



# City of Oregon City

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## Staff Report

File Number: PC 18-146

**Agenda Date:** 11/5/2018

**Status:** Agenda Ready

**To:** Citizen Involvement Committee

**Agenda #:** 4a.

**From:** Christina Robertson-Gardiner

**File Type:** Planning Item

### **SUBJECT:**

Staff Liaison Update on Questions Asked at the Previous Meeting

### **RECOMMENDED ACTION (Motion):**

No action is required.

### **BACKGROUND**

1. Enclosed you will the Tri-Met presentation from the November CIC Meeting.
2. Dayna Webb provided information below about the grant to provide a shuttle service in Oregon City.

There is an article about the shuttle in the latest trail news . . .

<https://www.orcity.org/community/trail-news>.

#### First/Last-Mile Shuttle Proposal

#### TO IMPROVE PUBLIC TRANSPORTATION CONNECTIONS

Clackamas County and the City of Oregon City are partnering to implement a Last-Mile Shuttle to provide enhanced transit access throughout the community, particularly for transit-dependent and low-income populations. Oregon City is benefiting from the 2017 "Keep Oregon Moving" program, which utilizes part of the 0.1% employee payroll tax to provide greater regional transit options. TriMet operates several bus lines within Oregon City with primary destinations, including the Oregon City Transit Center located in the downtown area, Clackamas Community College, and Park Place. However, bus service to business and residential neighborhoods is limited or does not exist at all.

The project will begin with planning and public outreach to identify routes and times to maximize the value of the shuttle service. Routes will be coordinated with TriMet as well as with other transit services that connect within Oregon City, such as the Canby Area Transit, South Clackamas Transportation District, and the existing Clackamas Community College shuttle. Service is anticipated to be in place by October 2019.

Last-Mile Shuttles will provide opportunities for low-income households to seek employment and other services by accessing TriMet and other transit services. The 2013 Oregon City Transportation System Plan identified over 3,500 new jobs being added near Molalla Avenue. In

addition to these new jobs, access will increase to essential services outside the residential areas, including state and county offices, retail and medical services.

*Watch future Trail News issues for opportunities to make your voice heard regarding the proposed First/Last-Mile Shuttle project*

4. Eve Nilenders Planner, TriMet Planning and Policy provided this follow-up information on electric buses:

**Electric Buses:** Five electric buses have been purchased; when they are ready, they will be tested on Line 62, which runs on the westside between Sunset Transit Center and Washington Square Transit Center. More details about these electric buses are here:

<https://trimet.org/electricbuses/> <<https://protect-us.mimecast.com/s/EK4CCgJkMoTyy3FNJeZu?domain=trimet.org>>

Regarding future purchases of electric buses, an estimated \$5 million in annual and \$28 million in one-time only STIF Formula Funds will be dedicated to the Electric Bus Program. I'm including some information from the Public Transportation Improvement Plan (which was developed with the HB 2017 advisory committee): Source: p. 41,

<https://trimet.org/meetings/hb2017/pdfs/public-transportation-improvement-plan.pdf>  
<<https://protect-us.mimecast.com/s/zWLJCjRn6rummrFRw4XB?domain=trimet.org>>

The allocated funding (ongoing and one-time only capital funds) will allow TriMet to initiate a pilot program that will result in 60 new battery electric buses deployed into the fleet. The funds will go towards the purchase of the buses, charging infrastructure, maintenance garage modifications, and repair equipment. Battery electric buses are zero emission vehicles and have the potential to reduce maintenance and fuel costs. However, the impact of the region's climate and terrain on electric bus operations has yet to be determined. The allocation of these funds represent a commitment by the committee to a long-term strategy to convert TriMet's bus fleet to a non-diesel power platform. If the pilot program is successful, TriMet and the region will require additional funding to implement a complete conversion of the remainder of the bus fleet. TriMet's electric bus strategy calls for the deployment of the initial electric bus fleet in high equity areas.

**BUDGET IMPACT:**

Amount:

FY(s):

Funding Source: