

IMPACT STATEMENT

Legislation title: Adopt the Enhanced Transit Corridors Plan and endorse a list of Enhanced Transit candidate project locations for submittal to the Metro Regional Enhanced Transit Concept Pilot Program to help advance project development. (Resolution)

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Purpose of proposed legislation and background information:

The purpose of this legislation is to develop new and expanded strategies to improve transit service and increase transit ridership throughout the City by developing an Enhanced Transit Plan and Program. Additionally, the purpose is to expedite implementation by submitting a list of candidate Enhanced Transit locations to the Metro Regional Enhanced Transit Concept Pilot Program to help advance project development for selected locations.

The City of Portland and the region are at a critical point in the evolution of our transit network. Our buses and streetcars, along with all the people on them, are increasingly stuck in traffic and getting slower. They are most often delayed in congestion while full of passengers and late to pick up new passengers. This leads to longer travel times by transit. It causes people to be delayed, miss transfers to other transit lines and ultimately arrive late to their destinations

Each year resources for transit service hours are spent just trying to keep up schedules due to congestion, reducing the potential funding to increase transit service. TriMet spends roughly \$1-2 million a year to add service just to keep up the same schedules.

All of this delay and unreliability shrinks people's access to places by transit within a reasonable travel time and makes transit less competitive with driving.

However, transit plays an important role in the transportation system and achieving City goals and policy as it grows. Demand for transit service is only expected to increase - the City is projected to gain approximately 140,000 new jobs and 260,000 new residents by 2035. These realities create a strong need for the City and TriMet to prioritize transit reliability and speed improvements in the Central City and on key corridors throughout the City.

This critical point calls for redoubling our efforts to improve transit. Doing so requires changing how we do business. Stopping the negative trends and instead bend the curve towards improving transit performance requires that we take swift and bold actions to re-allocate space and time within the right-of-way for transit, increase our investments in transit priority treatments and integrate stronger consideration for transit performance into all the ways in which we design, operate, regulate and monitor the transportation system.

Purpose of the Enhanced Transit Corridors Plan and Program

Between 2016 and early 2018, the Portland Bureau of Transportation (PBOT) led a planning process in coordination with TriMet to develop the Enhanced Transit Corridors (ETC) Plan. Enhanced Transit improves transit capacity, reliability, and travel time through

capital and operational treatments of moderate cost. There are many ways that cities can enhance transit, to make it faster and more reliable: smart traffic signals, the placement of bus stops, the use of lanes and road striping, and other tools that are controlled by the City but very effective in enhancing TriMet service.

This plan identifies a new vision for frequent, reliable, high-ridership transit and how we can achieve it in Portland. Enhanced Transit is a key part of that vision. This plan identifies where transit priority, streamlining, and access treatments could be most beneficial on the planned TriMet Frequent Service network within the City of Portland, including buses and streetcar. Enhanced Transit improvements can provide the following benefits:

- Make it possible to get to more places sooner, which is the essence of how we make transit more useful.
- Help make transit more attractive and reliable for people to get to work, school, and to meet their daily needs.
- Benefit people who depend on transit while also making transit the logical choice for many trips that go by car today.
- Help make transit more efficient and cost-effective.

The overarching goals and outcomes of this plan:

- Make transit the logical choice for a greater number of trips.
- Improve access to opportunity for people who rely on transit.
- Increase transit ridership and improve the experience for current riders by improving transit capacity, reliability, and travel time.
- Support planned growth in centers and along corridors consistent with the Portland 2035 Comprehensive Plan.

In service to these boarder goals, this plan addresses the following objectives:

- Define and identify “Enhanced Transit Corridors” in Portland.
- Establish clear and objective operational performance measures and thresholds to define what success looks like for the most heavily used Frequent Service lines.
- Guide the prioritization of capital and operational investments in Enhanced Transit Corridors

While the City does not operate its transit directly, it controls transit's outcomes at least as much as TriMet does, through decisions that affect development patterns, walkability, and especially the degree to which transit is stuck in private car traffic. For these reasons, a City plan is needed to guide the City's actions toward better transit speed and reliability. This plan is a first step, focused on the protection of transit from traffic in particular.

