Fact Sheet (fall2016/winter 2017)

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Monday, March 27, 2017
To: Metro Council and interested parties
From: Jamie Snook, Principal Planner
Subject: Regional Transit Strategy draft policy framework and vision

Purpose

The purpose of this memorandum is to provide an update to the Metro Council on the development of the Regional Transit Strategy (RTS) policy framework, vision and emerging transit strategies. The Regional Transit Strategy is a collaborative effort to create a single coordinated transit vision and implementation strategy. The objectives of the RTS are to:

- Implement the 2040 Growth Concept and Climate Smart Strategy
- Update RTP transit-related policies and performance measures
- Update the current Regional Transit Network Map and High Capacity Transit Map
- Update the Transit System Expansion Policy
- Recommend a coordinated strategy for future transit investments and identify potential partnerships, strategies and funding sources for implementation.

Action Requested

There is no formal action requested. Staff is seeking feedback from the Metro Council regarding the following issues:

1. We are proposing to update the current transit related RTP policies to include the transit vision to make transit more frequent, convenient, accessible and affordable for everyone. Is the Metro Council comfortable with these goals as establishing our policy framework?
2. Since 2009 when the HCT System Plan was adopted, there have been several changes to how we categorize some of the potential transit corridors. Is the Metro Council comfortable with the changes to the I-5 bridge crossing, Lake Oswego to Portland, Gresham to Damascus, Southwest Corridor and Powell Division lines?
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4. As we are building consensus on the policy framework and vision, we are starting the conversation regarding how to prioritize regional capital investments in transit. Does the Metro Council have specific ideas regarding criteria that we should explore as we go through this process?

Background

This is a critical time to consider how transit fits into our larger regional goals. The Climate Smart Strategy, adopted in 2014, provided clear direction to invest more in our transit system in order to meet regional goals and objectives related to sustainability and carbon emissions. Current growth rates will require us to expand transit service in order to provide people with transportation options and minimize congestion. Significant and coordinated investment is needed to continue to provide equivalent service as our region grows; increasing service and access will require dedicated funding, policies, and coordination from all jurisdictions. Transit also helps the region

meet its equity and access goals as it is a primary mode of transportation for people with disabilities and youth, providing them with a way to get to work, school, and attain access to daily needs. Investments in transit should increase access, provide more transportation options for residents and workers, and improve air quality, reduce peak hour congestion.

In 2009, the region concluded a process to create the first high capacity transit system plan since the 1980s. This plan defined a tiered list of HCT corridors for prioritization, which was adopted into the RTP in 2010. Since the HCT plan adoption, the region has moved forward with the top two priorities: Southwest Corridor and Powell-Division Corridor. *See Attachment 1, 2009 HCT System map.*

However, since 2009, a number of changes have occurred that necessitate updating the HCT plan. For example:

- The Lake Oswego Transit and I-5 Bridge Replacement projects were identified as moving forward toward project development at the time of approval. However, these projects are currently on hold;
- An HCT line was identified that connected the town center of Damascus, which recently voted to disincorporate; and
- The Division bus rapid transit project is moving forward and will meet some critical near term needs in one part of the Powell-Division corridor; the Powell corridor HCT needs remain unmet.

These changes, as well as other regional developments, should be reflected in the Regional Transit Strategy. However, we are focusing the Regional Transit Strategy more broadly so that it serves as policy guidance for how new transit lines and service are developed, rather than simply a set of lines on the map.

The RTS will inform as the transit component of the 2018 Regional Transportation Plan (RTP) update and will provide a coordinated vision and strategy for transit in the Portland metropolitan area. This is an important time to update the Regional Transit Vision. With continued regional growth come challenges such as more congestion, higher housing prices, and strained access to employment. Residents, elected officials, and community organizations view increased transit service as a critical part of the overall solution to these challenges. If we want to become the region we envisioned in our 2040 Growth Concept and in the 2014 Climate Smart Strategy, we must continue improving transit's accessibility, service, reliability, and reach.

Updating the Policy Framework

The 2010 RTP and the 2009 HCT System Plan focused mainly on capital investments to improve the transit system. The RTS will coordinate the operational, capital and transit supportive elements to make transit work more efficiently and effectively for everyone. The RTS vision is in response to the community needs as a whole, and is as much about improving operations as it is building high capacity transit.

We are building a strong Regional Transit Vision that coordinates plans and priorities of our regional partners. Building off of the Climate Smart Strategy, the

"The greatest barriers to the use of public transportation are time and reliability. If people can't count on transit to get them there at a specific time, they're not going to use it."

Adria Decker Dismuke, Milwaukie resident

regional transit vision is to make transit more frequent, convenient, accessible and affordable for everyone. Below are the goals identified to support our overall regional transit vision:

To make transit more frequent:

- Align frequency and type of transit service to meet existing and projected demand and transit needs.
- Support the implementation of adopted local and regional land use and transportation visions

To make transit more convenient:

- Make transit more convenient for everyone and competitive with driving by improving transit speed and reliability through priority treatments (e.g., signal priority, bus lanes, queue jumps, etc.) and other strategies.
- Improve customer experience by ensuring seamless connections between various transit providers, including transfers, route and schedule information and payment options.

To make transit more accessible:

- Provide safe and direct biking and walking routes and crossings that connect to transit stops to ensure transit services are fully accessible to people of all ages and abilities.
- Expand community and regional transit service across the region to improve access to jobs and community places.

To make transit more affordable:





- Ensure that transit remains affordable, particularly for those who rely on it the most

Updating our existing transit policies with our regional transit vision and goals provides a framework for what we are trying to achieve as we implement our transit vision. The transit work group is working towards developing updated policies that marry our existing policies with these goals and strategies. These goals do not include the existing policy: **Support expanded commuter rail and intercity transit service to neighboring communities**. This is still an important part of our transit system but since it is outside of Metro's jurisdiction it is a better fit as a policy, rather than a goal.

Additionally, the work group discussed at its last meeting the need to maintain our existing aging system and address existing transit bottlenecks. While our current policies do identify this as a need, it is not specifically called out as a policy. A recommendation could be to add a new policy such as: **Maintain, replace and improve critical elements to the system to maintain safe and reliable operations**.

Attachment 2 describes the potential strategies to support the overall vision that we want to achieve. The following table compares the existing 2014 RTP policies with the goals developed by the Transit Work Group.

Table 1: Existing and Potential Transit Policies

Existing policies		Regional Transit Strategy Goals
Build the total transit network and transit –supportive land uses to leverage investments		<ul style="list-style-type: none"> Align frequency and type of transit service to meet existing and projected demand and transit needs. Support the implementation of local and regional land use and transportation visions.
Improve local transit service		
Expand high capacity transit		<ul style="list-style-type: none"> Make transit more convenient for everyone and competitive with driving by improving transit speed and reliability through priority treatments (e.g., signal priority, bus lanes, queue jumps, etc.) and other strategies. Improve customer experience by ensuring seamless connections between various transit providers, including transfers, information and payment.
Expand regional and local frequent transit service		
Improve pedestrian and bicycle access to transit		<ul style="list-style-type: none"> Provide safe and direct biking and walking routes and crossings and other visibility amenities that connect to stops to make transit more accessible. Expand the system to improve access to jobs and essential destinations/daily needs for everyone.
Support expanded commuter rail and intercity transit service to neighboring communities		<ul style="list-style-type: none"> Support expanded commuter rail and intercity transit service to neighboring communities
		<ul style="list-style-type: none"> Maintain, replace and improve critical elements to the system to maintain safe and reliable operations
		<ul style="list-style-type: none"> Ensure that transit remains affordable, particularly for those who rely on it the most

The Transit Work Group and Transit Providers will be working towards updating the existing transit policies to reflect the Regional Transit vision, goals and strategies.

Draft transit network vision

As part of the 2018 RTP update, the Transit Work Group and Transit Providers are charged with updating the Regional Transit Vision and Regional Transit Network Map from the 2014 RTP (*see Attachment 3*). The Regional Transit Network Map presents the long term vision for transit in the region. This includes future transit service improvements and major capital investments. The RTS will identify the transit needs and solutions based on the planning efforts conducted by regional partners.

Together we can coordinate all of these efforts into one unified transit vision and network map. We are working with the Transit Work Group and Transit Provider to identify changes and additions to make transit more frequent, convenient, accessible and affordable. We are working with our partners around the region to help identify where there are needs not being met and where there should be changes to the vision and support the 2018 RTP update.

The Regional Transit Vision will be comprised of three components:

1. **Transit service improvements:** local and regional transit service improvements designed to meet current and projected demand in line with local and regional visions.
2. **Capital investments:** new enhanced transit strategies such as signal priority, queue jumps, etc or high capacity transit options such as bus rapid transit or light rail.
3. **Transit supportive elements:** including policies such as Travel Demand Management and physical improvements such as sidewalks, crossings and complementary land uses.

Regional Transit Vision – Transit service improvements

These include the planned local and regional transit service improvements being developed by transit providers throughout the region. Examples include: TriMet's Service Enhancement Plans, SMART Master Plan, and future Portland Streetcar service lines. These service improvements will be incorporated into a regional transit service typology that reflects the varying needs for different types of transit service throughout the region based on demand and geography, and aligns them with existing and proposed local and regional land use and transportation visions.

Regional Transit Vision – Capital investments

The capital investment component of the regional transit vision includes two types of investments: High Capacity Transit (HCT) and Enhanced Transit Corridors (ETC). These investments are intended to connect regional centers, town centers, and to improve the speed and reliability of major transit lines. Transit providers throughout the region are collaborating on a coordinated transit vision which includes transit service improvements and capital investments

High Capacity Transit (HCT)

In 2009, the region concluded a process to create the first high capacity transit system plan since the 1980s. This plan defined a tiered list of HCT corridors for prioritization, which was adopted into the RTP in 2010. Since the HCT plan adoption, the region has moved forward with the top two priorities: Southwest Corridor and Powell-Division Corridor.

Enhanced Transit Corridors

The Enhanced Transit Corridors (ETC) concept has been developed as a way to quickly implement transit projects that increase speed, capacity and reliability in congested and heavily used transit corridors. As the region grows, these transit corridors often bear the brunt of congestion concerns, which has significant negative impacts on transit's speed and reliability. These improvements tend to be relatively low cost, context sensitive, and quickly deployed when compared to HCT projects. This concept is not necessarily new, but helps provide a framework for advancing an array of improvements to transit corridors where they would provide the greatest benefit. These improvements can include technological improvements, such as next-generation, connected vehicle-based Transit Signal Improvement, and off-board payments to infrastructural improvements, such as queue jumps and transit-only rights of way.

While there are numerous possible packages of improvements that could be implemented, Enhanced Transit Corridors could be grouped into two major categories (Levels 1 & 2), based on the type, intensity, and extent of the investments deployed and requested by the partner jurisdiction. The key distinctions between the two typologies are the intensity of improvements and potential funding mechanisms.

The ETC concept builds off of the Service Enhancement Plan (SEP) to restore and expand transit service or could be prioritized through the updated System Expansion Policy. The ETC is an opportunity to provide speed and reliability to corridors that need it most.

ETC Level 1 consists of smaller scale enhanced transit improvements, most likely ranging from \$10-\$50 million. These are lower intensity investments that could include spot improvements on more than one line, modest improvements throughout a corridor or focused investments on key segments of a corridor. Typical ETC Level 1 improvements could include:

- More frequent service
- Wide stop spacing
- Improved stops with shelter amenities, bike racks, real-time arrival information, and improved lighting
- Next-generation transit signal priority
- Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible/needed

ETC Level 2 consists of medium to large scale enhanced transit improvements, likely to include FTA as a funding partner and range from \$50 - \$300 million (FTA Capital Investment Grant, Small Starts maximum funding levels). These are higher intensity levels of investments in infrastructure treatments to meet corridor-wide transit needs. Projects identified here would need to meet the System Expansion Policy criteria and FTA Capital Investment Grant Small Starts requirements. Typical ETC Level 2 are inclusive of the Level 1 improvements, but also may include:

- Longer articulated buses and in some cases streetcar
- Level or near-level boarding platforms
- Exclusive transit lanes / grade separation crossings where feasible/needed

(See attachment 4 description of Enhanced Transit Corridors for more detailed information.)

Transit vision – transit supportive elements

The regional transit vision also includes policy advancing and defining transit supportive elements. These are infrastructure improvements, programs, policies, and strategies that bolster demand for and improve access to transit in the region. These supportive elements include efforts such as Travel Demand Management (TDM) strategies such as individualized and employer-based travel training, mixed use and higher intensity development with managed parking, improved pedestrian and bicycle safety and connections, integrated trip planning and payment systems, and transit signal priority.

At our February Transit Work Group Meeting and our March Regional Transit Provider Meeting, we looked at potential changes to the regional transit network. The regional transit network map will continue to evolve as we continue to have more conversations about the transit needs and potential solutions. Some changes discussed at transit work group include:

- Removal of an HCT line to Damascus and replaced with a future HCT connection from Gresham to Happy Valley and connecting Pleasant Valley.
- Added new potential “Enhanced Transit Corridors”
- Updated the Portland Streetcar projects
- Changed the Lake Oswego to Portland Transit Project and HCT connection to Vancouver, Washington as future projects and not planned projects
- Identified bottleneck areas for improvement
- Identified areas for first/last mile connections
- Identified potential express bus locations
- Ensure connections to regional transit providers around the region

Transit System Expansion Policy framework

The System Expansion Policy is designed to help jurisdictions move projects towards implementation. The purpose of the System Expansion Policy is to:

1. Clearly articulate the decision-making process by which future HCT corridors will be advanced for regional investment
2. Establish minimum requirements for HCT corridor working groups to inform local jurisdictions as they work to advance their priorities for future HCT
3. Define quantitative and qualitative performance measures to guide local land use and transportation planning and investment decisions
4. Outlines the process for updating the 2035 RTP, including Potential future RTP amendments, for future HCT investment decisions

The HCT Plan and System Expansion Policy support the region's vision defined by the 2040 Growth Concept. Since the adoption of the HCT Plan and the System Expansion Policy, the region adopted the Six Desired Outcomes and completed the Climate Smart Strategy, while TriMet completed their Service Enhancement Plans and SMART embarked upon their Transit Master Plan. Other jurisdictions have continued to develop localized plans and policies that support transit improvements and investments in the region. The System Expansion Policy is intended to integrate all of these strategies together and help the region identify a process for focusing on transit projects that will yield the highest outcomes and enhance local goals.

The Transit Work Group and Transit Providers are working towards simplifying the evaluation framework identified in the HCT System Plan to provide a clear and transparent process for moving capital investments forward towards implementation.

Next Steps

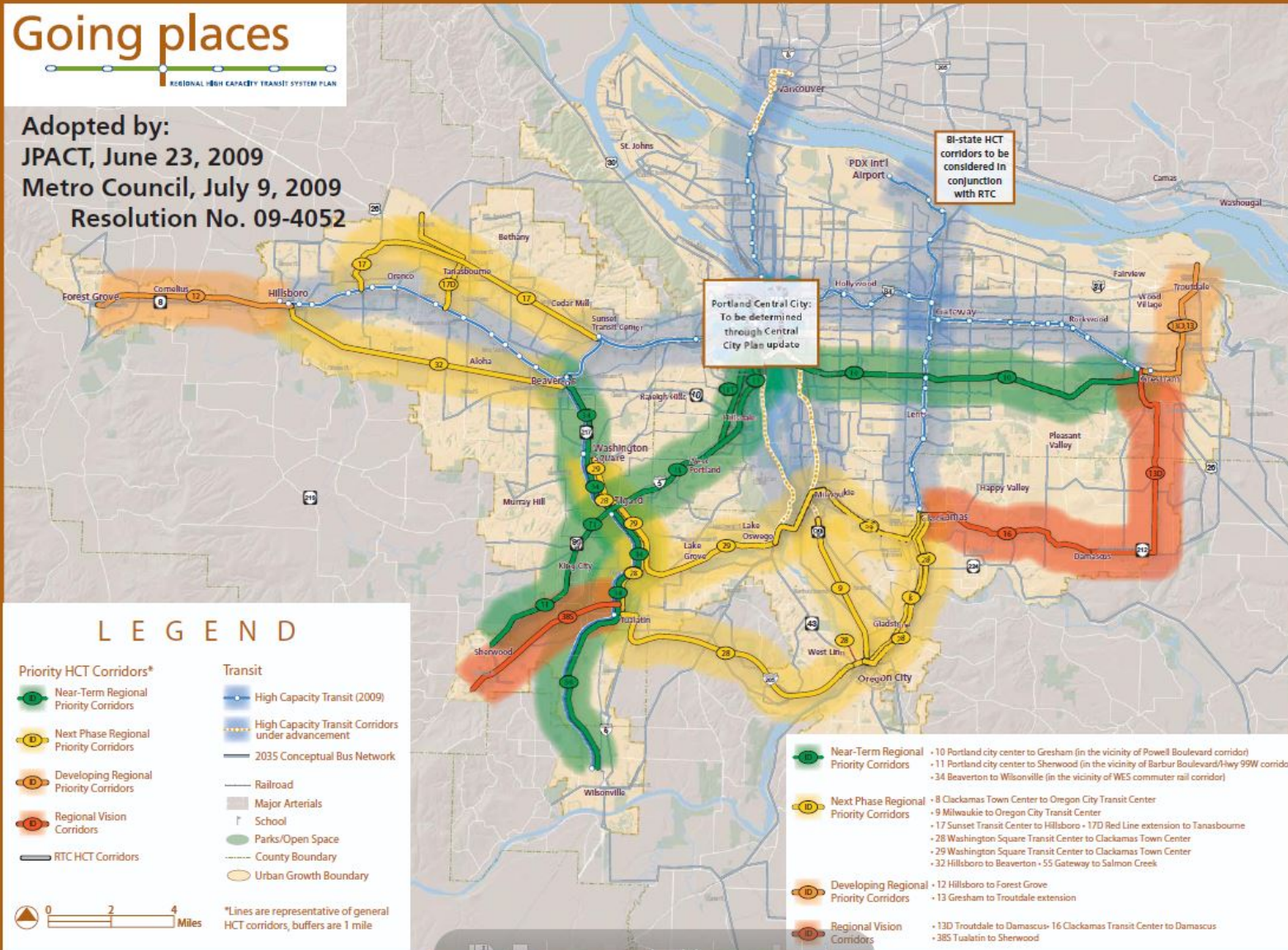
We are continuing to work with regional partners through the Transit Work Group to help define the Regional Transit Vision in more detail as well as develop a clear and transparent Regional Transit. Below is a short list of next steps:

- Continue to update the Transit System Expansion Policy
- Continue to build a compelling transit vision
- Coordinate transit related efforts in support of the "Call for Projects" phase of the 2018 RTP Update

Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Adopted by:
JPACT, June 23, 2009
Metro Council, July 9, 2009
Resolution No. 09-4052



Regional transit strategy vision and strategies for achieving vision

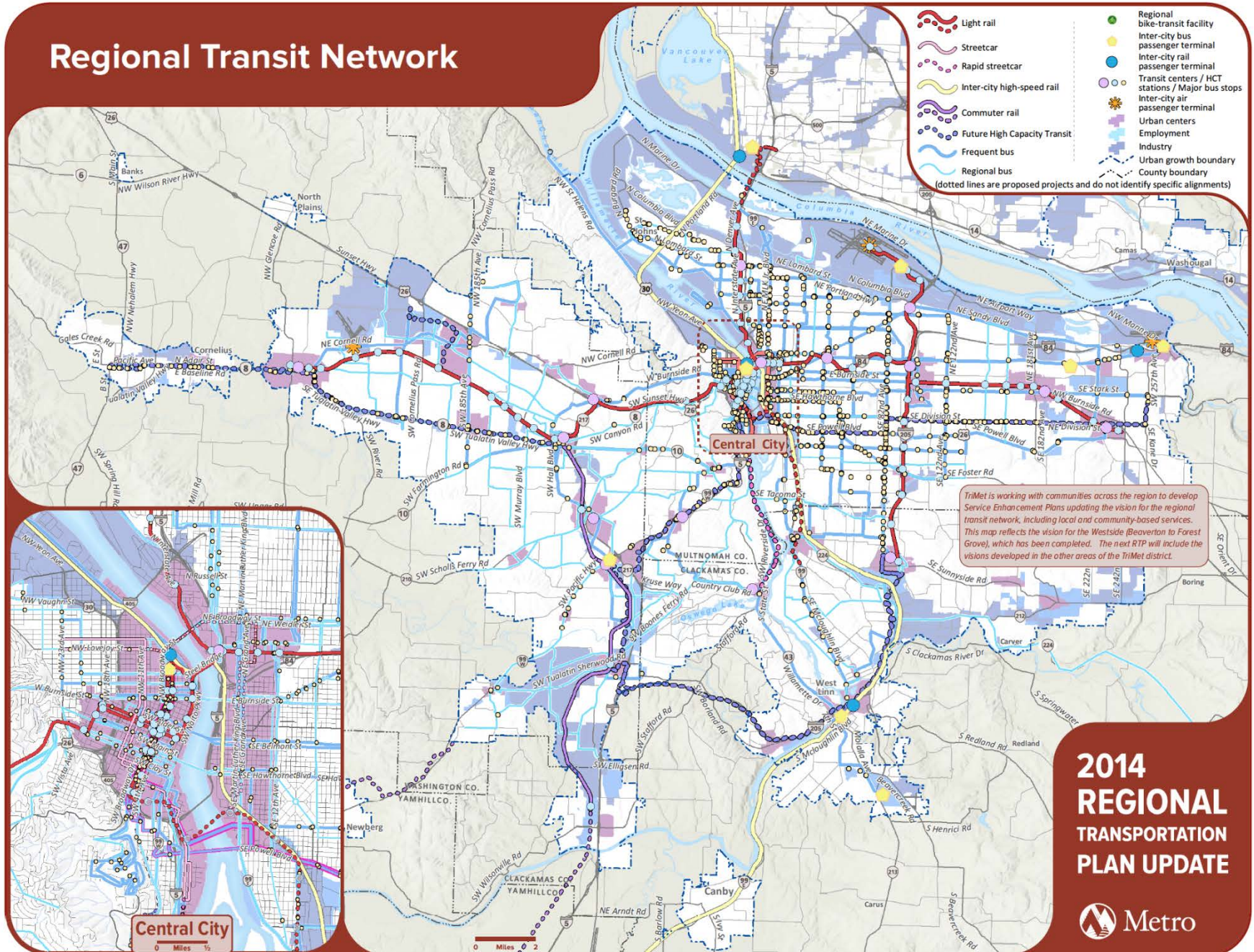
To make transit more frequent, convenient, accessible and affordable for everyone

FREQUENT	CONVENIENT	ACCESSIBLE	AFFORDABLE
<p>GOAL:</p> <ol style="list-style-type: none"> 1. Align frequency and type of transit service to meet existing and projected demand in support of adopted local and regional land use and transportation plans. 	<p>GOALS:</p> <ol style="list-style-type: none"> 1. Make transit more convenient and competitive with driving by improving transit speed and reliability through priority treatments (e.g., signal priority, bus lanes, queue jumps, etc.) and other strategies. 2. Improve customer experience by ensuring seamless connections between various transit providers, including transfers, route and schedule information and payment options. 	<p>GOALS:</p> <ol style="list-style-type: none"> 1. Provide safe and direct biking and walking routes and crossings that connect to transit stops to ensure transit services are fully accessible to people of all ages and abilities. 2. Expand community and regional transit service across the region to improve access to jobs and Community places. 	<p>GOAL:</p> <ol style="list-style-type: none"> 1. Ensure transit remains affordable, especially for those dependent upon it.
<p>STRATEGIES:</p> <ul style="list-style-type: none"> • Implement TriMet's Future of Transit Service Enhancement Plans. • Implement the SMART Master Plan. • Implement the Portland Streetcar Strategic Plan and expansion. • Implement and coordinate with C-TRAN's Transit Development Plan. • Implement and coordinate with state, regional, neighboring cities and rural transit providers future service plans. • Invest in Enhanced Transit Corridor improvements. • Invest in High Capacity Transit corridors. • Implement TriMet's Coordinated Transportation Plan for Seniors and Persons with Disabilities, in conjunction with Special Transportation Fund Advisory Committee (STFAC) and service providers. • Coordinate transit investments with local and regional land use and transportation visions as service improvements are prioritized 	<p>STRATEGIES:</p> <ul style="list-style-type: none"> • Implement TriMet's Future of Transit Service Enhancement Plans. • Implement the SMART Master Plan. • Implement the Portland Streetcar Strategic Plan and expansion. • Implement and coordinate with C-TRAN's Transit Development Plan. • Implement and coordinate with state, regional, neighboring cities and rural transit providers future service plans. • Invest in Enhanced Transit Corridor improvements. • Invest in High Capacity Transit corridors. • Invest in repair and maintenance and critical transit bottleneck improvements to ensure the existing system functions effectively and efficiently. • Facilitate service connections between transit modes and transit providers at transit hubs. • Implement and coordinate the HOP Fastpass program across multiple service providers. • Invest in next-generation transit signal priority and targeted right of way improvements, 	<p>STRATEGIES:</p> <ul style="list-style-type: none"> • Coordinate transit investments with improvements to pedestrian and bicycling infrastructure that provide access to transit as service improvements are prioritized, in line with Regional Active Transportation Plan and TriMet's Coordinated Transportation Plan for Seniors and Persons with Disabilities. • Provide new community and regional transit connections to improve access to jobs and community services and make it easier to complete some trips without multiple transfers. • Enhance transit access to jobs and other daily needs, especially for historically marginalized communities¹, youth, older adults and persons living with disabilities. • Provide biking, walking, shared ride and park-and-ride facilities that help people access the transit system. • Coordinate efforts with shared mobility and ride-sourcing providers to support better first and last mile connections. • Coordinate and link transit-oriented development strategies with transit investments. 	<p>STRATEGIES:</p> <ul style="list-style-type: none"> • Expand existing reduced fare program to low-income families and individuals in line with Metro/TriMet Low Income Fare Task Force recommendations. • Expand transit payment options (e.g., electronic e-fare cards) to increase affordability and convenience. • Expand student pass program

¹ Historically marginalized communities areas with high concentrations (compared to regional average) of people of color, people with low-incomes, people with limited English proficiency, older adults and/or young people.

FREQUENT	CONVENIENT	ACCESSIBLE	AFFORDABLE
	<p>especially in congested corridors to improve on-time performance and reliability.</p> <ul style="list-style-type: none">• Provide programs and adopt policies that help increase transit usage and reduce drive alone trips, such as travel options information and support tools (e.g., trip planning services, wayfinding signage, bike racks at transit stops), individualized marketing, commuter programs (e.g., transit pass programs), and actively managing in downtowns and other mixed-use areas.• Improve the availability of transit route and schedule information.• Coordinate efforts between transportation providers to increase information sharing and ease of use (e.g., transfers and payment integration).	<ul style="list-style-type: none">• Coordinate transit investments with the regional Equitable Housing Initiative.• Coordinate and link transit investments with local and regional land use and transportation visions as service improvements are prioritized.	

Regional Transit Network



Enhanced Transit Corridors

Concept: In order to meet the Portland Metro region’s environmental, economic, livability and equity goals as we grow over the next several decades, we need new partnerships to produce transit service that provides increased capacity and reliability yet is relatively low-cost to construct, context-sensitive, and able to be deployed more quickly throughout the region where needed. Producing this “Enhanced Transit,” through the co-investment of multiple partners could be a major improvement over existing service, including our region’s best Frequent Service bus lines, but less capital-intensive and more quickly implemented than larger scale high capacity transit projects the region has built to date. Investments would serve our many rapidly growing mixed-use centers and corridors and employment areas that demand a higher level of transit service but are not seen as good candidates for light rail, or larger bus rapid transit with fully dedicated lanes.

Enhanced Transit partnerships could also create quicker, higher quality transit connections to connect low-income and transit-dependent riders to jobs, school and services. It would allow for a more fine-grained network of higher-quality transit service to complement our high capacity transit investments, relieve congestion and grow ridership throughout the region in response to the region’s rapid growth.

Enhanced Transit Toolbox: Enhanced Transit service could include elements such as:

- More frequent service
- Longer articulated buses, and in some corridors, streetcar
- Wider stop spacing
- Improved stops with shelter amenities, weather protection, real-time arrival information, bike racks, improved lighting
- Level or near-level boarding platforms
- Off-board electronic fare payment with all-door boarding
- Next-generation transit signal priority
- Intersection treatments such as queue jumps
- Intersection treatments such bus-only signals, and bypass lanes
- Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes
- Exclusive transit lanes where feasible
- Access to Transit investments including sidewalks and pedestrian crossings
- Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)

Enhanced Transit Corridor “Levels:” While there are numerous possible packages of investment using the toolbox listed above, projects could be grouped into two major categories or Levels, based on the type, intensity and extent of the toolbox elements deployed. See attached table for potential descriptions.

Level 1: Smaller Scale Enhanced Transit (\$10-50 Million)

Level 2: Medium to Large Scale Enhanced Transit with FTA funding partnerships (\$50-300 Million)

Implementation: Implementation of this new program would need to occur region-wide to identify co-investment opportunities for TriMet service increases and develop a comprehensive, prioritized investment pipeline of Enhanced Transit Corridors ready to be included in regional plans and upcoming funding requests. Timing is perfect as TriMet has recently begun implementing its Service Enhancement Plan service improvements and should be leveraging partnerships with local jurisdictions in that investment. Development of the higher level corridors now is also crucial to ensure that Enhanced

Transit is able to receive funding in upcoming regional and state funding opportunities and to establish eligibility for federal funding where appropriate.

DRAFT

	Level	Potential Improvements	Potential Funding	Rough Cost Range
Foundation	TriMet Service Enhancement Plan Partnerships with Local Jurisdictions Projects prioritized through TriMet's Service Enhancement Plan process in coordination with jurisdiction(s).	<ul style="list-style-type: none">• More frequent service, increased span, route restructuring or new service coverage• Intersection treatments such as queue jumps• Improved stops with basic amenities• Access to Transit investments including sidewalks and pedestrian crossings• Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)	TriMet Service Local Jurisdiction(s) Institutional or Private Partner(s)	\$2-10 Million
	1 Level 1 Enhanced Transit Lower intensity of investment, infrastructure treatments may be focused as follows: - Modest investments throughout a corridor - Focused investments on key segments of a corridor - Spot improvements on more than one line. Cost range driven primarily by number and type of investments. Projects prioritized through TriMet's Service Enhancement Plan process in coordination with jurisdiction(s) proposing project. Projects identified as Enhanced Transit Corridors in RTP, with RTP project description and cost defined by project partners.	<ul style="list-style-type: none">• More frequent service• Wider stop spacing• Improved stops with shelter amenities, bike racks, real-time arrival information, and improved lighting• Next-generation transit signal priority• Intersection treatments such as queue jumps where feasible• Intersection treatments such bus-only signals, and bypass lanes where feasible• Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible• Potentially longer articulated buses in some corridors• Access to Transit investments including sidewalks and pedestrian crossings, ADA treatments• Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)	TriMet Service Local Jurisdiction(s) Institutional or Private Partner(s) State (Connect Oregon, STIP, Transportation Package, ODOT Region 1) Regional Funding Measure TriMet Capital TIGER	\$10-50 Million
	2 Level 2 Enhanced Transit Higher intensity of investment, infrastructure treatments within a corridor and includes new vehicles. Projects likely to seek and qualify for FTA Small Starts program grants. Projects prioritized through Regional Transit System Expansion Policy criteria. Level 2 projects will likely fall within Sub-levels, based on type, extent and intensity of investments. The proposed sub-levels A-C correspond to the FTA Project Justification Warrants, which are based on total project capital cost and existing weekday transit trips in the corridor. These Warrants represent corridor performance at levels that would receive sufficient ratings under the Small Starts program for the project to qualify for the program.	<ul style="list-style-type: none">• More frequent service, at least meeting Federally required minimums• Longer articulated buses, and in some corridors, streetcar, including unique branding• Wider stop spacing• Improved stops with shelter amenities, bike racks, real-time arrival information, improved lighting• Level or near-level boarding platforms• Off-board electronic fare payment with all-door boarding• Next-generation transit signal priority• Intersection treatments such as queue jumps where feasible• Intersection treatments such as bus-only signals, and bypass lanes where feasible• Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible• Exclusive transit lanes where feasible• Grade separated crossings where needed• Access to Transit investments including sidewalks and pedestrian crossings, ADA treatments• Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)	FTA Small Starts TriMet Service TriMet Capital Local Jurisdiction(s) Institutional or Private Partner(s) State (Connect Oregon, Transportation Package, STIP, ODOT Region 1) Regional Funding Measure	A) \$50-100 Million* B) \$100-175 Million* C) \$175 Million-\$300 (maximum allowed under Small Starts grant program;* requires significant local funds to overmatch, given FTA funding structure)

*Use Small Starts Warrants to help inform project evaluation and prioritization



2018 Regional Transit Strategy

Working together, we can create a shared vision and investment strategy that helps partners prioritize transit and transit-supportive investments over the next 25 years.

The Portland region is growing as more people are attracted to our quality of life. Transit is a key component of that quality of life and a crucial piece of our transportation system.

A collaborative approach builds on good transit planning around the region to create a single coordinated vision: to make transit more frequent, convenient, accessible and affordable.



“The greatest barriers to the use of public transportation are time and reliability. If people can’t count on transit to get them there at a specific time, they’re not going to use it.”

—Adria Decker Dismuke, Milwaukie resident

Partnerships and leadership will create a great future

The Regional Transit Strategy engages community leaders and all transit providers serving the region to define a shared vision and investment strategy for transit in the region. Together we can develop a clear path towards implementation that can be embraced by a wide coalition of users and stakeholders.

Transit providers involved

- Canby Area Transit
- South Clackamas Transportation District
- Clackamas Community College Shuttle
- C-TRAN
- Portland Streetcar Inc
- Ride Connection
- Salem-Keizer Transit
- Sandy Area Metro
- SMART
- TriMet
- Yamhill County Transit Area



Whether your roots in the region run generations deep or you moved to Oregon last week, you have your own reasons for loving this place – and Metro wants to keep it that way. Help shape the future of the greater Portland region and discover tools, services and places that make life better today.

Metro Council President

Tom Hughes

Metro Council

Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

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Brian Evans

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Portland, OR 97232-2736

Contact

Contact Metro regional transportation planning to receive periodic email updates and notices of public comment opportunities:

503-797-1750
trans@oregonmetro.gov
oregonmetro.gov/rtp.

Why this, why now?

The region's Climate Smart Strategy demonstrated a clear consensus to invest more in our transit system, and now is the time to build on that momentum. This transit strategy will be a key component of the 2018 Regional Transportation Plan, which will update the region's shared vision and investment strategy for all of the ways people and businesses get around.

Solutions to meet growing challenges

Transit service must expand to keep pace with growth, and an integrated system will help our communities grow the way they want to. Providing frequent and convenient transit gets employees to work and customers to businesses, supporting economic growth while reducing impacts to our natural environment.

Transit investments reduce peak hour congestion, creating less delay for people driving and freight movement. Transit is crucial for seniors, people with disabilities and youth, getting them to work, school or other places they need to go.

Building on the direction from the region's Climate Smart Strategy, the Regional Transit Strategy will define a shared vision that includes:

- local and regional transit service improvements
- new transit enhancement strategies, such as transit signal priority, queue jumps, etc.
- high capacity transit investments, such as light rail and bus rapid transit
- additional capacity and reliability improvements on our existing transit system
- transit supportive elements such as sidewalks, crossings and complementary land uses.

Funding is limited, and we have multiple transportation priorities. But if not addressed, the challenges of growth will compromise our region's economic prosperity and quality of life. Acting together, the region will build a clear vision for the Portland region's transit service and a policy foundation for getting there.

The MAX carries nearly **1 in 3** Sunset/Banfield commuters during rush hour.

Residents of the region take over **100 million** rides on transit every year.

“ Better reliability in transit time is also a key factor. Without it folks get anxious, trains get crowded and people have an additional concern when making the decision on how to get somewhere. ” –Survey response, February 2016

What's next?

- fall/winter 2016: regional transit vision
- spring 2017: shared transit investment strategy

Find out how to be involved – and more – at oregonmetro.gov/rtp.



September 2016

Materials following this page were distributed at the meeting.

Getting there



by transit



Metro

Regional Transit Strategy

a component of the 2018 RTP

Metro Council update

April 11, 2017

Regional Transit Strategy objectives

- Implement the 2040 Growth Concept and Climate Smart Strategy
- Update RTP transit-related policies and performance measures
- Update and consolidate the current Regional Transit Network Map and High Capacity Transit Map
- Update the Transit System Expansion Policy
- Recommend a coordinated strategy for future transit investments and identify potential partnerships, strategies and funding sources for implementation.

Regional Transit Strategy

Collaborative effort

Building off past efforts

Path towards implementation

Transit component of the RTP



[illegible]

Regional Transit Vision



“The greatest barriers to the use of public transportation are time and reliability. If people can’t count on transit to get them there at a specific time, they’re not going to use it.”

—Adria Decker Dismuke, Milwaukie resident

oregonmetro.gov

Climate Smart Strategy

for the Portland metropolitan region

oregonmetro.gov/climatestrategy

2014

2040 Growth Concept Map

September 2014



The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional discrepancy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors are appreciated.

The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The map highlights elements of parallel planning efforts including: the 2035 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

For more information on these initiatives, visit <http://www.oregonmetro.gov/2040>

- Central city
 Regional center
 Town center
 Station communities
 Main streets
 Corridors

Employment land
 Parks and natural areas
 Neighborhood
 Rural reserve
 Urban reserve
 Urban growth boundaries

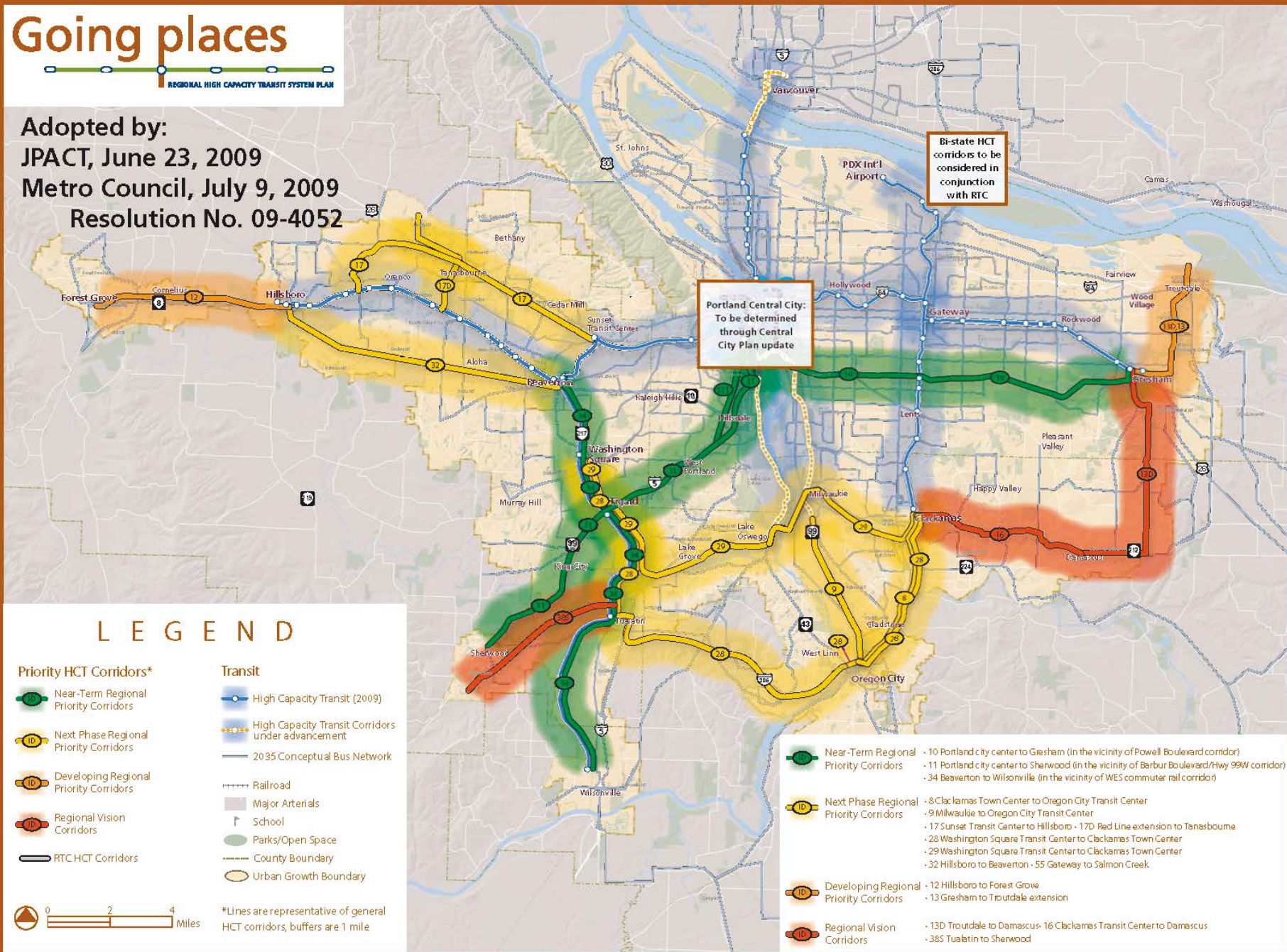
Existing high capacity transit
 Planned high capacity transit
 Proposed high capacity transit tier 1
 Mainline freight
 High speed rail
 County boundaries

