



Washington County Transit Committee

STIF FY 2026-27 TRANSIT INVESTMENT PRIORITIES

| April 25, 2024

Land Use & Transportation

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→ Meeting goals

Review Statewide Transportation Improvement Fund (STIF) goals

Review Transit Committee purpose

Share project updates, accomplishments and challenges

Frame up FY 2026-27 transit investment opportunities

Review next steps

→ Statewide Transportation Improvement Fund

- Established in HB 2017 with employee payroll tax
- Funds public transportation statewide to:
 - Improve service to low-income populations and students
 - Reduce service fragmentation
- Available funding:
 - Formula funds generated outside TriMet, SMART districts
 - Competitive discretionary and intercommunity grants
- Includes Special Transportation Fund (STF) for older adults and persons with disabilities per HB 1601
- Public transportation service providers required to adopt biannual Transit Development Plan to receive STIF revenues

STIF Process

Washington County

- Prepares Transit Development Plan (TDP)
- Transit Committee advises Board on TDP and priority projects
- Board approves plan and projects for TriMet's Tri-County Public Transportation Improvement Plan (PTIP)

Local Transit Development Plan (TDP)

Tri-County Public Transportation Improvement Plan (PTIP)

- TriMet's HB 2017 Advisory Committee reviews and makes recommendation on PTIP
- TriMet Board approves the PTIP for submittal to ODOT

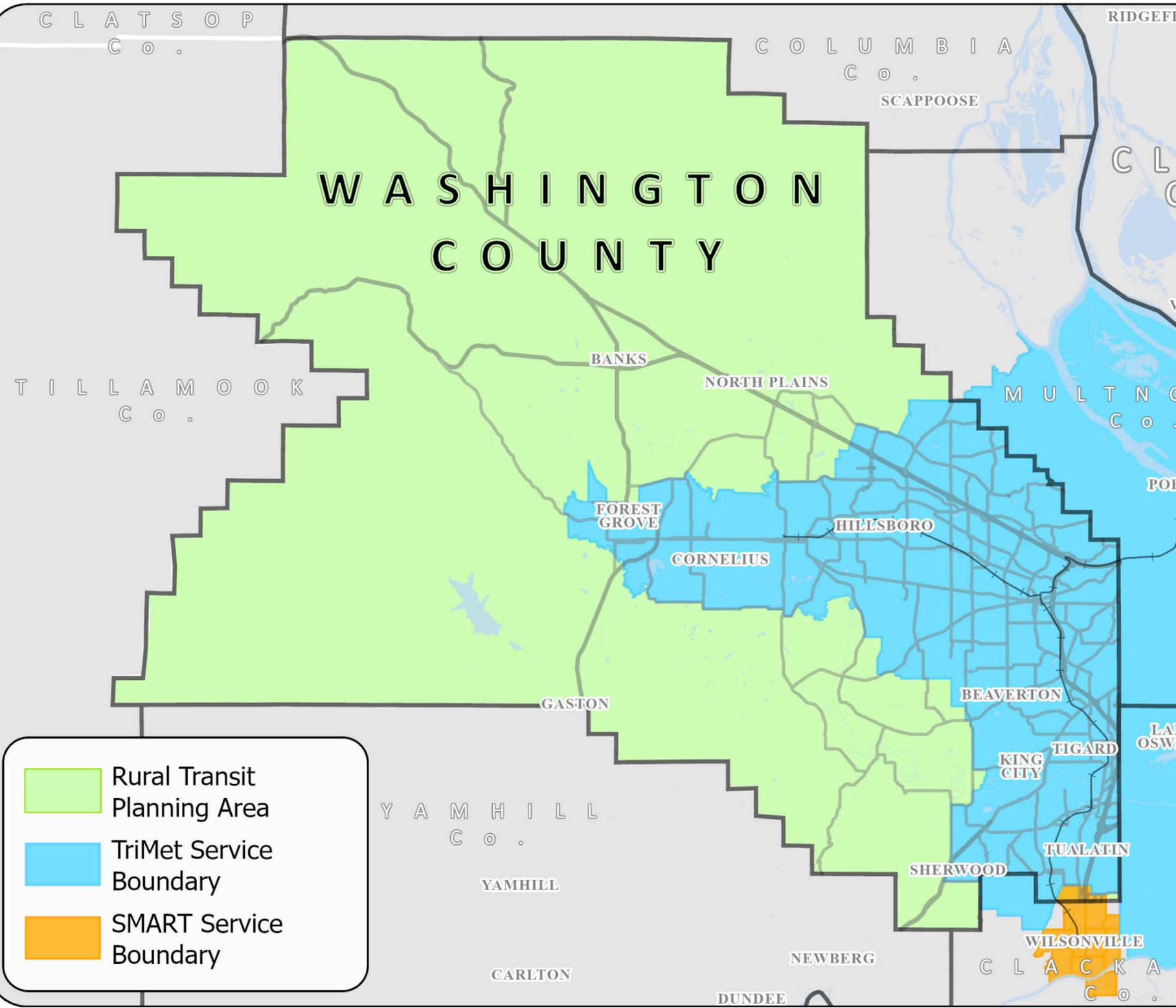
TriMet

ODOT

- Completeness review
- Public Transportation Advisory Committee (PTAC) provides recommendation to Oregon Transportation Commission (OTC)
- OTC accepts or rejects PTAC recommendation

Statewide Transportation Improvement Fund (STIF)

