

# Transportation Funding Task Force: TriMet Update



September 25<sup>th</sup>, 2019

# Meeting Outline

## Welcome and Introduction

*Dr. Linda Simmons, TriMet Board Member and T2020 Task Force Member*

### **1. Transit Equity and Inclusion, Low Income Fare Initiatives**

*John Gardner - Director, Transit Equity, Inclusion and Community Affairs*

### **2. Transit Service Update and Future Service Outlook**

*Kerry Ayres-Palanuk – Director, Planning & Policy*

### **3. Enhanced Transit and Better Bus Program**

*Jamie Snook – Manager, Capital Planning*

### **4. Regionally Significant Transit Priorities**

*Dave Unsworth – Director, Project Development & Permitting*

## Discussion with Task Force Members

*Bernie Bottomly - Executive Director, Public Affairs*

# 1. Transit Equity and Inclusion, Low Income Fare Initiatives

**John Gardner**

Director of Transit Equity, Inclusion and Community Affairs

# TriMet's Diversity at a glance

## TriMet's Board

- Majority women and men of color

## TriMet's Executive Leadership

- Majority women and men of color

## TriMet's Staff reflects the Diversity of the Region

## TriMet's Ridership

- 37% of all trips on TriMet are taken by people of color
- 40% of the trips taken by people of color are taken on MAX

# Community Engagement

- TEAC
- Safety & Security
- Youth Committee
- Language Access Advisory Committee
- Committee on Accessible Transportation
- Riders Club ~59,500
- Launching newsletter for 170 community based organizations and system partners

TriMet's Transit Equity Advisory Committee is made up of the following organizations



## Fare affordability & system access

- Access Transit provides **\$1.3 million** in free transit grants to over **100** non-profits annually
- The new Access Transit High School Program provides **\$700,000** in free fare grants to **11** school districts
- TriMet's Low Income Fare Program has registered **22,000** participants in partnership with **35** community based organizations at **50** locations across the tri-county region

# Low Income Fare Program

After three years of development, working with Metro commissioner Sam Chase and staff, elected leaders, the Transit Equity Advisory Committee and community advocates, TriMet launched an income-based fare program

## Sustainable: Meaningful: Targeted: Manageable:

- Eligibility is at or below 200% of federal poverty level.
- Eligible participants will be provided an honored citizen hop card.
- Fare will be equivalent to Honored Citizen & Youth fare:
  - \$1.25 for single rides (from \$2.50)
  - \$2.50 for Day Passes (from \$5.00)
  - \$28 for Monthly Passes (from \$100)

## Automatic Qualifiers –

OHP, SNAP, TANF, Energy Assistance, Free/Reduced Lunch, HUD Assistance, WIC Employment Related Day Care

## Regional Taskforce Members:

**Clackamas County**  
 Mayor Mark Gamba  
 Commissioner Renate Mengelberg  
 Teresa Christopherson  
**Legislative**  
 Senator Lew Fredrick  
 Representative Diego Hernandez  
 Representative Alissa Keny-Guyer  
**Facilitators - JLA**  
 Jeanne Lawson  
 Kenya Williams

**Multnomah County**  
 Chair Deborah Kafoury  
 Commissioner Amada Fritz  
 Tim Clark  
 Christina Gaston  
 Tim Crail  
**Metro**  
 Councilor Sam Chase  
 Ernest Hayes  
 Jamie Snook  
 Grace Cho

**Washington County**  
 Commissioner Dick Schouten  
 Commissioner Pam Treece  
 Mayor Denny Doyle  
 Mayor Pete Traux  
**TriMet**  
 Bruce Warner  
 Neil McFarlane  
 John Gardner  
 Jake Warr

## Community

Huy Ong, *OPAL*  
 Orlando Lopez, *OPAL*  
 Elaine Wells, *Ride Connection*  
 Julie Wilcke, *Ride Connection*  
 Annalise Kohler, *Oregon Food Bank*

Ducan Hwang, *APANO*  
 Michael Calcagno, *Mount Hood Community College*  
 Frieda Christopher, *David-Douglas School District*  
 Garik Kransky, *Street Trust*  
 Maggie Tallmadge, *Coalition of Communities of Color*

## Low Income Fare Program Impacts

**72%** reduction in the cost of monthly fare

**96 cents** a day for unlimited rides

**\$14 million** in potential savings for riders  
to be used local as an economic multiplier



# Equity, Inclusion & Civil Rights



- TriMet developed one of the region's first **Equity indexes**, elements of which are currently used by the City of Portland and other agencies who look at **4** factors - TriMet looks at **10**
- TriMet's **Title VI Civil Rights Program** is recognized as one of the best in the country
- TriMet has been the long-established **leader in minority contracting, and workforce utilization** ensuring women and people of color contractors and workers are a major part of TriMet-funded construction projects

# What's next?

- **TriMet is developing an Equity Lens**

Working with TEAC, the Center for Equity and Inclusion, the Urban League of Portland, the Coalition of Communities of Color, staff and others to develop an Equity Lens as part of our Title VI Program to be used across all of our 11 divisions of service and operations

- **Careers to Construction Pathways Project (C2P2)**

TriMet is part of Metro's C2P2 initiative to bring greater equity to the region's construction industry

