



**Sunset Empire Transportation District
TRANSPORTATION ADVISORY COMMITTEE
MEETING AGENDA
Wednesday March 20, 2019
9:30 AM
Astoria Transit Center, 900 Marine Drive Astoria, OR**

AGENDA:

1. CALL TO ORDER; PLEDGE OF ALLEGIANCE
2. ROLL CALL
3. CHANGES TO AGENDA
4. PUBLIC COMMENT (3 minute limit)
5. NEW BUSINESS
 - a. STATEWIDE TRANSPORTATION IMPROVEMENT FUND (STIF) PROJECT PRIORITIZATION

Date: March 17, 2019

To: Transportation Advisory Committee

From: Jeff Hazen

Re: Agenda Item 5.a Statewide Transportation Improvement Fund (STIF) Project Prioritization

The TAC will be prioritizing the STIF projects that are in the packet. These projects are based on the Long-Range Comprehensive Transportation Plan (LRCTP) that was adopted by the Board of Commissioner in 2016. The estimated funding for this STIF cycle is \$1,420,000. This STIF cycle began on July 1, 2018, however we won't be receiving revenue until October 2019. The cycle ends on June 30, 2021. Once the TAC has prioritized the projects to be included in this STIF cycle, staff will determine the dates that projects will be implemented. Some of the projects in your packet have already been implemented and they are noted with gray highlights in the cells on the spreadsheet. The projects are listed by short-term, mid-term, and long-term as outlined in the LRCTP. There are also two student transportation projects that will be explained further at the meeting. If practicable, we are required to spend up to 1% of STIF revenue on student transportation. I have also included a project to fund an update to our Comprehensive Human Services Coordinated Transportation Plan. This updated plan, when completed, will be another locally adopted plan that we can use for future STIF cycles. You will also see some capital improvements on the list of projects that include bus stop amenities and buses. This will be further discussed at the meeting.

While the estimated funding is \$1,420,000, the TAC will be planning for \$1,846,000 in funding. This is 30% over the estimated amount. It is necessary to have additional projects in our STIF plan incase revenues come in higher than expected. We cannot spend increased funds unless a project has been included in the STIF plan. I will have the spreadsheet on the screen as the TAC determines the rank of projects so we can track how much the total is.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
1	Time Frame	Day of Week	Route	Description	Daily Hours	Days/Year	Annual Hours	Annual Cost	Carried across	TAC Rank	Increased frequency of bus service to areas with a high % of low-income households	Expansion of bus routes and bus services to areas with a high % of low-income households	Fund the implementation of programs to reduce fares for public transportation in communities with a high % of Low-Income households	Procurement of low or no emission buses for use in areas with 200,000 or more	The improvement in the frequency and reliability of service between communities inside and outside of the QE's service area.	Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services	Implementation of programs to provide student transit service for students in grades 9-12
2	Near-Term	Weekday	10	Restructure into two shorter routes, 10W and 10E. Cost Neutral.	0.00	255	0	\$0	\$0								
3	Near-Term	Weekday	20 / 101	Redesign Routes 20/101 to operate along US 101 in Seaside. Cost Neutral.	0.00	255	0	\$0	\$0								
4	Near-Term	Weekday	PC / 20 / 101	Restructure Route 17/Pacific Connector as Route 20/101. One additional service hour per day.	1.00	104	104	\$9,880	Completed								
5	Short-Term	Weekday	15	Separate bus to operate Route 15 service when Route 30 goes to Rainier (9:40 am-2:45pm).	7.00	255	1785	\$169,575							X		
6	Short-Term	Weekday	101	Eliminate SE Huckleberry deviations; cost neutral but requires additional resources for Route 15.	0.00	255	0	\$0	Will happen if project on line 23 is in plan								
7	Short-Term	Weekday	30	Shopper Shuttle Svenson/Knappa - 1 round trip per week.	1.00	52	52	\$4,940									
8	Short-Term	Weekend	15	Operate Warrenton weekend service, separate Route 15 from Route 30. Assume 1 bus, 10 hours.	5.00	104	520	\$49,400			X	X			X		
9	Short-Term	Weekend	10E	Operate Astoria weekend service, separate Route 15 from the Route 30, Assume 1 Bus, 10 hours.	5.00	104	520	\$49,400			X	X			X		
10	Short-Term	Weekday	LCC	2 additional daily short round trips to MERTS/Svensen/Knappa.	1.00	255	255	\$24,225				X					
11	Short-Term	Weekend	20 / 101	Additional Astoria - Cannon Beach weekend service. Assume 1 additional bus/operator shift.	8.00	104	832	\$79,040	Completed								
12	Mid-Term	Weekday	20	Renegotiate Weekday service to Manzanita with TCTD.	2.25	255	574	\$54,506	Completed								
13	Mid-Term	Weekday	101	Additional Route 101 midday trips (hourly all-day headways); 2 round trips.	4.25	255	1084	\$102,956			X	X			X		
14	Mid-Term	Weekday	Seaside Circulator	Implement Seaside Circulator, assume 1 bus, 12 hours initially, 60 minute headways (7am-7pm)	12.00	255	3060	\$290,700			X	X			X		
15	Mid-Term	Weekend	10 / 15	Operate Warrenton weekend service, separate Route 15 from Route 30. Assume 1 bus, 10 hours. (E.g., 7-6 every other hour).	5.50	104	572	\$54,340			X	X			X		