ODOT disburses quarterly payments to TriMet and County



County Transit Committee

Charge: Recommend transit priorities for STIF to Board over the next 2-5 years

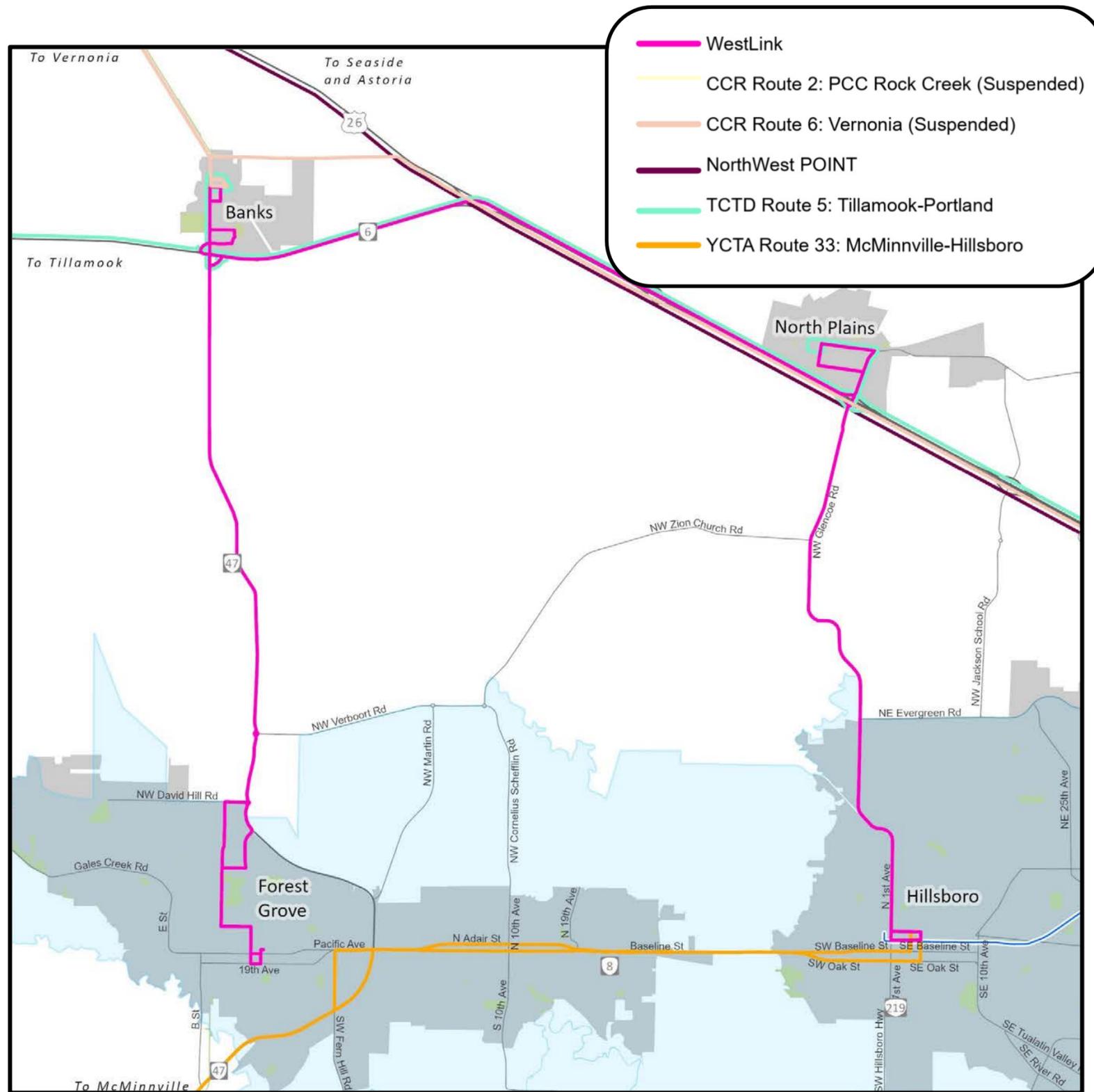
- Service for areas outside TriMet, SMART districts
- Connect areas to TriMet district
- First/last mile connections within district

→ Committee operations

- Committee chair to call meetings as needed to advise on transit project priorities
- Consensus approach desired; vote of majority present if consensus cannot be reached
- Quorum is simple majority of members/alternates
- All meetings are public with advance notice
- Meeting summaries created, distributed
- Chair may form subcommittees, as needed

→ Accomplishments since 2022

- Service expansion for existing shuttles
- Planning for new shuttles
- Adjacent county transit coordination
- Demand response service expansion
- Stop improvements
- Planning for microtransit pilot