- **2019 Language Access Plan**

TriMet is launching a new Language Access Plan for Limited English proficiency communities to ensure even better connections and service moving forward

**Are there any questions specific to:**

**1. Equity and  
Low Income Fare Initiatives**

## 2. Transit Service Update and Future Service Outlook

**Kerry Ayres-Palanuk**

Director, Planning & Policy

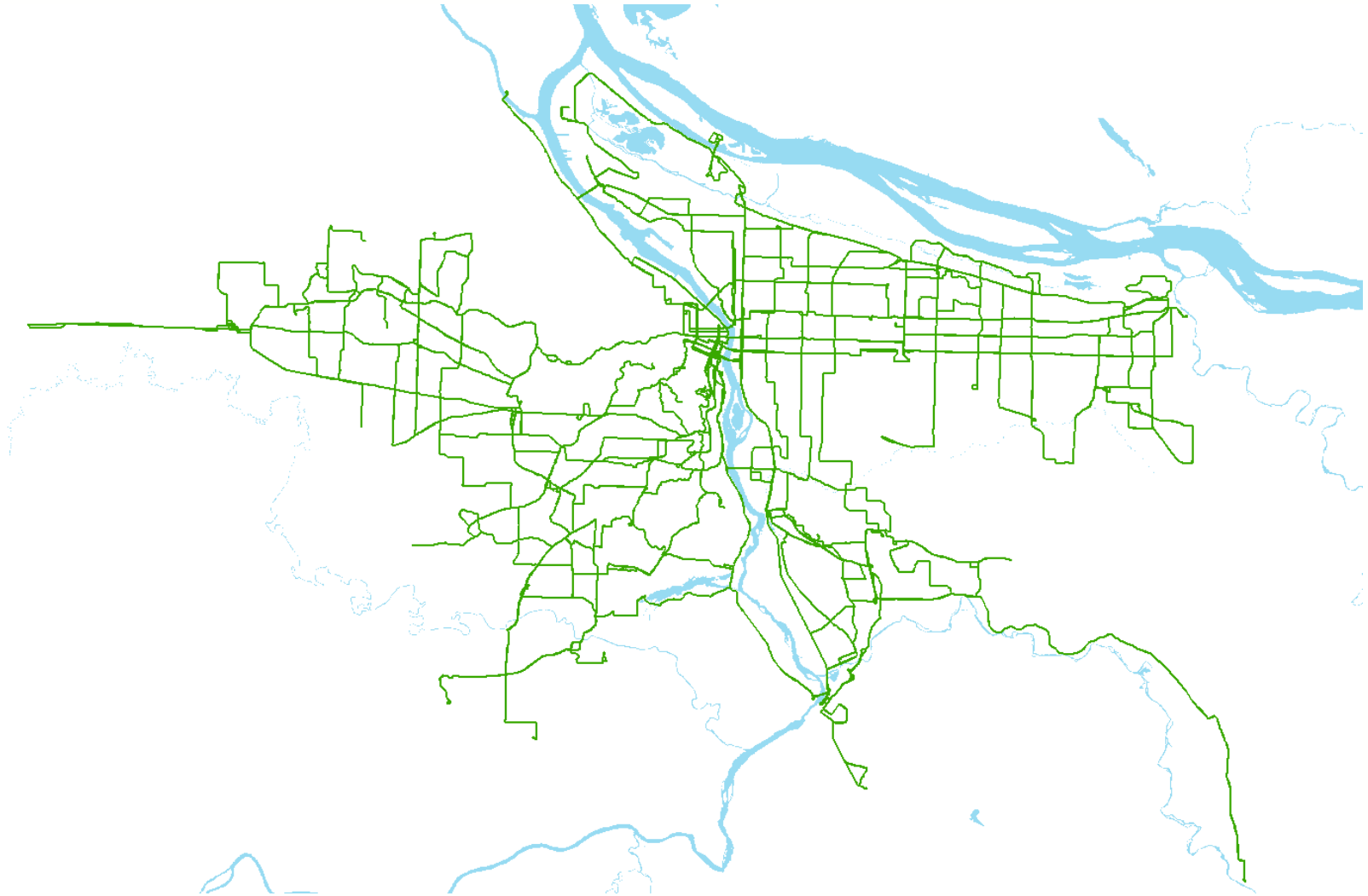
# Transit Service Update

Over the last several years, we have made many investments in additional transit service, and will continue to do so into the future.

There are two main funding sources for improved transit service:

