

Metro | Agenda

2018 REGIONAL TRANSPORTATION PLAN UPDATE

Regional Transit Work Group - Meeting # 4

Date: July 19, 2016
Time: 9:00 – 11:00 AM
Place: Metro Regional Center, Room 370A/B
NE Grand Avenue, Portland, OR 97232

Getting there



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Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable and affordable ways to get around. Find out more at oregonmetro.gov/rtp.

Agenda items

9:00	Welcome and introductions <i>Who have you talked to about this work? What have you heard?</i>	Jamie Snook, Metro
9:15	Regional Transit Vision <i>Set the framework for developing the regional transit vision, including the current policy direction</i>	Jamie Snook, Metro All, Discussion
10:00	RTP Performance Measures <ul style="list-style-type: none"> ▪ Review discussions from July 11th Work session ▪ Discuss performance measures for the RTP 	Jamie Snook, Metro All, Discussion
10:45	Next steps <ul style="list-style-type: none"> ▪ Partner Updates ▪ Continue to discuss and develop the regional transit strategy ▪ Prepare for Regional Leadership Forum #2 ▪ Discuss the Transit System Expansion Policy 	Jamie Snook, Metro
11:00	Adjourn	

Meeting Packet	Next Meeting
<ul style="list-style-type: none"> • Agenda • Summary from June 9th meeting 	<p>Wednesday, August 10, 2016 Regional Transit Work Group Meeting #5 1:00 – 3:00 pm, Room 370 A/B, Metro</p>

Directions, travel options and parking information

Covered bike racks are located on the north plaza and inside the Irving Street visitor garage. Metro Regional Center is on TriMet bus line 6 and the streetcar, and just a few blocks from the Rose Quarter Transit Center, two MAX stations and several other bus lines. Visit our website for more information: <http://www.oregonmetro.gov/metro-regional-center>



Regional Transit Work Group Meeting #3
Thursday, June 9, 2016
1:00 to 3:00 p.m.
Metro Regional Center, Room 370

Committee Members Present

April Bertelsen	City of Portland
Dan Bower	Portland Streetcar Inc
Karen Buehrig	Clackamas County
Brad Choi	City of Hillsboro
Teresa Christopherson	Clackamas County
Mike Coleman	Port of Portland
Karyn Criswell	Oregon Department of Transportation
Radcliffe Dacanay	City of Portland
Steve Dickey	Salem-Keizer Transit
Denny Egner	City of Milwaukie
Roger Hanson	C-TRAN
Eric Hesse	TriMet
Job Holan	City of Forest Grove
Katherine Kelly	City of Gresham
Nancy Kraushaar	City of Wilsonville
Stephan Lashbrook	City of Wilsonville/SMART
Mauricio LeClerc	City of Portland
Steve Nakana	Port of Portland
Luke Norman	Clackamas County Community College
Alex Page	Ride Connection
Luke Pelz	City of Beaverton
Cynthia Thompson	BCB Consulting
Dyami Valentine	Washington County
Dayna Webb	City of Oregon City
Julie Wehling	Canby Area Transit

Metro Staff Present

Grace Cho
Kim Ellis
Lake McTighe
John Mermin
Chris Meyers
Jamie Snook

I. INTRODUCTIONS

Members of the work group introduced themselves, described who they were talking to about the transit Strategy and answered the ice breaker question.

II. REGIONAL TRANSPORTATION PLAN (RTP) UPDATE

Kim Ellis provided a briefing on the April 22 Regional Leadership Forum. She urged the work group to review the complete report from the forum, which provides detailed take-aways. She noted that there was worry among leadership that we are making the wrong investments, that uncertainty was a prevailing sentiment at the forum, and that elected, community and business leaders will need support moving big ideas forward. One work group member noted that the discussions at the forum were not as outcome driven as they could have been. Kim noted that the work group needs to connect back to leadership.

There will be two more forums this year, September 23rd and December 2nd, that will focus on funding and the regional vision to define the updated RTP project list. At the October 2017 forum, there will be a report back on the technical evaluation of the updated project list. A final forum in June 2018 will be to reach final agreement on the project list and plan.

III. RTP PERFORMANCE MEASURES

Jamie Snook provided an overview of the 2014 RTP targets, performance and system measures, highlighting those directly related to transit. She asked the work group to consider whether transit productivity and access to daily needs the right measures to focus on in the RTP. There can be more measures considered in the overall Regional Transit Strategy. Work group questions and comments:

- It's important to understand what is meant by affordability and what is really being measured.
- The number of households and jobs drives the productivity of transit and should be part of the measures.
- Just capturing the system wide does not adequately capture all elements of the system. Single region wide numbers do not tell you enough. Good for seeing trends.
- Missing measure: what are the barriers to increasing transit use (marketing, technology, popularity of transit, competing with Uber, etc).
- Need to understand the impact of car sharing and other services that compete with transit.
- Need accessibility measure.
- Transit mode share is an important measure.
- Need to simplify and reduce measures in RTP and focus on measures that provide information on big regional outcomes. The Regional Transit Strategy can include additional measures.
- Reliability should be a measure.
- We should measure access to different destinations (where the people, where do they want to go) and what are the barriers.
- Look at the TriMet Equity Index for essential destinations.