This plan is guided by policy and informed by data, particularly transit operational data. The goals and objectives of this plan support and help implement the Portland Comprehensive Plan 2035, Climate Action Plan and Transportation System Plan. TriMet has a wealth of operational data. PBOT is working in close coordination with TriMet to share and utilize this data to better understand transit ridership and operational performance. This data analysis has illuminated where transit is most delayed and the nature of the delay, and significantly shaped the recommendations of this plan.

This is not intended to just be a static plan. This plan, and the planning process that led to it, is the start of a conversation about Enhanced Transit in Portland, establishing what it is, where it is most needed based on current conditions, and why we need to take action and invest locally and regionally. It also provides a programmatic framework for on-going monitoring and investment to improve transit capacity, reliability and speed in partnership with TriMet. More of this is described in the recommendations in Chapter 2 of the Enhanced Transit Corridors Plan (Exhibit A).

City Council has taken previous actions directly related to this legislation.

- Under Ordinance No. 187169 on June 5, 2015, Council authorized application to the Oregon Department of Transportation and Department of Land Conservation and Development for two Transportation and Growth Management grants, including an Enhanced Transit Corridors Plan.
- Under Ordinance No. 188160 on December 21, 2016, City Council accepted a grant in the amount of \$36,660 from Oregon Department of Transportation for the Enhanced Transit Corridors Plan and authorize an Intergovernmental Agreement for the Enhanced Transit Corridors Plan.
- In December 2016, City Council adopted the Transportation System Plan (TSP) Update, which directed PBOT to complete an Enhanced Transit Corridors study to identify corridors needing higher transit capacity to accommodate projects growth and to support TSP outcomes including prosperity, equity, safety and climate. Among other things, the study will evaluate multiple corridors and will result in at least two enhanced transit projects (one in East Portland and one in Inner Ring neighborhoods).
- Under Resolution No. 37304 on July 13, 2017, City Council recommended PBOT develop new and expanded strategies to improve transit service and increase transit ridership throughout the City by developing an Enhanced Transit Program and endorsed a list of transit projects for the Regional Transportation Plan 2018 Update Call for Projects.

The proposed legislation supports several specific City policies. Increasing transit reliability, travel times and capacity are ways to increase transit ridership. Implementing the Enhanced Transit will help the City reach adopted policy goals and accommodate future growth.

The Portland Plan, Climate Action Plan and Transportation System Plan have established a mode split goal of 25% of all trips on transit by 2035, and the 2035 Regional Transportation Plan includes a goal of tripling transit mode share over 2005 levels.

The Portland 2035 Comprehensive Plan includes policy 9.22, regarding public transportation, to coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are not made by walking or bicycling; and

The Portland 2035 Comprehensive Plan includes policy 9.24, regarding transit service, in partnership with TriMet, to develop a public transportation system that conveniently, safely, comfortably, and equitably serves residents and workers 24 hours a day, 7 days a week.

The Portland 2035 Comprehensive Plan includes policy 9.25, regarding transit equity, in partnership with TriMet, to maintain and expand high-quality frequent transit service to all Town Centers, Civic Corridors, Neighborhood Centers, Neighborhood Corridors, and other major concentrations of employment, and improve service to areas with high concentrations of poverty and historically under-served and under-represented communities.

For more policies this plan supports, see Chapter 1 of the Enhanced Transit Corridors Plan (Exhibit A).