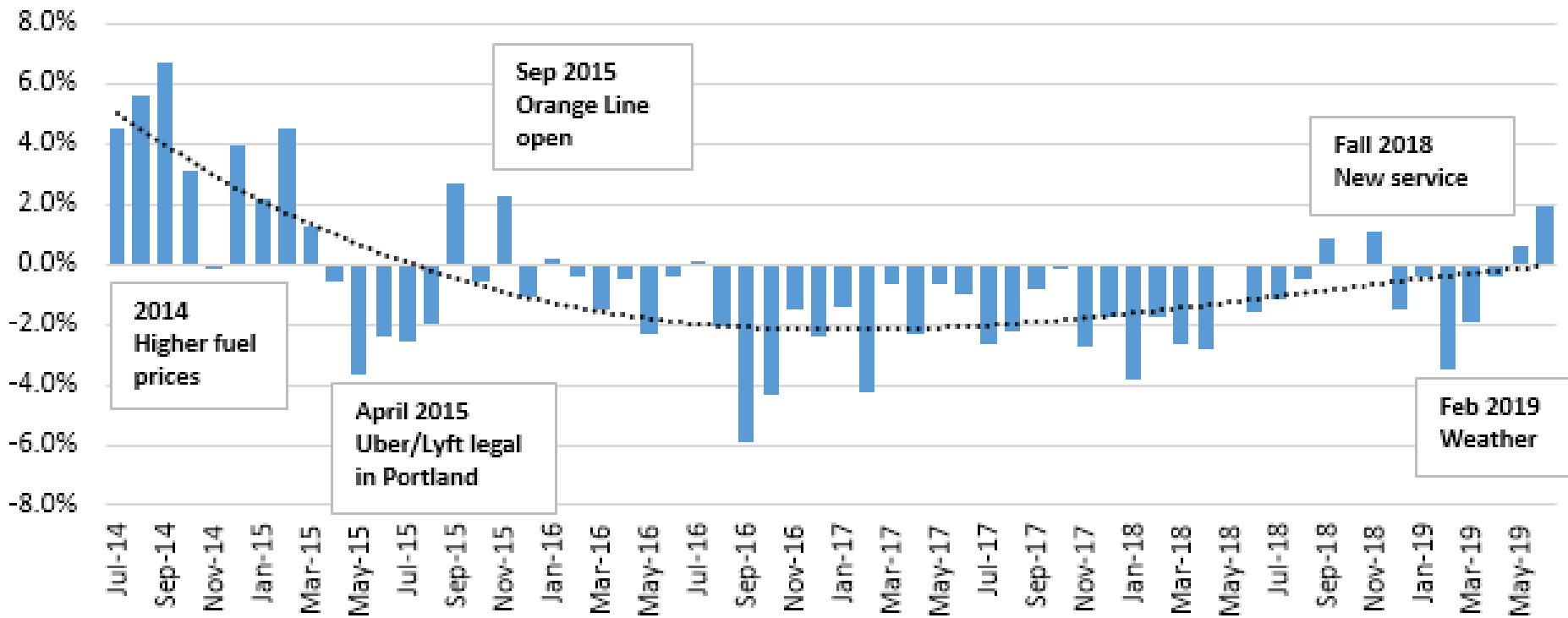
- Employer Payroll Tax (additional ~\$5 million/year)
- HB2017 – Employee Payroll Tax (~\$50 million/year)