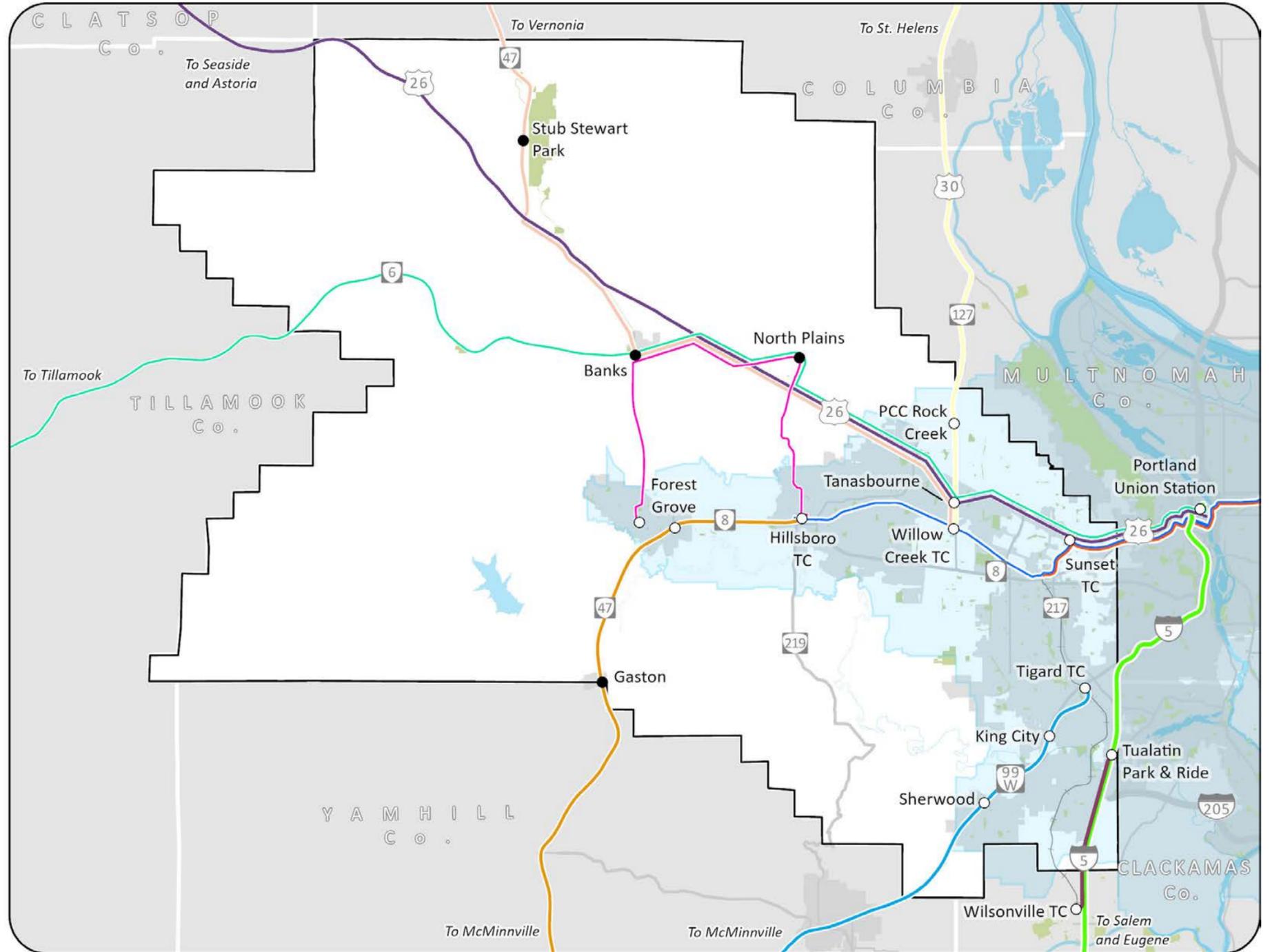
westLink

- Weekday commuter-oriented inter-community connector service
- Connects with TriMet, Tillamook Co. and Yamhill Co. transit systems
- FY 2024-25: Added new stops and new midday service
- Proposed near-term route changes in Forest Grove