Purpose of the Regional Enhanced Transit Concept pilot program

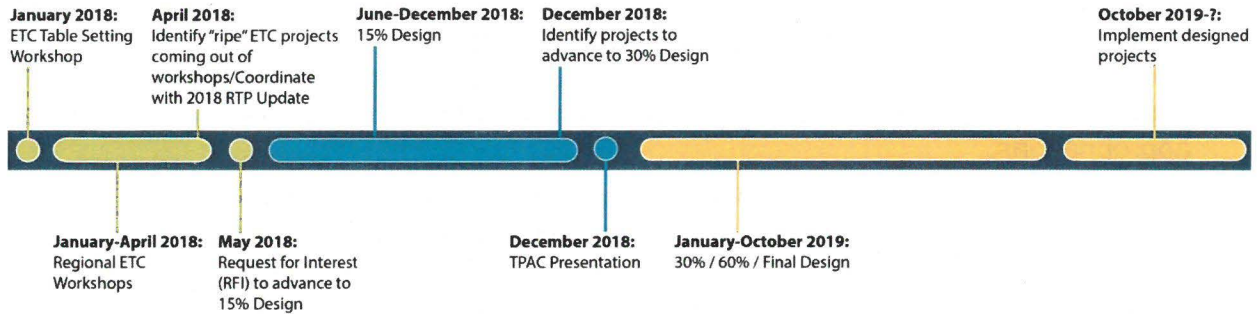
The City's Enhanced Transit planning process helped initiate conversation of Enhanced Transit at the regional level. The Enhanced Transit concept was introduced into Metro's Regional Transit Strategy as part of the 2018 Metro Regional Transportation Plan (RTP) update. Concurrently, in Fall 2017, Metro and TriMet initiated a pilot program in 2018 to build understanding around where enhanced transit tools may be applicable throughout the greater Portland region. JPACT and Metro Council allocated up to \$5M of Regional Flexible Funds to support the pilot workplan. The Regional Enhanced Transit Concept pilot program is led by Metro and TriMet.

This pilot program presents an opportunity for the City of Portland to potentially advance project development and design for Enhanced Transit candidate segments identified in the Enhanced Transit Plan, described above, and other locations deemed eligible by Metro and TriMet. This legislation includes a list of candidate Enhanced Transit locations for PBOT to submit to the Metro Regional Enhanced Transit Concept Pilot Program recently released Request for Interest (RFI).

The Request for Interest (RFI) is an opportunity for local agencies to identify specific transit improvements (enhancing transit speed and reliability) to further develop ETC concept and design as part of the Enhanced Transit Concept (ETC) Pilot Program. Metro and TriMet are seeking to implement ETC improvements to speed and improve the reliability of our frequent service bus lines giving priority to project that can be implemented within the next two years.

As shown in the timeline below, Metro issued the Request for Interest (RFI) in May of 2018. Request for Interest (RFI) applications from local agencies are due in June 2018. This will allow us to begin the 0-15% concept design in July 2018. The following dates beyond finalizing the initial scope, schedule and budget for 0-15% are general timelines; some projects may move quickly depending on their scope and size.

Regional Enhanced Transit Concept Pilot Project Timeline:



Pilot Program Important Dates:

May 1, 2018	Open for Request for Interest for Pilot ETC projects
May through June	Applicants work with their leadership to determine which projects to submit through the RFI. Metro and TriMet staff provide support to applicants upon request Applicants submit projects through the RFI.
June 15th	Due date for proposals and draft budgets
June 29th	Selection Committee selects projects to move forward to 0-15% design
June 29 th	Metro announces selection, notification and scheduling of meetings with applicants, TriMet and Consultants
July 2-20	Scoping for 0-15% design phase
July 20th	Final scope, schedule and budget
July 30 th through December	0-15% design
December	Applicants show interest moving forward near term (within two years) and show that project(s) meet necessary criteria to move into 30% design.
December 2018	Memorandum of Understanding (MOU) between local agencies and TriMet regarding project scope, timeline and funding
January through October 2019	15% to final design
March 2019	Following 30% design, local agencies and TriMet develop an Intergovernmental Agreement (IGA) outlining commitments on project scope, timeline and funding.

Financial and budgetary impacts:**Impact of the Enhanced Transit Plan and Program**

The Enhanced Transit Corridors Plan does not amend the budget or change current or future revenue sources. Adopting the Plan will not have any immediate impact to budgetary appropriations.

The Enhanced Transit Corridors Plan recommends adding improvement projects to City's Transportation System Plan TSP during the next plan update. That will be through a separate future City Council legislative action. These projects do bring with them a cost to implement. Given the TSP is a 20-year plan, there are long-term cost impacts for the City. As with all other TSP projects, these projects will be evaluated using the TSP criteria and sorted into the Constrained and Unconstrained project list based on forecasted revenues. This may place some increased demand on the limits transportation funds available to the City today and add to the need for additional transportation revenue. However, the addition of these projects to the TSP does not necessitate an immediate funding commitment.

The Enhanced Transit Corridors Plan includes cost estimates for the improvements to be added as future TSP projects. These are included in the Recommendations chapter of the Plan. These are low confidence cost estimates. This plan is at the concept level. Therefore, there are no detailed survey or design plans to inform a higher-level cost estimate.

Impact of the Regional Enhanced Transit Concept Pilot Program

Endorsing and submitting the list of candidate Enhanced Transit locations to the Metro Regional Enhanced Transit Concept Pilot Program to help advance project development does not amend the budget or change current or future revenue sources. Neither will this have any immediate impact to budgetary appropriations.

The Regional Enhanced Transit Concept Pilot Program funds are available for concept development, analysis and design work led by Metro, TriMet and their consultant teams.

A local match is not required for these design funds; however, the expectations is that local jurisdictions will commit the necessary staff time required to review design as well as the funds necessary to construct the project. PBOT has adequate funding in the current budget to meet this staffing requirement.

Local agencies will be responsible for funding the construction of the projects. No funding commitment is required at this time. Funding commitments will be required following 30% Design in 2019 for projects selected to advance beyond 30% Design to full design and construction. Which projects will advance is still to be determined.

In anticipation of this requirement, PBOT is working to identify potential transportation funding sources and amounts for construction and has some funding already identified within the PBOT budget.

Several candidate Enhanced Transit locations are within the potential scope of PBOT-led projects currently in the planning and project development phase. Examples include Central City in Motion, 122nd Ave Safety, Access and Transit and Outer SE Stark. All of

these projects have some funding budgeted for design and construction. Essentially, the Pilot Program is an opportunity to further fund and expand project development for these PBOT-led projects. If these locations advance through the Pilot Program, they could be eligible for construction funding already budgeted by PBOT. Many of these candidate Enhanced Transit locations are in the Tier 1 Submittal Priorities.

Meanwhile, through the Pilot Program we expect to learn which candidate locations are accepted into the Pilot Program, identify which project concepts are most promising, feasible and supported, and develop conceptual design and cost estimates. This will enable PBOT to determine which projects to advance beyond 30% Design and how much funding is needed for construction. PBOT will then need to allocate local funds towards project construction.

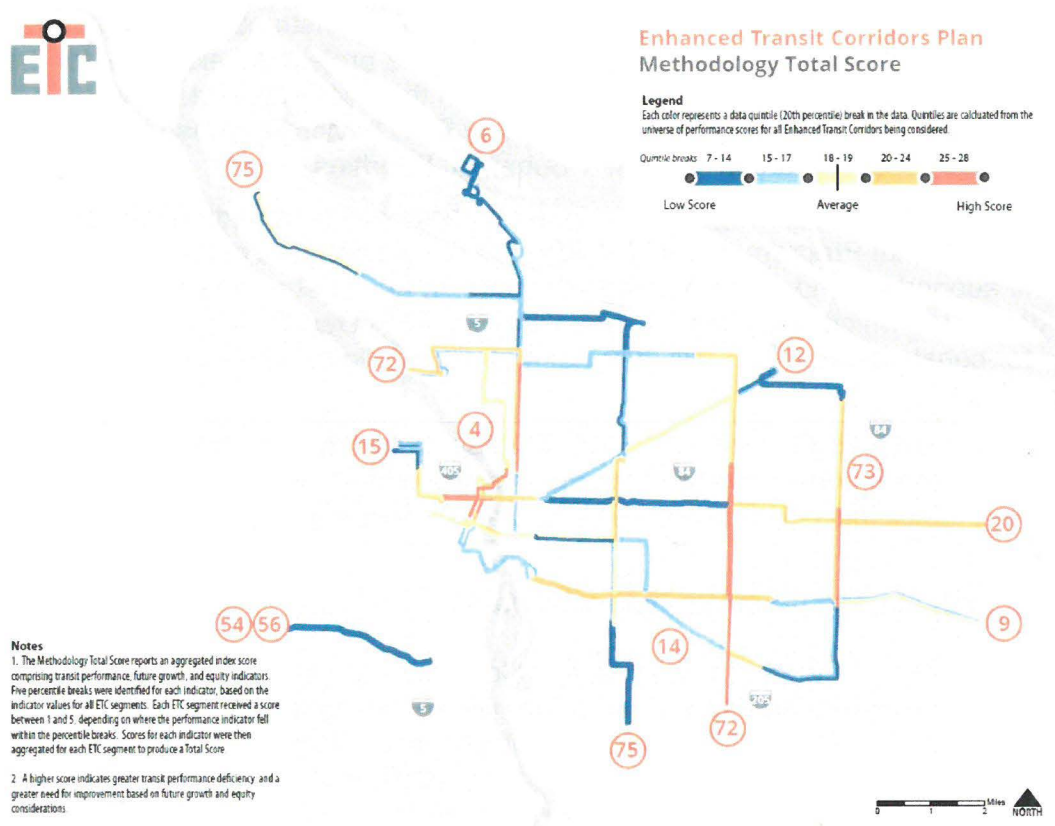
Following 30% design, PBOT and TriMet will develop an Intergovernmental Agreement (IGA) outlining commitments on project scope, timeline and funding. At that time, PBOT will return to City Council this execute this IGA and obligate funding. This is likely to be in 2019.