# Unified Service Enhancement Plans

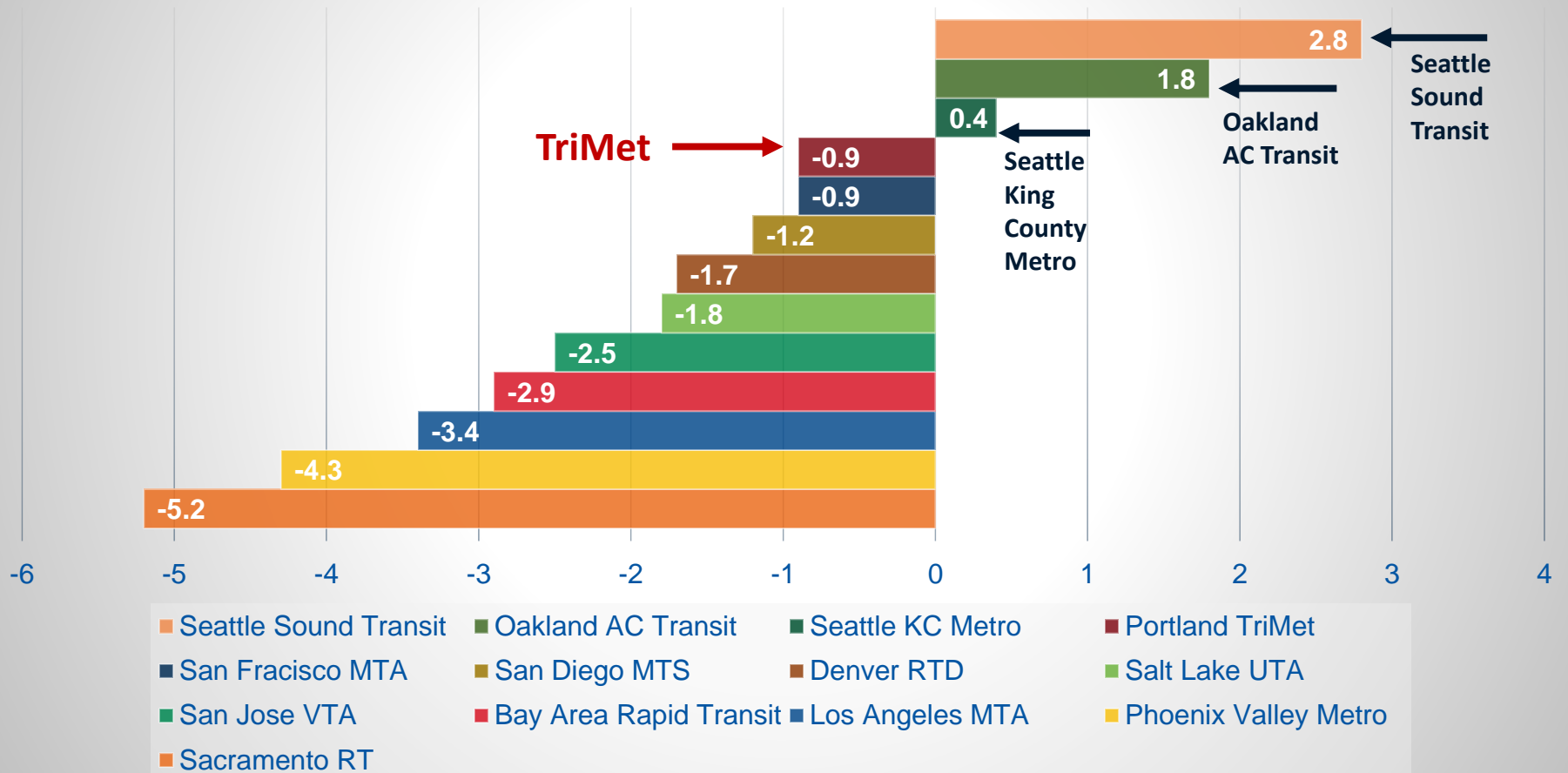


# Ridership Trends

Year-on-year Change in Systemwide Weekly Boardings by Month, past 60 Months



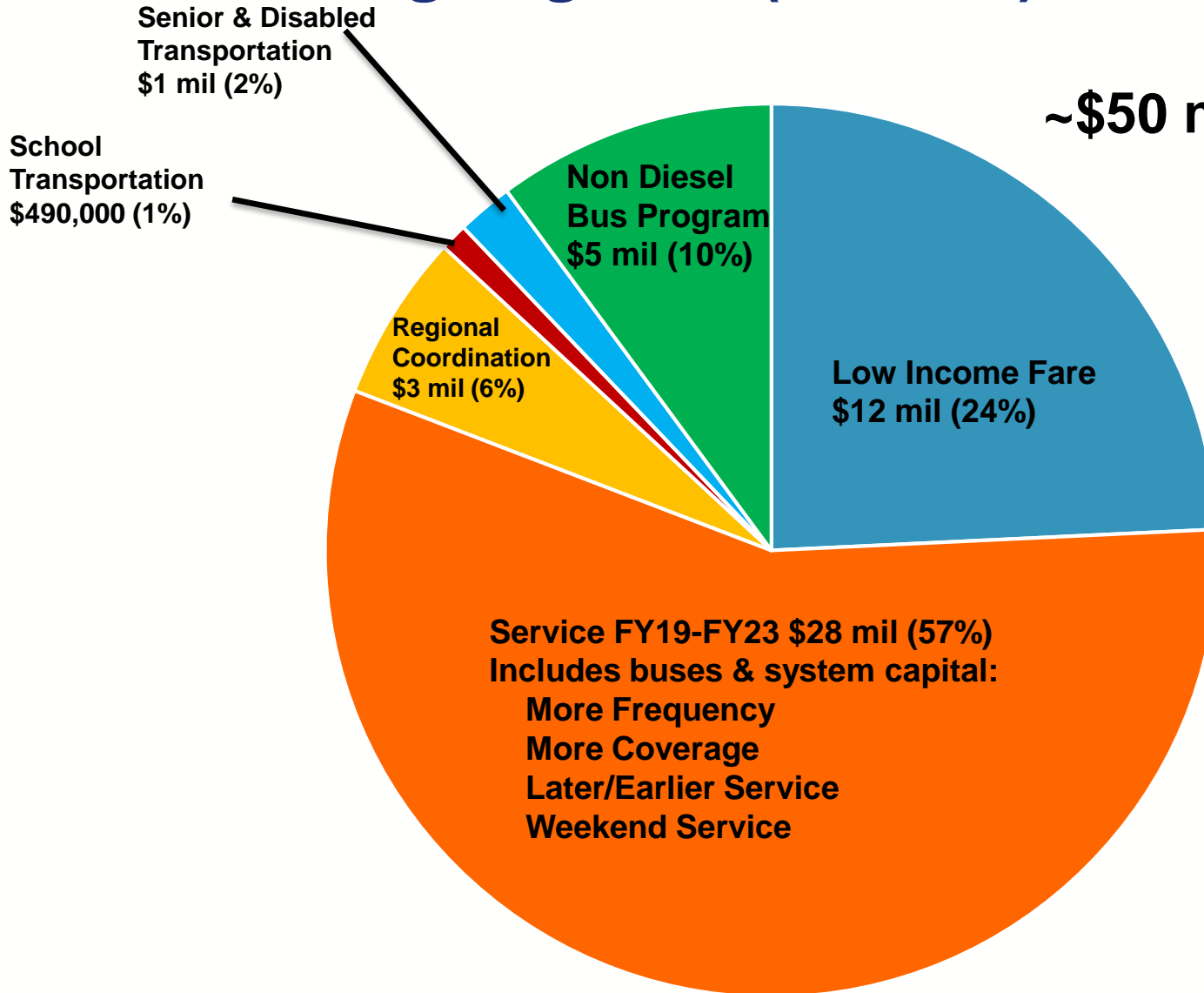
## Change in Estimated Unlinked Passenger Trips on Transit 2017-18