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
16	Mid-Term	Weekend	10 / 15	Operate Astoria weekend service, separate Route 15 from the Route 30, Assume 1 Bus, 10 hours. (E.g., 8-7 every other hour).	5.50	104	572	\$54,340			X	X			X		
17	Mid-Term	Weekend	20	Renegotiate Weekday service to Manzanita with TCTD.	2.25	104	234	\$22,230	Completed								
18	Mid-Term	Weekend	101	Earlier Weekend service on 101, 1 hour per day.	1.00	104	104	\$9,880			X	X			X		
19	Mid-Term	Weekend	20	Earlier Weekend service on 20, 1 hour per day.	1.00	104	104	\$9,880			X	X			X		
20	Mid-Term	Weekend	Seaside Circulator	Implement Seaside Circulator, assume 1 bus, 10 hours, 60 minutes (8am-6pm).	10.00	104	1040	\$98,800			X	X			X		
21	Mid-Term	Weekend	10 / 15 / Seaside Circulator	Early morning weekend service - 20 & 101 are separate line items: 10 (+1hr), 15 (included in 12), Seaside Circulator (+1hr) +2h.	2.00	104	208	\$19,760			X	X			X		
22	Mid-Term	Weekend	20 / 101 / 10 / 15 / Seaside Circulator	Early evening weekend service: 20 (+2), 101 (+2), 10(+1), 15 (+2h), Seaside Circulator (+2h) = 9 total.	9.00	104	936	\$88,920			X	X			X		
23	Mid-Term	Weekday	15	Provide Route 15 service when Route 30 bus is in Rainier.	7.00	255	1785	\$169,575			X	X			X		
24	Mid-Term	Weekday	101	Additional Route 101 early evening service.	2.00	255	510	\$48,450			X	X			X		
25	Long-Term	Weekday	10	Route 10 evening service - 1 additional service hour, e.g., 9-10pm.	1.00	255	255	\$24,225			X	X			X		
26	Long-Term	Weekday	10	Additional Astoria frequency and/or coverage (flex-route). 1 additional bus assumed, 12 hours daily. Does not include potential cost savings due to reduced ADA Paratransit demand.	12.00	255	3060	\$290,700			X	X			X		
27	Long-Term	Weekday	15	Route 15 evening service - 3 additional service hours, e.g., 7-10pm.	3.00	255	765	\$72,675			X	X			X		
28	Long-Term	Weekday	15	Separate Route 15 fully from Route 30 and Route 10. Does not include potential savings from using Route 30 to do driver breaks and enables 3rd trip to Rainier. - 13 hours,e.g., 6am - 7pm).	6.00	255	1530	\$145,350			X	X			X		
29	Long-Term	Weekday	20	Additional peak frequency Seaside - Cannon Beach.	6.00	255	1530	\$145,350			X	X			X		
30	Long-Term	Weekday	101	Additional peak frequency Astoria - Seaside.	6.00	255	1530	\$145,350			X	X			X		
31	Long-Term	Weekday	101B	Implement Business 101 Route - assume 1 bus, 14 hours, up to 60 minute headways.	14.00	255	3570	\$339,150			X	X			X		
32	Long-Term	Weekday	LCC	1 additional daily round trips to Portland. (4 total).	6.00	255	1530	\$145,350	N/A								
33	Long-Term	Weekend	LCC	1 additional daily round trip to Portland. (4 total).	6.00	104	624	\$59,280	N/A								
34	Long-Term	Weekday	Seaside Circulator	Expand Seaside Circulator, additional weekday evening hours.	3.00	255	765	\$72,675			X	X			X		

