

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, October 19, 2017
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: Jamie Snook, Principal Planner, Metro
Subject: Enhanced Transit Concept Pilot Proposed Work Plan (DRAFT)

Purpose

The purpose of this memorandum is to provide an update to the Transportation Policy Alternatives Committee (TPAC) on the development of the Enhanced Transit Concept (ETC) Pilot Work Plan.

The goals of this work plan are to:

- Increase transit ridership to level sufficient to meet regional and local mode split goals by improving transit reliability, speed, and capacity through hotspot bottleneck locations in congested corridors and throughout the region through moderate capital and operational investments from both local jurisdictions and transit agencies.
- Identify, design and build a set of Enhanced Transit projects, either as hotspot bottlenecks or across whole congested corridors or, in partnership with local jurisdictions and facility owners where improvements are most needed and can be deployed quickly to produce immediate results.
- Develop a pipeline of Enhanced Transit projects so they are ready to advance for to construction as funding is identified.

Action Requested

There is no formal action requested. Staff is seeking input on the proposed work plan and timeline, with particular focus on the following questions:

- Do the proposed filters provide enough guidance to narrow down the potential universe of projects sufficiently so that time and energy will be spent on the most viable projects for each jurisdiction?
- Staff heard questions from the Transit and Equity Work Groups about a need to incorporate public involvement. In response, there is a suggested approach incorporated into Filter 2. Is this approach sufficient and can local jurisdictions accomplish the appropriate public outreach in that timeframe?
- With \$5 million for this pilot project, there is not a significant amount of funding to accomplish planning, design, and any potential capital improvements. What is the right balance of funding to allocate between project development and construction? How important is providing technical assistance funding to local jurisdictions to support project development, given the limited amount of funding available and the desire to develop a robust pipeline of viable projects and to get projects constructed?

Background

Per direction by JPACT at their October 19, 2017 meeting to utilize bond proceed revenues of \$5 million to support the funding of an "Enhanced Transit" program. As our region grows and congestion increases, the need to connect people to their jobs, homes and daily activities is becoming more and more important. The goal of the Enhanced Transit concept is to develop strong partnerships between service and capital improvements that provides increased transit capacity and reliability, yet is relatively low-cost to construct, context sensitive and could be deployed quickly.

Through the TGM grant-funded Enhanced Transit Corridors Plan, TriMet and the City of Portland have been developing a toolbox of potential improvements that could apply to congested transit corridors that could increase capacity and reliability with moderate capital and operational investments and could be deployed quickly. Metro and TriMet are working with the 2018 Regional Transportation Plan Transit and Equity Work Groups to discuss and ground criteria and data sources to identify potential locations for applying the Enhanced Transit Concept region-wide. The Working Groups in conjunction with TPAC will help develop and finalize the criteria to be applied.

The Enhanced Transit work program will develop a policy framework and criteria to identify enhanced transit candidate corridors, as well as identify opportunities for service improvements, capital investments and policy commitments to enhance transit service in the corridors that need it most. Metro, TriMet and the jurisdictional partners will develop enhanced transit corridors to move forward towards implementation and construction.

Process and Timeline

This is envisioned as a 9-18 month (depending on how far a project advances through design to construction readiness) process and pilot project to develop Enhanced Transit projects across the region, led by Metro and TriMet in partnership with local jurisdictions. Metro will also work with SMART to develop their approach, as appropriate. There will be a local Request for Interest (RFI) this December-January. Most of the work leading up to the RFI will be through the Regional Transit Working Group (TWG) and workshops, with local jurisdiction representatives. There are several decision points where Metro and TriMet will return to TPAC.

September 29: TPAC meeting, seek recommendation for RFFA Phase II IGA, which allocates funding capacity for a regional ETC pilot.

Early October: Internal TriMet work to get to proposed universe of hotspots and corridors, based on transit operations analysis. Metro works with SMART to develop their approach, if appropriate.

October 11: RTP Transit Working Group workshop, in conjunction with interested members of RTP Equity Working Group

- Discuss criteria, with focus on equity and growth
- How universe of potential projects was developed,
- Overall pilot process, and
- Goals of ETC

October 19: JPACT meeting, seek approval of RFFA Phase II IGA, which allocates funding capacity for a regional ETC pilot.

JPACT approved \$5M to advance projects.

October 23 – 27: County Coordinating Committee briefings to share potential universe of Enhanced Transit locations to inform upcoming workshops

October 27: TPAC briefing on workplan.

Mid-November/early December: Table Setting Workshop (all jurisdictional partners and their traffic teams).

- Discuss the goals of ETC program
- Discuss regional mode split goals and the benefit of faster and more reliable transit
- Explain the toolbox and its applicability in various contexts
- Explain the data-based criteria for developing proposed universe of projects
- Display local and national examples of implementing the tools in the toolbox
- Overview of TriMet's work plan on stop consolidation, all door boarding and articulated buses
- Overview of ETC process, how local jurisdictions will identify and put forward their priorities (drawn from proposed universe of projects), and how projects will move from prioritization and evaluation to design/implementation

January 2018: Local Workshops

These workshops are designed to assess the applicability of various Enhanced Transit tools in the locations identified in each jurisdiction, with the intent of informing what project elements could be appropriate to advance towards design and implementation.