Neighboring cities
 Airports
 Intercity rail terminal

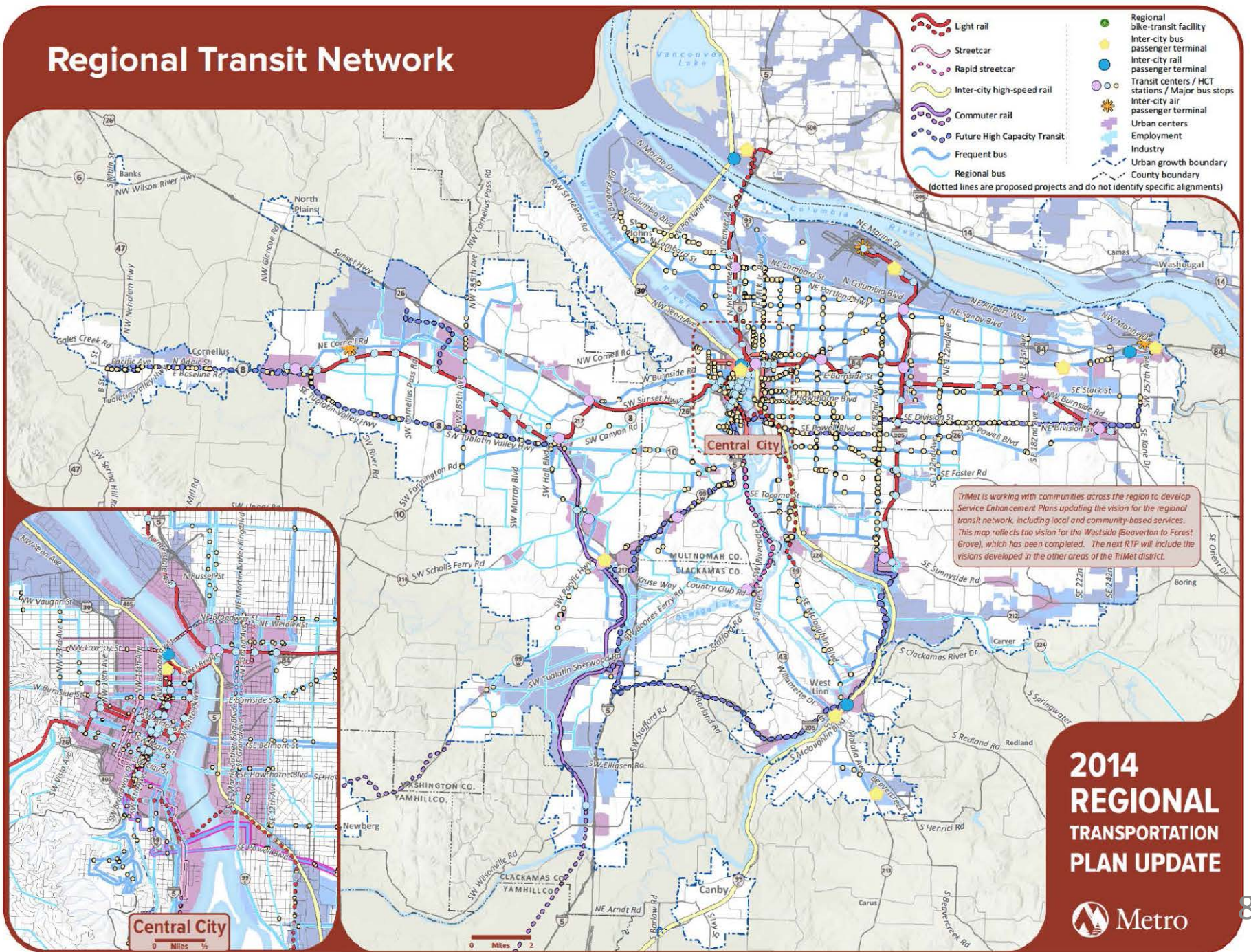
Going places



Adopted by:
JPACT, June 23, 2009
Metro Council, July 9, 2009
Resolution No. 09-4052



Regional Transit Network

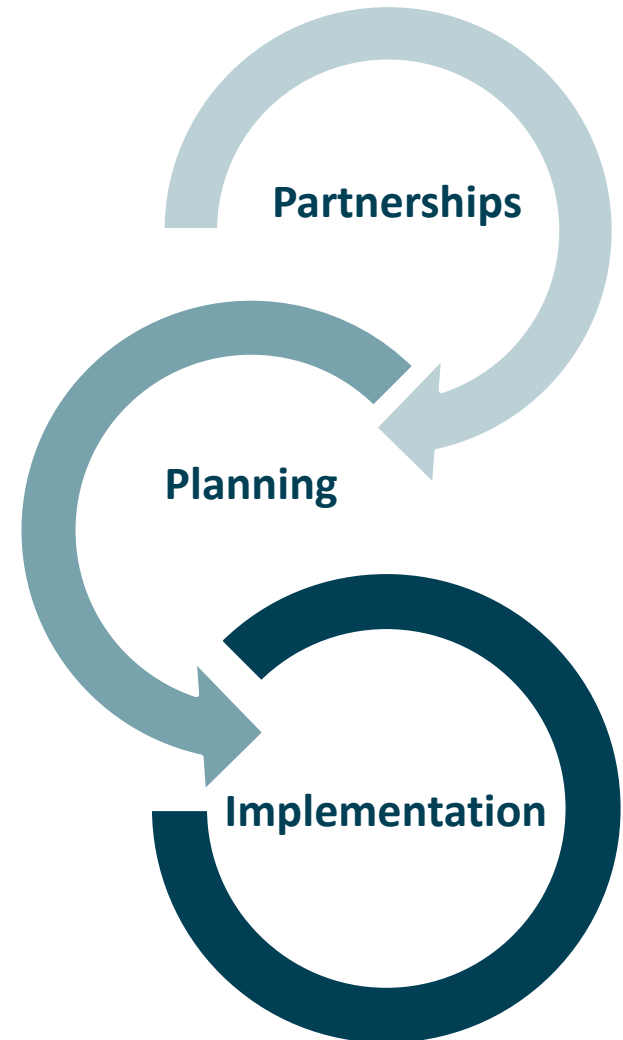


Policy Framework and vision



Regional Transit Vision

To make transit more
frequent, convenient,
accessible and
affordable for everyone



Make transit more frequent by...