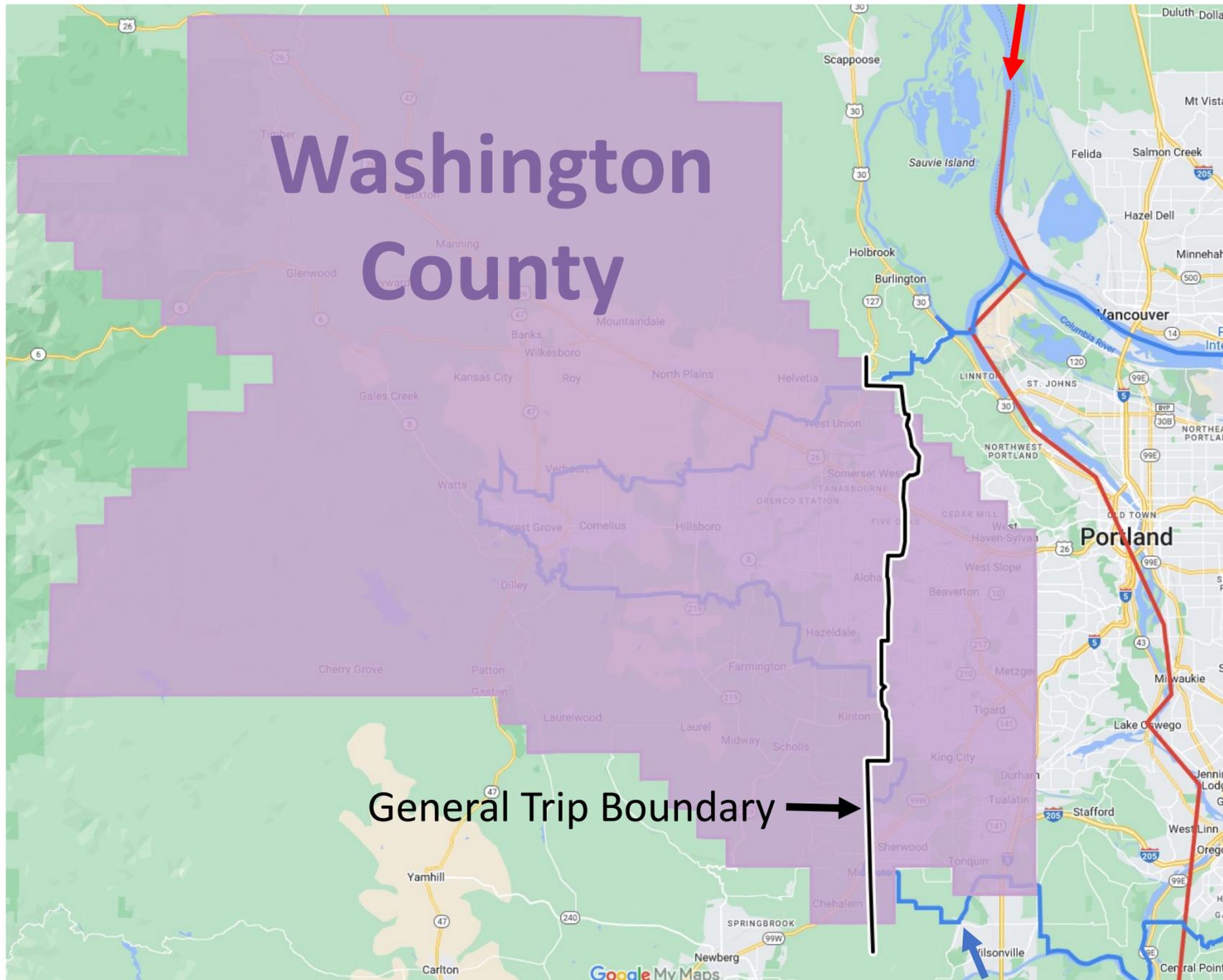


Interregional transit services

- TriMet connection point
- Other Washington County stop
- CCR Route 2: PCC Rock Creek (Suspended)
- CCR Route 6: Vernonia (Suspended)
- Cascade POINT
- NorthWest POINT
- Ride Connection WestLink
- TCTD Route 5: Tillamook-Portland
- YCTA Route 33: McMinnville-Hillsboro
- YCTA Routes 44/44X: McMinnville-Tigard
- SMART Route 2X: Tualatin Park & Ride
- TriMet Boundary
- MAX Blue Line
- MAX Red Line



Medical Trip Boundary
(Willamette River)



TriMet Service Boundary

Demand Response

- Service is free, open to general public
- Monday-Friday, daytime
- Expanded boundaries
- New rural-to-rural connections
- Loosened parameters for scheduling trips
- FY 2024-25: Adjusted service boundary; put electric vehicles into service



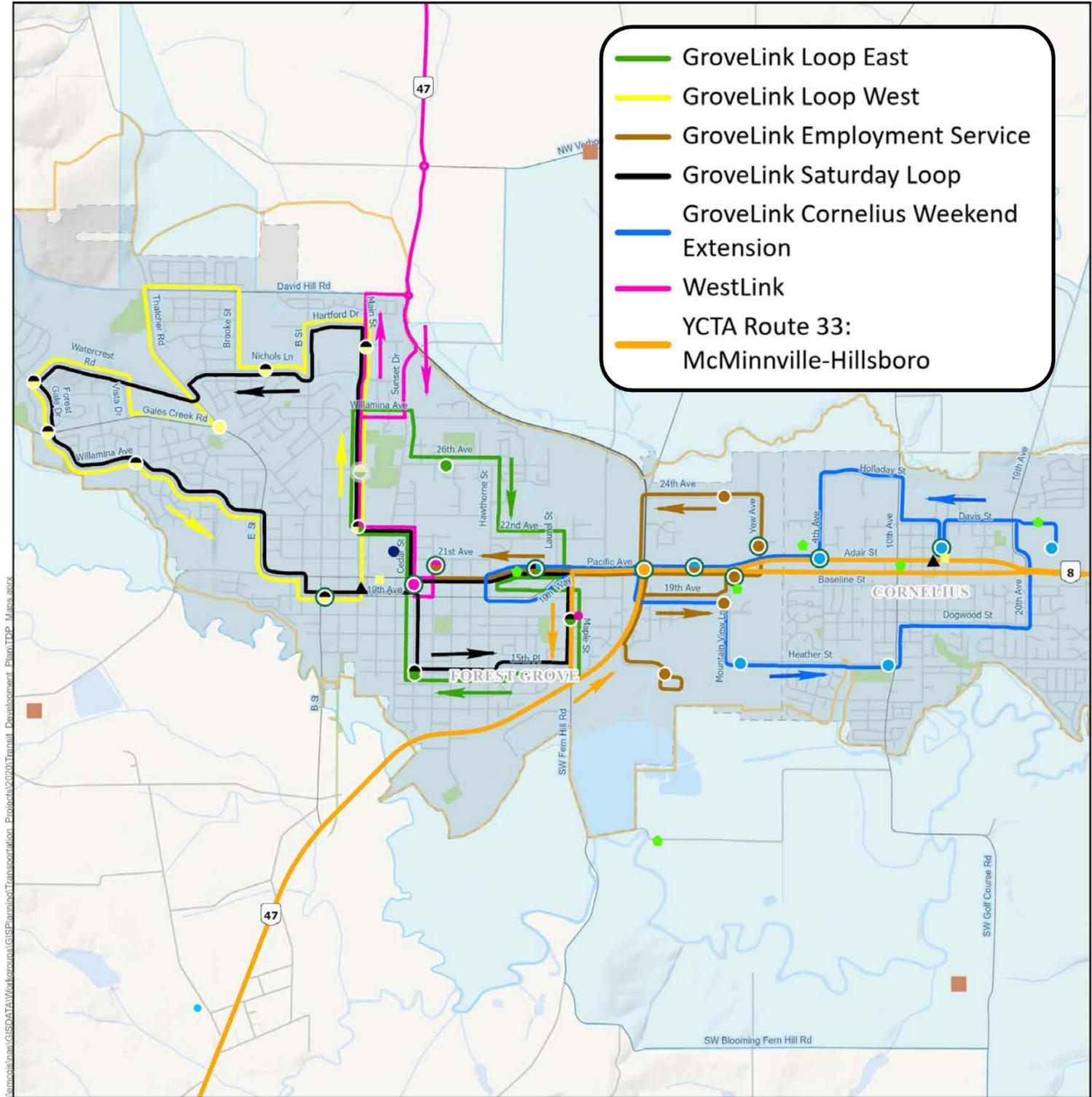
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Source: Unite Oregon

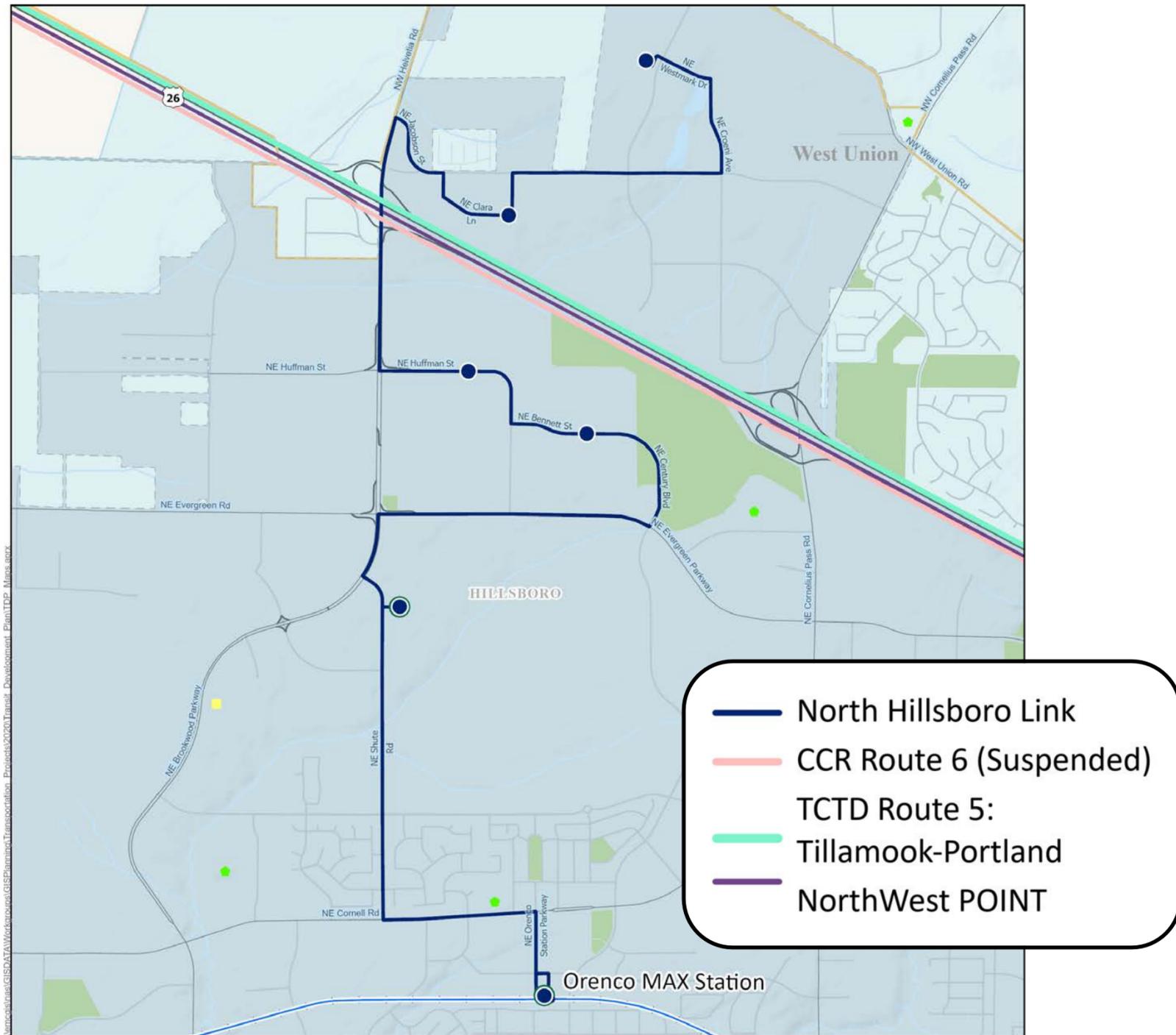
Rural work force shuttle

- Public shared-ride, shuttle or micro-transit to serve farm, nursery and other agricultural industry work force needs
- FY 2024-25: Project has been paused due to challenges in launching service
- Recent outreach with Virginia Garcia and Bienestar residents