Grace Cho provided a brief overview of the equity work group’s draft performance measures, which include several measures related to transit. The work group is interested in measuring the equity impacts of transit costs (to the rider), access to transit and provided by, and transit reliability.

- The C-TRAN member asked if anyone from Clark County was on the equity work group. Grace responded no, but they are welcome to attend and can easily be added to the group.
- The transit work group expressed interest in better understanding of the safety exposure measure.
- Would be helpful to measure transit access compared to transit travel time and auto travel time.
- To measure accessibility, look at what destinations are accessible within a certain time.

IV. REGIONAL TRANSIT VISION

There was not time for a full discussion of this agenda item. Jamie reminded the work group of the draft vision is to make transit more frequent, convenient, accessible and affordable.

V. PARTNER UPDATES

There was not time to provide additional partner updates by TriMet, Portland Streetcar and SMART.

VI. NEXT STEPS

Jamie reviewed the next steps quickly, then adjourned the meeting.

VI. ADJOURN

The meeting at was adjourned at 3:05 p.m.

Attachments to the Record:

Item	Topic	Document Date	Description
1	Agenda	6/9/16	June 9, 2016 Meeting Agenda
2	Meeting summary	2/24/16	February Regional Transit Work Group meeting Summary
3	RTP Update	5/20/16	RTP Regional Leadership Forum #1 Summary
4	RTP Web link	5/25/16	RTP Regional Leadership Forum #1 Report
5	RTP Performance Measures	4/15/16	RTP Performance Measure Scoping Report



Metro | Memo

Date: July 19, 2016
To: Regional Transit Work Group and interested parties
From: Jamie Snook, Principal Planner
Subject: 2018 Regional Transportation Plan (RTP) Performance Measures – Potential recommendations

Purpose

The purpose of this memorandum is to outline potential recommendation regarding transit performance measures to support the 2018 Regional Transportation Plan (RTP).

What transit related performance measures do the Transit Work Group want to recommend for the system evaluation in the 2018 RTP?

Background

As part of the 2018 RTP, Metro is working with regional partners to develop the Regional Transit Strategy (RTS) to create a single coordinated vision for making transit more frequent, convenient, accessible and affordable. The RTS vision will provide a long-term blueprint for transit and transit supportive elements for the region.

As part of the 2018 Regional Transportation Plan (RTP), Metro staff has identified measures to retain, measures to refine and measures for further discussion as part of the 2018 RTP. Additional measures beyond the RTP can be included in the overall Regional Transit Strategy.

Current RTP Policies, measures and targets relating to transit

The RTP establishes an evaluation and system monitoring program for the region's transportation system. This includes policy and plan development, system evaluation (system evaluation measures and targets) and plan monitoring (monitoring measures and targets). Through evaluation and monitoring, the region can better understand the extent to which the investment strategy is achieving our desired outcomes.

The RTP includes the following transit related system evaluation measures in Chapter 4:

- Motor vehicle and transit travel time between key origin-destination for mid-day and 2-hour PM peak.
- Non-Drive alone mode share system-wide and for central city and individual regional centers (% of daily walking, bicycling, shared ride and transit trips).
- Transit productivity (transit boarding rides per revenue hour) for high capacity transit (HCT) and bus.

Convenient: Make transit more convenient by improving transit speed and reliability through priority treatments (e.g., signal priority, bus lanes, queue jumps, etc.) more competitive with driving.

- Motor vehicle and transit travel time between key origin-destination for mid-day and 2-hour PM peak.
- Non-Drive alone mode share system-wide and for central city and individual regional centers (% of daily walking, bicycling, shared ride and transit trips).

Accessible: Provide safe and direct biking and walking routes and crossings that connect to stops to make transit more accessible. Expand the system to improve access to jobs and essential destinations/daily needs.

- The number/percentage of essential destinations accessible within 30 minutes by bicycle and public transit for low-income, minority, senior and disabled populations
- Share of households within ¼ mile of transit and all day frequent transit
- Share of low-income households within ¼ mile of transit and all day frequent transit
- Share of employment within ¼ mile of transit and all day frequent service

Affordable: Ensure transit remains affordable, especially for those dependent upon it.