# Ongoing STIF (HB2017) Funding

~\$50 million/year

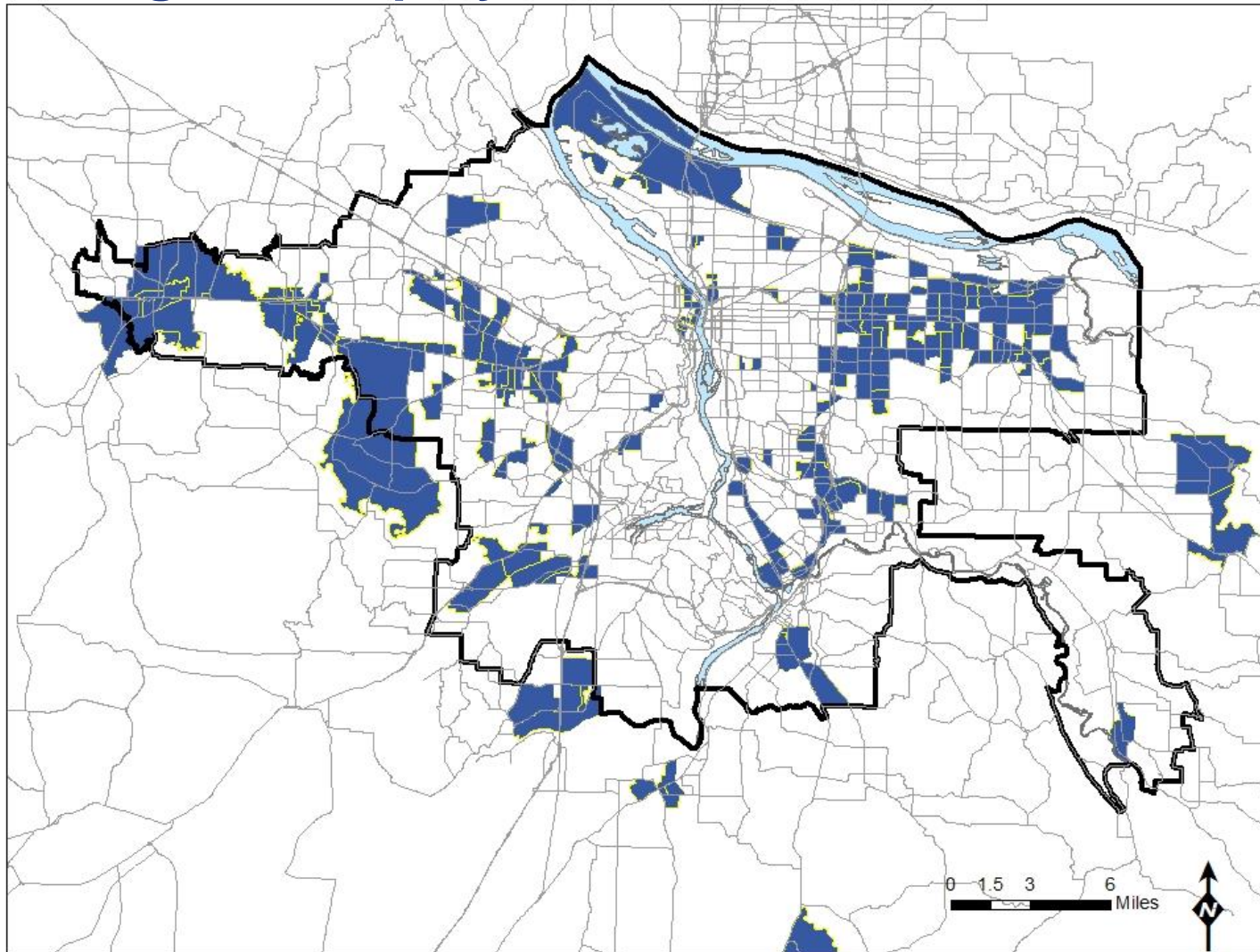


## STIF Equity Index

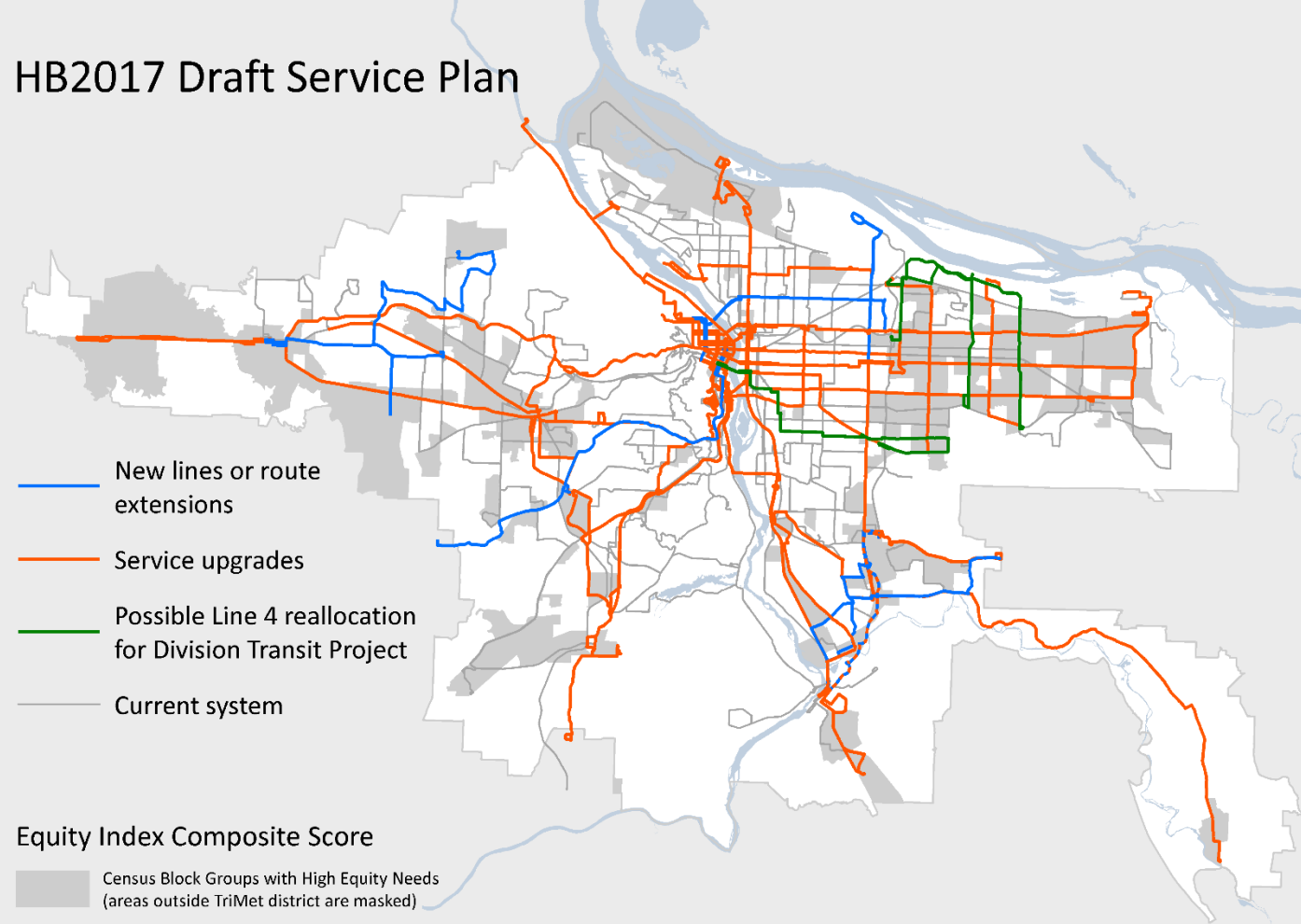
Committee used a 10 factor analysis to determine where equity communities were located

- People of color
- Limited English proficiency
- Youth population
- Limited vehicle access
- Affordable housing units
- Low income population
- Senior population
- People with disabilities
- Low & medium wage jobs
- Key retail/human/social services

# STIF Equity Communities: Top 25% Highest Scoring Census Blocks Using STIF Equity Index



# STIF: Service Expansion between 2018-2024



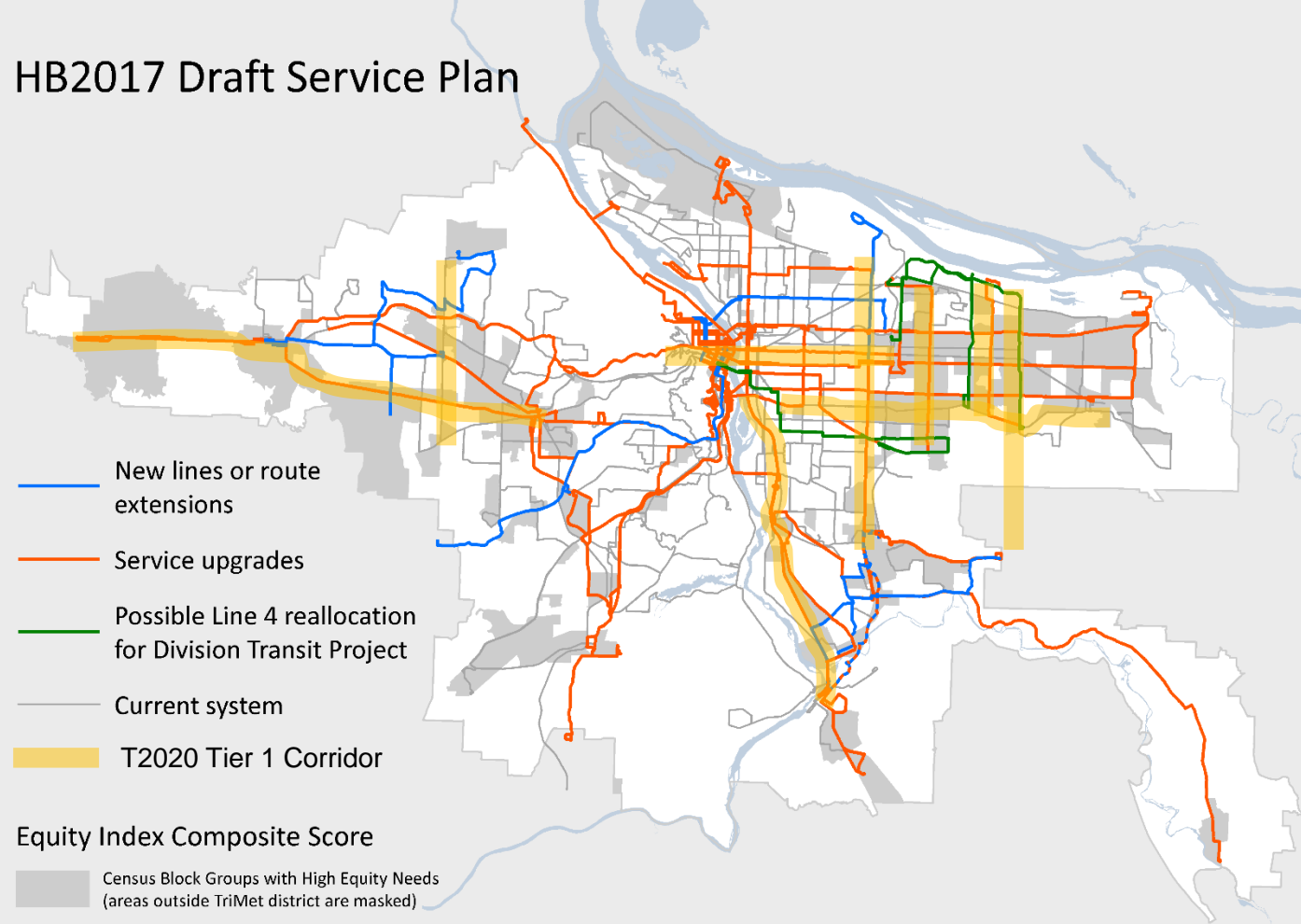
Improvements
5 new bus lines
3 weekend improvements
7 route extensions or route changes
10 frequency upgrades
8 early/late/midday improvements
2 24-hr. service additions
5 new 15-min. Frequent Service Lines
4 Frequent Service Lines upgraded to 12 min. service

# STIF: Service Expansion Progress



Improvements
5 new bus lines
3 weekend improvements
7 route extensions or route changes
10 frequency upgrades
8 early/late/midday improvements
2 24-hr. service additions
5 new 15-min. Frequent Service Lines
4 Frequent Service Lines upgraded to 12 min. service

# STIF & T2020 Tier I Corridors



Improvements
5 new bus lines
3 weekend improvements
7 route extensions or route changes
10 frequency upgrades
8 early/late/midday improvements
2 24-hr. service additions
5 new 15-min. Frequent Service Lines
4 Frequent Service Lines upgraded to 12 min. service

## Ridership and Service Impacts

- After making these investments, we estimate seeing a total of 10.7 million boardings over the next three years (from FY19-FY21)
- Frequent Service bus:
  - Is within ¼ mile of 35% of people in the region
  - Serves 38% of jobs in the district by FY24 (16% increase)