- Washington County w/ODOT and w/SMART and other impacted transit agencies, as appropriate
- Clackamas County w/ODOT and w/SMART and other impacted transit agencies, as appropriate
- Multnomah County w/ODOT and other impacted transit agencies, as appropriate
- City of Portland w/ODOT and other impacted transit agencies, as appropriate
- ODOT
- Other?

Early February: Based on learnings from workshop(s), local jurisdictions identify their priorities and what local commitments work for them.

Late February: Request for Interest (RFI). This the opportunity for local jurisdictions to propose projects that have made it through Filters 1 and 2 described below, and to indicate the policy and funding commitments they will make to each project as it nears completion. Projects submitted through this process will support the 2018 RTP second round of call for projects.

March-May: Filter 3 applied to projects submitted through the RFI; design to 15%.

June-March 2019: Design to 100% for identified projects coming out of Filter 3 described below.

Filtering Process

The following describes the proposed filtering process for narrowing the range of potential Enhanced Transit Corridors that might move forward through design and construction.

Filter 1

- **Purpose:** Potential projects are identified through assessment of potential applicability of ETC toolkit to locations within proposed universe through Local Workshops. Potential projects are located along a Frequent Service route or a route identified as future Frequent Service (in SEP or RTP) on TriMet system, or corollary on SMART system, and have potential for high ridership. Analysis on equity and anticipated growth can also help inform prioritization.
- **Result:** Local partners can choose to advance projects further based on toolkit applicability and merit identified through workshop.

Filter 2 (Presumes project is a priority based on Filter 1)

- **Purpose:** Local support (ripeness) to pursue is identified by local jurisdiction, including what project elements to advance further through the process, considering potential tradeoffs with other modes.
 - As part of Filter 2, jurisdictions indicate their local commitments to support the project, including financial commitments, policy changes such as roadway engineering changes and local parking policy changes (either at the county or local level), and their project-specific public outreach process, and local partnerships.
 - Projects put forward at this point will support the 2018 RTP second round call for projects. Local jurisdictions will need to update their project lists.
- **Result:** Local partners can choose to submit through RFI.

Filter 3 (Applies only to projects submitted through RFI)

- Project fills the Enhanced Transit niche between Frequent Service and High Capacity Transit (i.e., small scale capital investments and/or supportive policies will produce sufficient ROI)
- Projects fitting this niche go to 15% design, after which they will be sorted into four categories:
 1. Local Project: Ripe and Ready
 - Definition: Local jurisdiction and transit agency agree project has merit and support
 - Result: Advances to 100 % design using RFFA funding and enters funding pipeline
 - Lead: TriMet or SMART with local jurisdiction and ODOT, as appropriate
 2. Local Project: Ripe but not Ready
 - Definition: Local jurisdiction and transit agency agree project has merit but does not currently have support to advance, either due to lack of funding capacity or willingness to
 - Result: Part of future pipeline of potential projects for consideration when funding becomes available and/or willingness to address tradeoffs changes
 - Lead: Metro and local jurisdiction
 3. Local Project: Not Ripe
 - Definition: Project does not meet the goals of the ETC pilot program or otherwise insufficient interest in moving the project forward by the local jurisdiction or the transit agency
 - Result: Project not in future pipeline
 - Lead: Local jurisdiction, as appropriate

4. Regional Project:

- Definition: Project does not align with goals of ETC (i.e., investments required are too significant in order to produce sufficient ROI or ROI is sufficient but more appropriate to pursue as New Starts/Small Starts due to scale)
- Result: Transit System Expansion Policy Process for projects seeking federal funds
- Lead: Metro

Proposed Process and Timeline Summary

Timing	Activity	Lead
10/23-10/27	"Proposed Universe" TriMet internal work	TriMet
10/11 & 10/27	Transit and Equity WG workshop and TPAC Briefing on approach	TriMet & Metro
10/27-11/15	Contract workshop and prep	TriMet & Metro
11/15-12/15	Table Setting Workshop	Metro and TriMet
January 2018	Local workshops to assess toolkit applicability in "Proposed Universe" of potential locations	TriMet & Metro
2/1-2/15	Identify subset of the "Ripe Universe" coming out of workshops	Local Jurisdictions and Facility Owners in consultation with TriMet & Metro
2/15-3/1	RFI to advance to 15% using RFFA funds (projects that make it out of Filter 1 and 2)	Metro and TriMet
3/1-6/1	15% design, traffic analysis and benefit/cost estimation	TriMet
6/1-6/29	Apply Filter 3 based on results of 15% design	Metro & TriMet, in consultation with project sponsors
6/29	TPAC Presentation of results of Filter 3	TriMet & Metro
7/1-3/1/19	For Category 1 projects, 100% design and traffic analysis and benefit/cost estimation	TriMet
3/1/19 - xxx	Implement designed projects as funding is available	Project sponsors