- Housing + Transportation costs relative to cost burdened designation

Transit work group charge

The Transit Work Group is charged with supporting the 2018 Performance Measure Work Group in identifying the appropriate performance measures as it relates to transit.

- How do these performance measures resonate with the transit work group?
- Do these measures what is important?
- Are there any missing? Any that should be removed?

Performance measure schedule:

- The performance measures were introduced to the Transit Work Group at the June 9th meeting.
- An additional transit performance work session was held on July 11th.
- At the July and August meetings, the Transit Work Group will be finalizing their recommendations for system performance measures to be used to evaluate the shared investment strategy for the RTP. The evaluation is planned to occur in 2017.
- At the August and September meetings, the Transit Work Group will discussing the evaluation/performance measures to evaluate the regional transit vision.

- By 2040, increase by 50% the number of essential destinations accessible within 30 minutes by bicycle and public transit for low-income, minority, senior and disabled populations compared to 2005 (currently a target and not a measure).

		RTP Goals									
System Evaluation Measures		Foster Vibrant Communities and Compact Urban Form	Sustain Economic Competitiveness and Prosperity	Expand Transportation Choices	Effective and Efficient Management of Transportation System	Enhance Safety and Security	Promote Environmental Stewardship	Enhance Human Health	Ensure Equity	Ensure Fiscal Stewardship	Deliver Accountability
1.	Vehicle and bicycle miles traveled (total and per capita)	●		●		Unable to predict/forecast system safety. To be addressed in plan monitoring.	●	●			Unable to predict/forecast accountability. To be addressed in plan monitoring.
2.	Total delay and cost of delay on the regional freight network in mid-day and PM peak		●		●						
3.	Motor vehicle and transit travel time between key origin-destinations for mid-day and 2-HR PM peak	●	●	●	●						
4.	Congestion - Location of throughways, arterials, and regional freight network facilities that exceed RTP motor vehicle-based level of service thresholds in mid-day and 2-HR PM peak		●		●						
5.	Mode share and non-drive alone trips system-wide, by mobility corridor and for central city and individual regional centers (<i>Number of daily walking, bicycling, shared ride and transit trips and % by mode</i>)	●		●	●		●	●			
6.	Transit productivity (<i>transit boarding rides per revenue hour</i>) for High Capacity Transit (HCT) and bus	●		●					●		
7.	Number and percent of households within ½-mile of regional trail system			●			●	●	●		
8.	Environmental justice measure (under development)			●					●		
9.	Tons of transportation-related air pollutants (e.g. CO, ozone, and PM-10)			●			●	●			
10.	Tons of transportation-related greenhouse gas emissions (e.g. CO ₂)			●			●				
11.	Percent of projects that intersect high value habitat areas	●					●				
Additional land use-related measures to be developed as part of the <i>Making the Greatest Place</i> .											

Note: the transit specific performance measures are highlighted in the blue rows.

The Climate Smart Strategy recommended the following transit-related performance measures be considered in the 2018 RTP update:

- Daily transit service revenue hours
- Share of households within ¼ mile all day frequent transit
- Share of low-income households within ¼ mile of all day frequent transit
- Share of employment within ¼ mile of all day frequent service
- Transit fares (measure to be determined with the 2018 RTP update)

The RTP includes transit related performance system monitoring measures in Chapter 4 and transit related performance targets in Chapter 2. The monitoring measures and performance targets will be discussed in future meeting in 2017.

In addition to the performance measures for the RTP, the Transit Work Group could develop additional evaluation/performance measures for the regional transit vision. The purpose of this would be to ensure that the proposed improvements in the regional transit vision support the goals and vision for the RTS. These measures could build off of the RTP, Climate Smart Strategy and the previous HCT Plan.

Transit vision statement

The transit vision statement is: to make transit more frequent, convenient, accessible and affordable

- **Frequent:** Increase frequency of transit service in line with demand and in support of local and regional land use vision.
- **Convenient:** Make transit more convenient by improving transit speed and reliability through priority treatments (e.g., signal priority, bus lanes, queue jumps, etc.) more competitive with driving.
- **Accessible:** Provide safe and direct biking and walking routes and crossings that connect to stops makes transit more accessible. Expand the system to improve access to jobs and essential destinations/daily needs.
- **Affordable:** Ensure transit remains affordable, especially for those dependent upon it.

How the measures fit within the transit vision statement

The following section describes how the transit related performance measures correspond to the overall transit vision statement. This combines the performance measures from the 2014 RTP, Climate Smart Strategy and input from the Transit Work Group (from the July 11th work session).

Frequent: Increase frequency of transit service in line with demand and in support of local and regional land use vision.

- Daily transit service revenue hours
- Transit productivity (transit boarding rides per revenue hour) for high capacity transit (HCT) and bus.