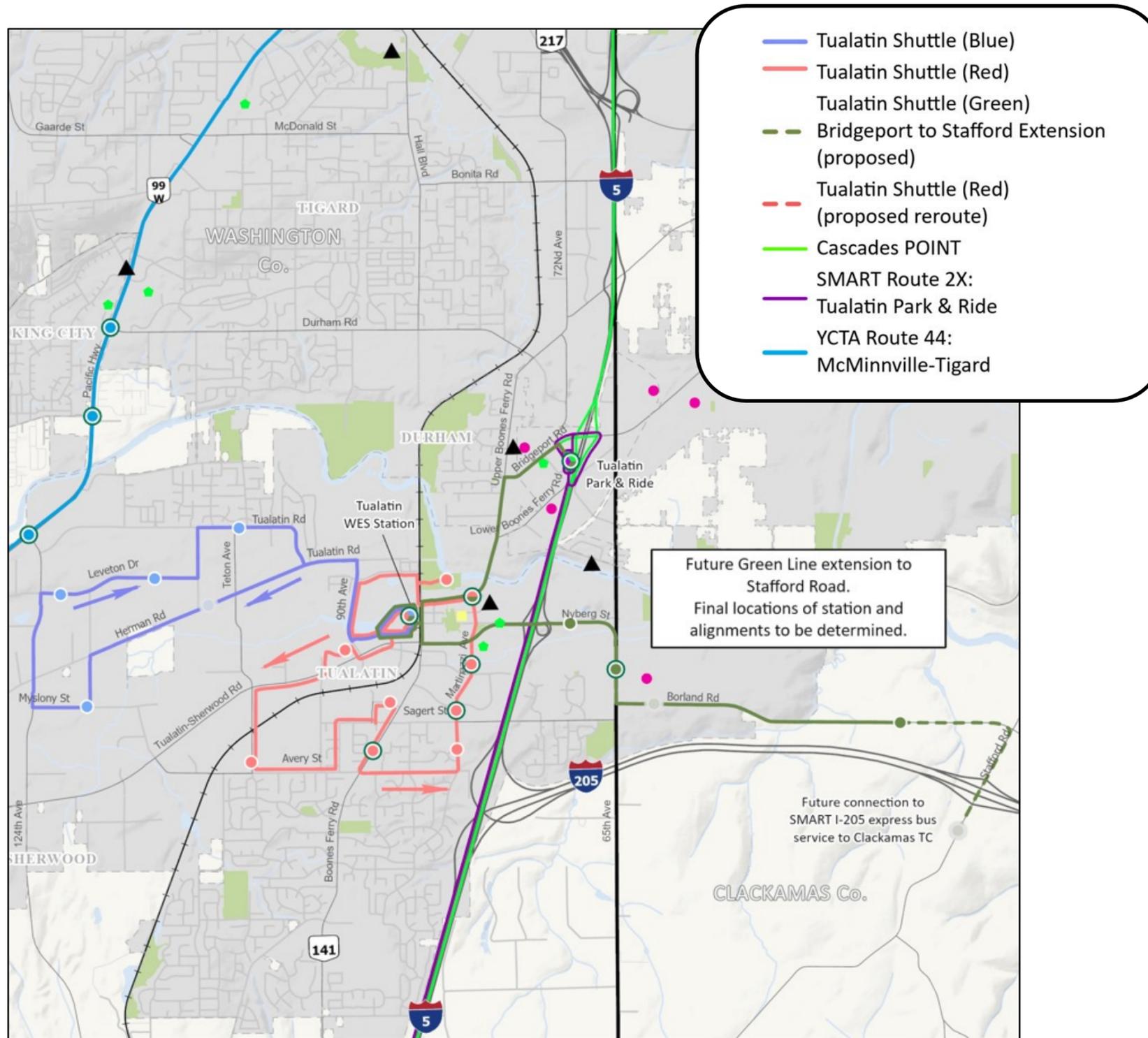
GroveLink

- Weekday community circulator service (6:30 a.m. - 7 p.m.)
- FY 2024-25: Added weekday Cornelius service and purchased additional vehicle
- Proposed near-term route changes in Cornelius



North Hillsboro Link

- Deviated fixed-route service
- Weekday and weekend service (5 a.m. - 9:45 p.m.)
- 30-minute service on weekdays; reduced service on weekend
- FY 2024-25: Planning for extension of deviation zone west of Brookwood to serve new employment