Implement transit providers service plans

Invest in capital improvements

Implement TriMet's Coordinated Transportation Plan

Coordinate with local and regional land use and transportation visions



Make transit more convenient by...

Implement transit providers service plans

Invest in capital improvements

Invest in maintenance and bottlenecks

Improve connections

Implement/coordinate the HOP Fastpass

Invest in transit technology

Expand policies to increase transit usage

Improve route and schedule information



Make transit more accessible by...

Provide/coordinate safe walking and biking to transit

Provide new transit connections

Enhance access to jobs and other daily needs

Coordinate shared mobility and ride-sourcing

Coordinate transit-oriented development and Equitable Housing strategies

Coordinate local and regional land use and transportation visions



Make transit more affordable by...

Implement the low-income fare
TriMet/Metro Task Force
recommendation

Expand transit payment options

Expand student pass program



Urban growth boundary

County boundary

Metro

15 Miles

New Concept emerging: Enhanced Transit corridors

Transit capital and operating partnerships:

- Increase capacity and reliability where needed
- Relatively low-cost to construct, context-sensitive, and able to be deployed more quickly

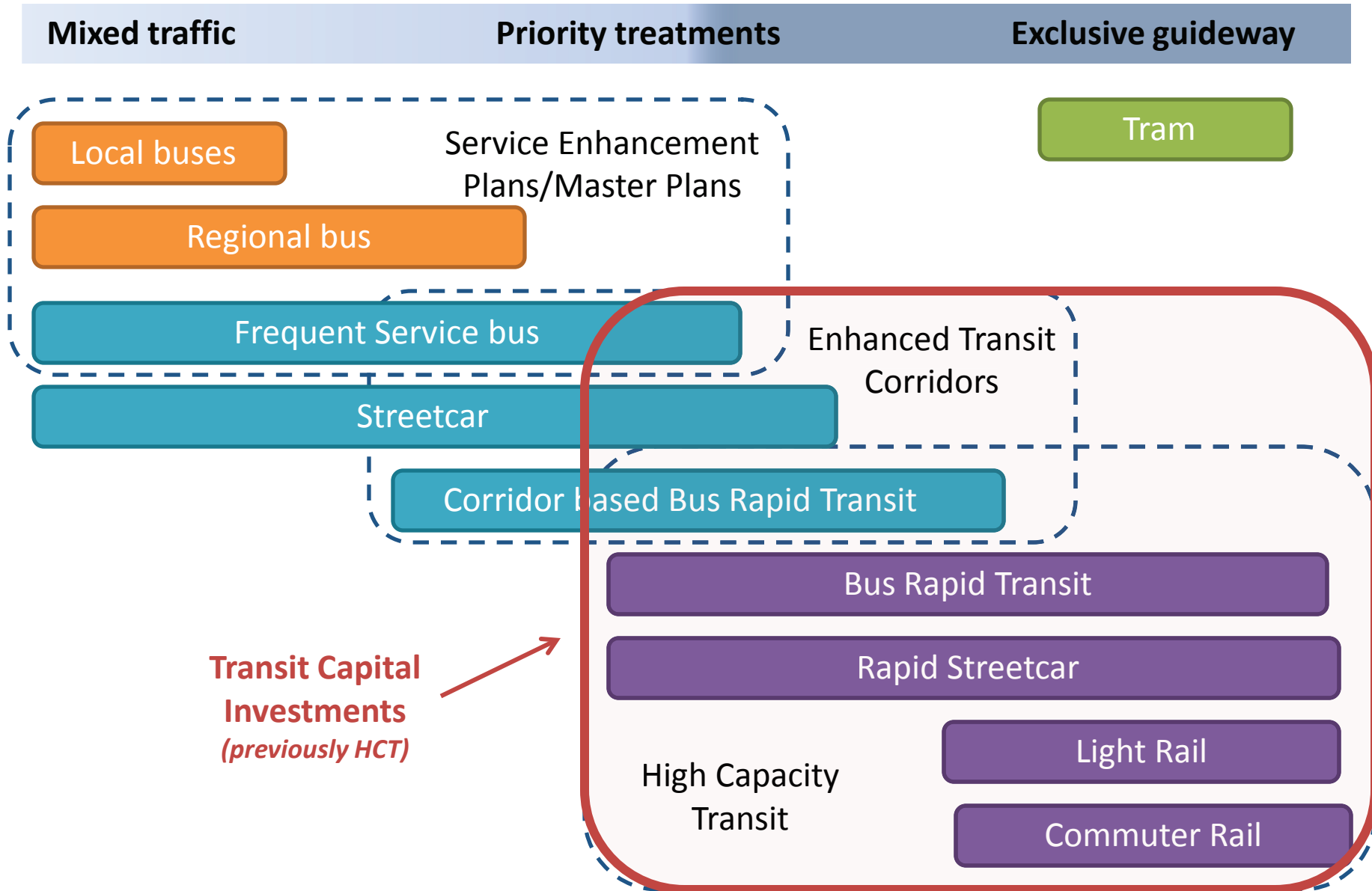


High Capacity Transit

*“To carry high volumes of passengers quickly and efficiently from one place to another. Other defining characteristics of HCT service include the ability to **bypass traffic and avoid delay** by operating in exclusive or semi-exclusive rights of way, **faster** overall travel speeds due to wide station spacing, **frequent** service, **transit priority** street and signal treatments, and **premium station** and **passenger amenities**.”*

Metro, 2035 Regional High Capacity Transit System Plan, 2009.

REGIONAL TRANSIT SPECTRUM



2018 REGIONAL TRANSPORTATION PLAN



DRAFT

0 3 6
Miles



High capacity transit
HCT Project Development
HCT corridor

Future bus
Future frequent bus
Neighboring transit

Transit Workgroup suggestions 2/23/17

Future Portland Streetcar
Potential enhanced transit corridors
Future HCT corridors

Needs
Express service

Transit System Expansion Policy

Updating the Transit System Expansion Policy:

Apply to projects seeking federal FTA Capital Investment Grant (CIG) funding (commuter rail, light rail, BRT, corridor-based BRT, streetcar...)

Simplify existing criteria

Guide the decision-making process for transit capital project prioritization



Discussion/feedback

We are looking for feedback from the Metro Council regarding:

- ❑ The goals, discussed today, as establishing our policy framework
- ❑ Proposed changes and additions to our adopted HCT System Map
- ❑ The enhanced transit corridor concept and framework
- ❑ Specific ideas regarding transit capital project prioritization criteria that we should consider

Thank you