Community impacts and community involvement:

The recommendations of the Enhanced Transit Corridors Plan will most benefit current transit riders and future transit riders. One of the overarching goals of this plan is to improve access to opportunity for people who rely on transit. Many people in households with low-income, people with disabilities, immigrants, youth and seniors rely on transit because they do not own a car or cannot drive. Therefore, improving transit capacity, reliability and speed benefits these communities.

Improving transit capacity, reliability and speed at key bottlenecks in the transit system improves the overall transit network. It expands the destinations people can reach in a reasonable travel time. This is important for people who must travel longer distances to reach work and other needs, particularly if they now must live further away to find affordable housing. These improvements help transit to arrive on time, facilitate transfers to other lines and deliver people to their destinations on time. This is especially important for shift workers and others who must arrive on-time to work or risk losing it. Improving transit is a key way to make our transportation system and our city more equitable.

Equity was one of six criteria used to evaluate the initial Enhanced Transit Network. The following map displays the score results based in the initial analysis using the initial six criteria/indicators, including Equity measures. This map displays the total score with all the individual criteria/indicators combined. Higher scores indicate where it is most important to focus. These scores were used to help prioritize projects for inclusion in the Portland Transportation System Plan and submittal to the Metro Regional Transportation Plan. Equity will continue to be a criterion for prioritizing improvements of future projects identified through the on-going Enhanced Transit Program.



The following community outreach and engagement activities informed development of the recommended Enhanced Transit Corridors Plan:

Online Survey or other opportunity to provide input:

1. Spring 2017
2. Winter (Feb 26 - March 26) 2018

Public Open Houses:

1. June 21, 2017
2. February 19, 2018

Planning & Sustainability Commission Briefings:

1. March 4, 2017
2. June 13, 2017
3. April 10, 2018

Visit various stakeholder groups and committees one or more times:

- Bicycle Advisory Committee
- Pedestrian Advisory Committee
- Portland Freight Committee
- PBOT Bureau and Budget Advisory Committee

- PBOT Fixing Our Streets Oversight Committee
- Portland Commission on Disabilities ABE subcommittee
- TriMet Transit Equity Advisory Committee
- OPAL Bus Riders Union
- Transportation Justice Alliance
- Portland Bus Lane Project
- NECN Land Use and Transportation Committee
- East Portland Land Use and Transportation Committee
- EPAP General Meeting
- Businesses for a Better Portland
- Portland Business Alliance

100% Renewable Goal:

It has not been assessed or determined how this action will contribute to the City's goal of meeting 100 percent of community-wide energy needs with renewable energy by 2050.

It is likely that this action will decrease the City's total energy use.

One of the overarching goals of the Enhanced Transit Corridors Plan is to increase transit ridership. The more people take transit instead of driving single-occupant vehicles the more efficient the transportation system will be. The goals of this plan can also improve the efficiency of buses and streetcar by reducing the time they sit idling in congested traffic.

Budgetary Impact Worksheet**Does this action change appropriations?**

- YES:** Please complete the information below.
- NO:** Skip this section