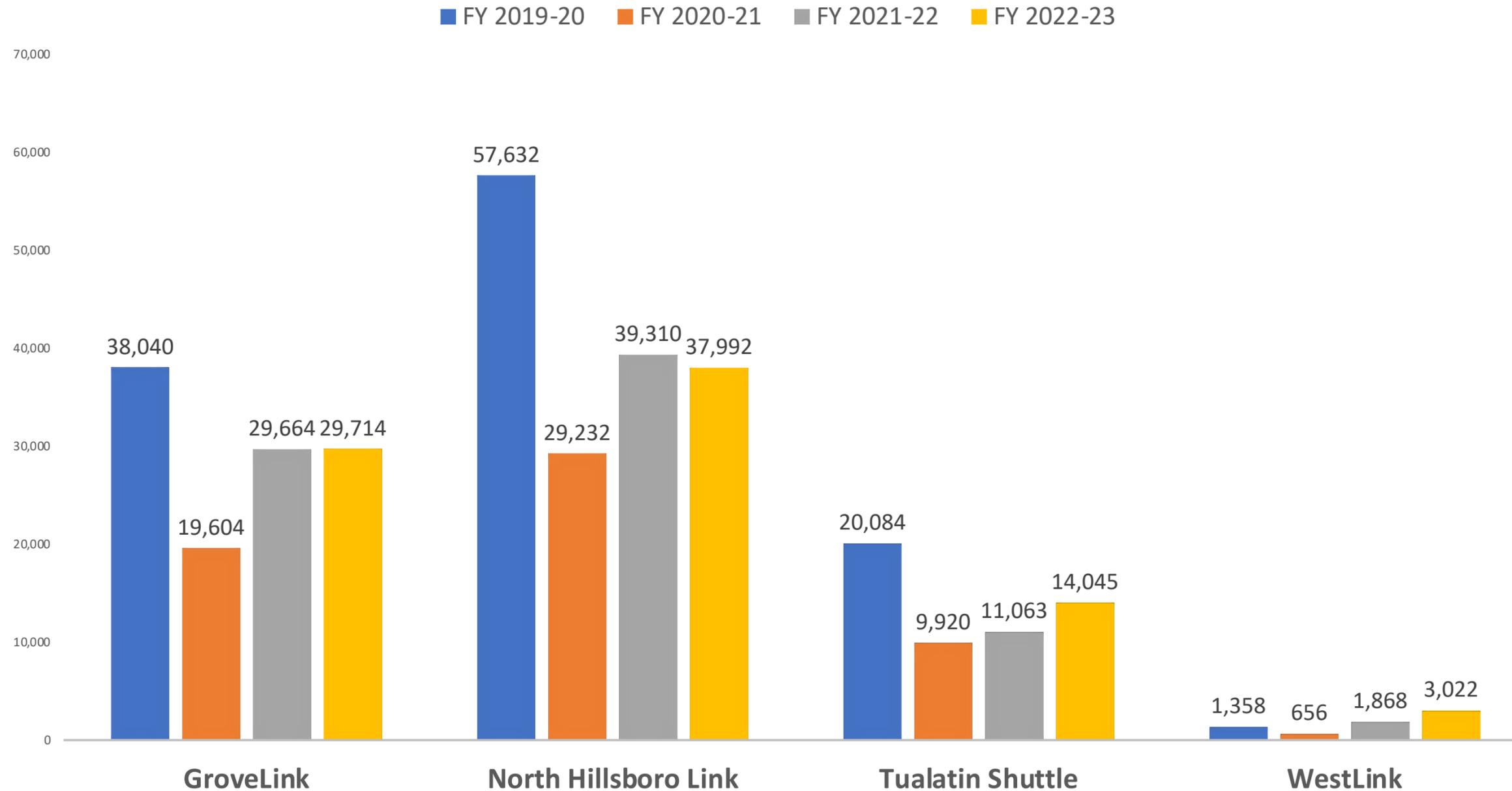
Tualatin Shuttle

- All-day service (5:30 a.m. – 8 p.m.)
- FY 2024-25: Modified Red Line to expand service area in conjunction with extension to Borland Road (Green Line)



Ridership Recovery since COVID-19

COMMUNITY CONNECTOR ANNUAL RIDERSHIP





Outreach and engagement since 2022

Public input on service planning

- Meetings with employers, CBOs, and other stakeholders
- City council presentations
- Community surveys

On-board rider surveys

- Completed for all shuttles in summer 2023

Promote service awareness

- Bus wraps
- Informational materials
- Signs/route information at bus stops
- Grassroots outreach and marketing

→ Stop Enhancements

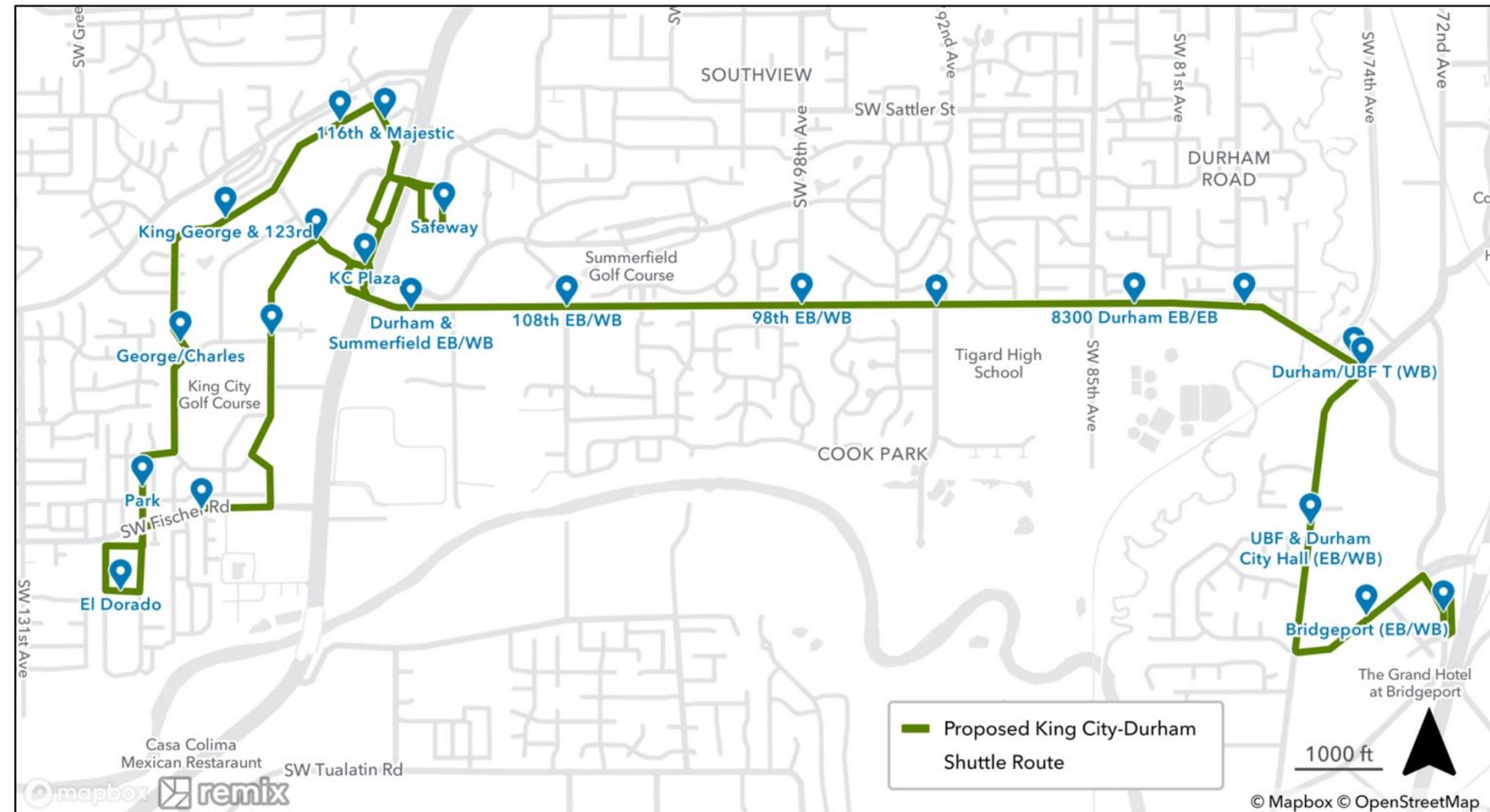
- Grant funded
- Signs, landing pad, benches, shelters, etc.
- Coordinate with cities to implement
- Design, procurement and installation
- First phase constructed stop improvements at 20 locations
- Second phase currently ongoing





King City to Bridgeport Shuttle

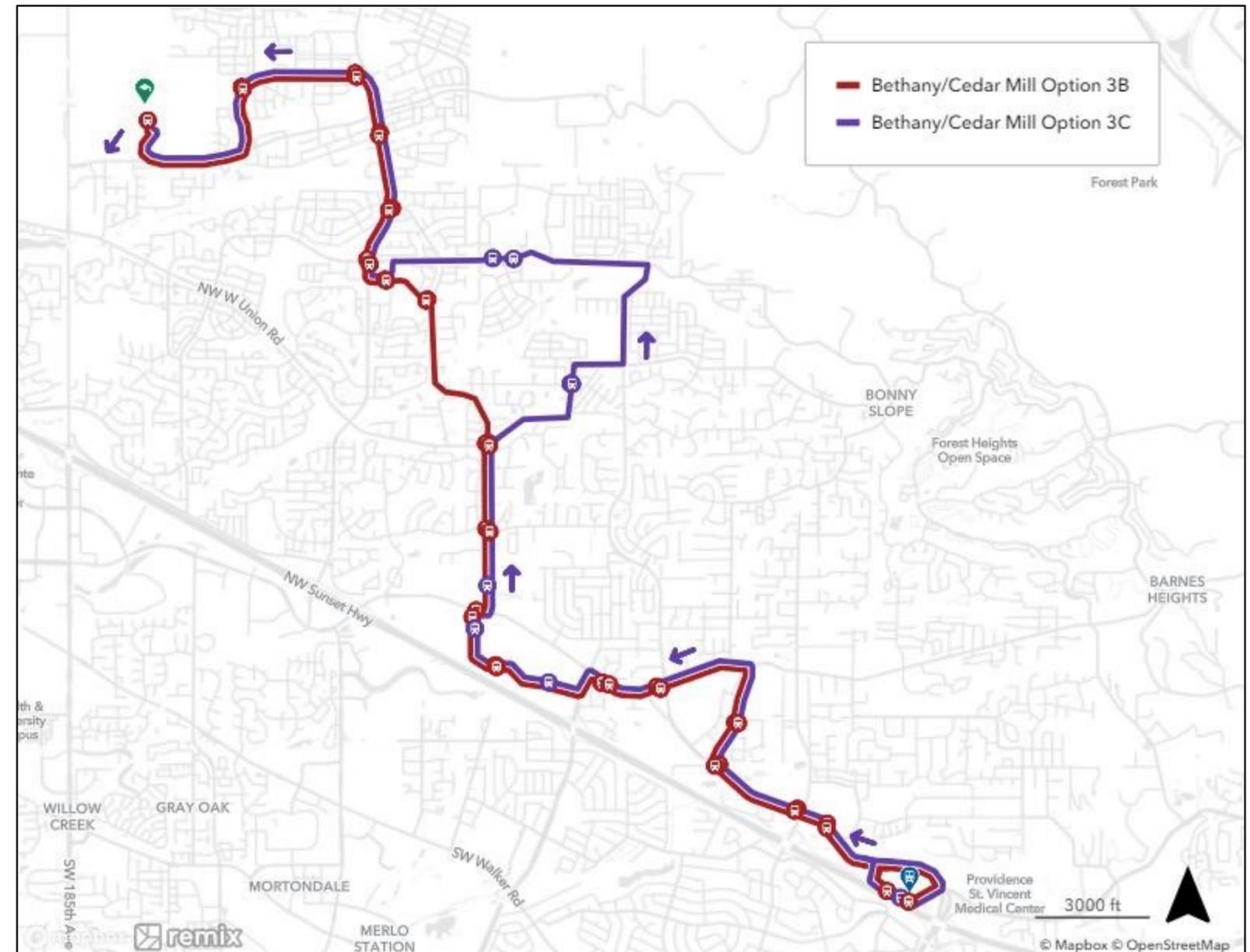
- Replacing existing King City RideAbout shuttle
- Scheduled to begin service in late summer 2024
- Working with Tualatin, Tigard and King City on new stop locations
- May be branded as extension of existing Green Line





Sunset Transit Center to PCC Rock Creek Shuttle

- Scheduled to begin service in early fall 2024
- Serving portions of North Bethany, Bethany, Cedar Mill and Timberland
- Two alignment alternatives: final route to be determined



→ Microtransit Pilot

- Grant funded
- Serving communities in South Beaverton, Tigard and/or Aloha that lack fixed-route transit
- Provide connection to TriMet system
- Planning work will get underway this year
- Scheduled to begin service in fall 2025 for up to 18 months





Outlook for FY26-27 TDP

- Anticipated to be a minor update
- Regional coordination planning for future shuttles in concert with TriMet Forward Together implementation
- Gaston access to transit upgrades (collaboration with YCTA)
- Shuttle stop maintenance within unincorporated area
- Maintain and expand microtransit network
- Continued coordination with adjacent transit providers
- Tracking 2025 legislative session conversations

→ Public Comment Opportunity

- Up to 3 minutes



Next steps

TC#2
June

- Review revenue forecast
- Review and provide input on investment priorities
- Recommend priorities for public comment

TC#3
September

- Review and address committee and public comments
- Endorse priorities for FY26-27 biennium and Transit Development Plan update

Fall '24 –
Spring '25

- Board of Commissioners adopts Transit Development Plan
- TriMet incorporates county priorities into Tri-County PTIP
- TriMet Board approves PTIP and submits to ODOT for final OTC approval, enabling County to receive STIF funds



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