**Are there any questions specific to:**

**2. Transit Service Update and  
Future Service Outlook**



# 3. Enhanced Transit and Better Bus Program

**Jamie Snook**

Manager, Capital Planning

# Buses are a “work horse” and carry significant ridership

## Top 10 Routes for Ridership

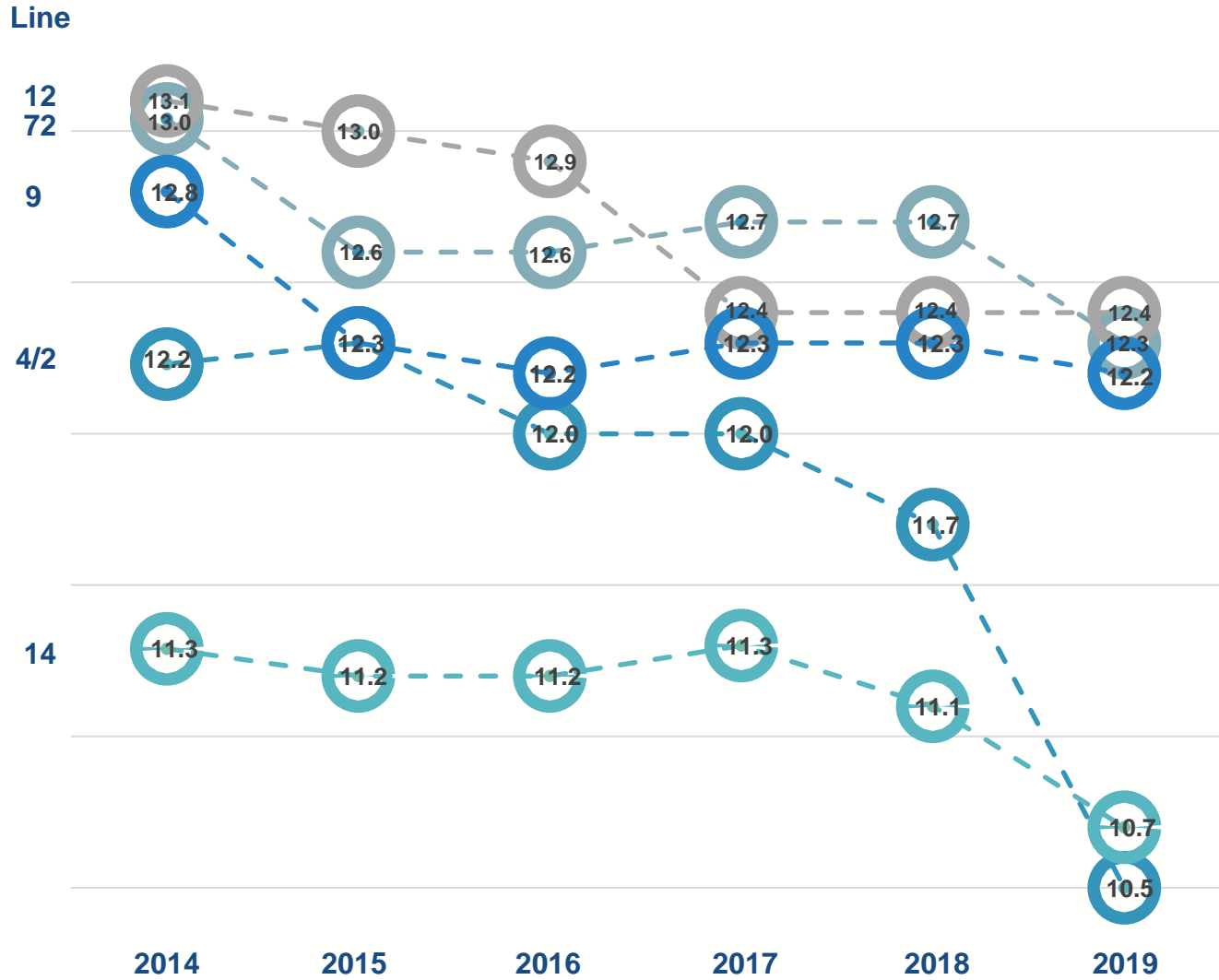
Average Weekday Boarding Rides: Spring 2019

1.	MAX Blue Line	53,700
2.	MAX Red Line	21,900
3.	MAX Green Line	21,090
4.	Line 72 – Killingsworth/82 <sup>nd</sup> Ave	14,190
5.	MAX Yellow Line	13,180
6.	MAX Orange Line	12,110
7.	Line 20 – Burnside/Stark	11,430
8.	Line 2 - Division	9,290
9.	Line 75 – Cesar Chavez/Lombard	8,610
10.	Line 9 – Powell Blvd	8,330



Average Speed (mph)

Buses are getting stuck in traffic, trips take longer



# Enhanced Transit Concept (ETC) Pilot Program

- Improve transit reliability, speed and capacity
- Identify, design and build a set of Enhanced Transit projects
- Develop a pipeline of Enhanced Transit projects



# Why is ETC important?

- The region is growing, as is congestion
- It takes longer to make the same trip
- Transit can help achieve our Climate Smart Strategy, land use and increase transit ridership goals
- Transit speed and reliability are important variables in making a mode decision
- When transit is competitive with driving, more people will use transit



# Characteristics of Enhanced Transit

- Increased capacity, reliability and transit travel speed
- Moderate capital and operational investments
- Flexible and context sensitive
- Can be deployed relatively quickly
- Can include bus or streetcar
- Could be a hot spot, corridor or full line

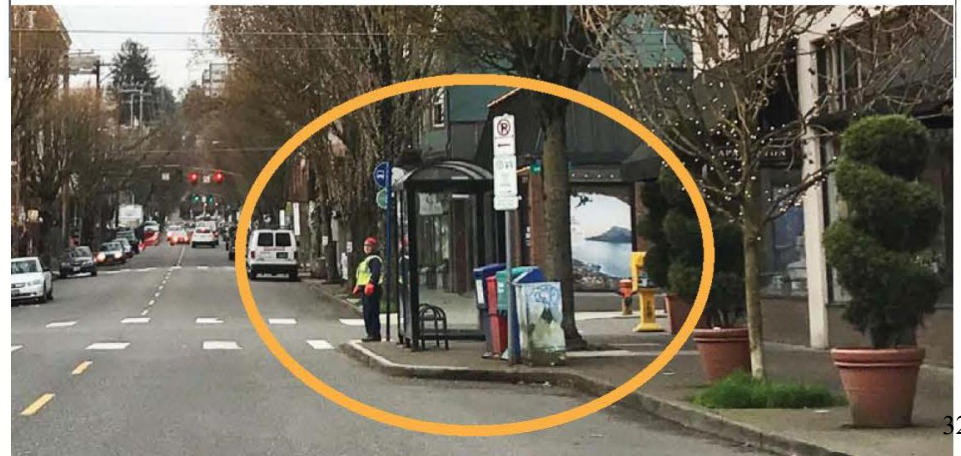


# Enhanced Transit Toolbox

- Dedicated bus lane
- Business access and transit (BAT) lane
- Pro-time (peak period only) transit lane
- Queue jump / right turn except bus
- Transit signal priority and signal improvements
- Transit-only aperture
- Multi-modal interactions
- Bus stop consolidation
- Curb extension at stops/stations
- Far-side bus stop placement



## ETC Examples





# Red Paint Deployment

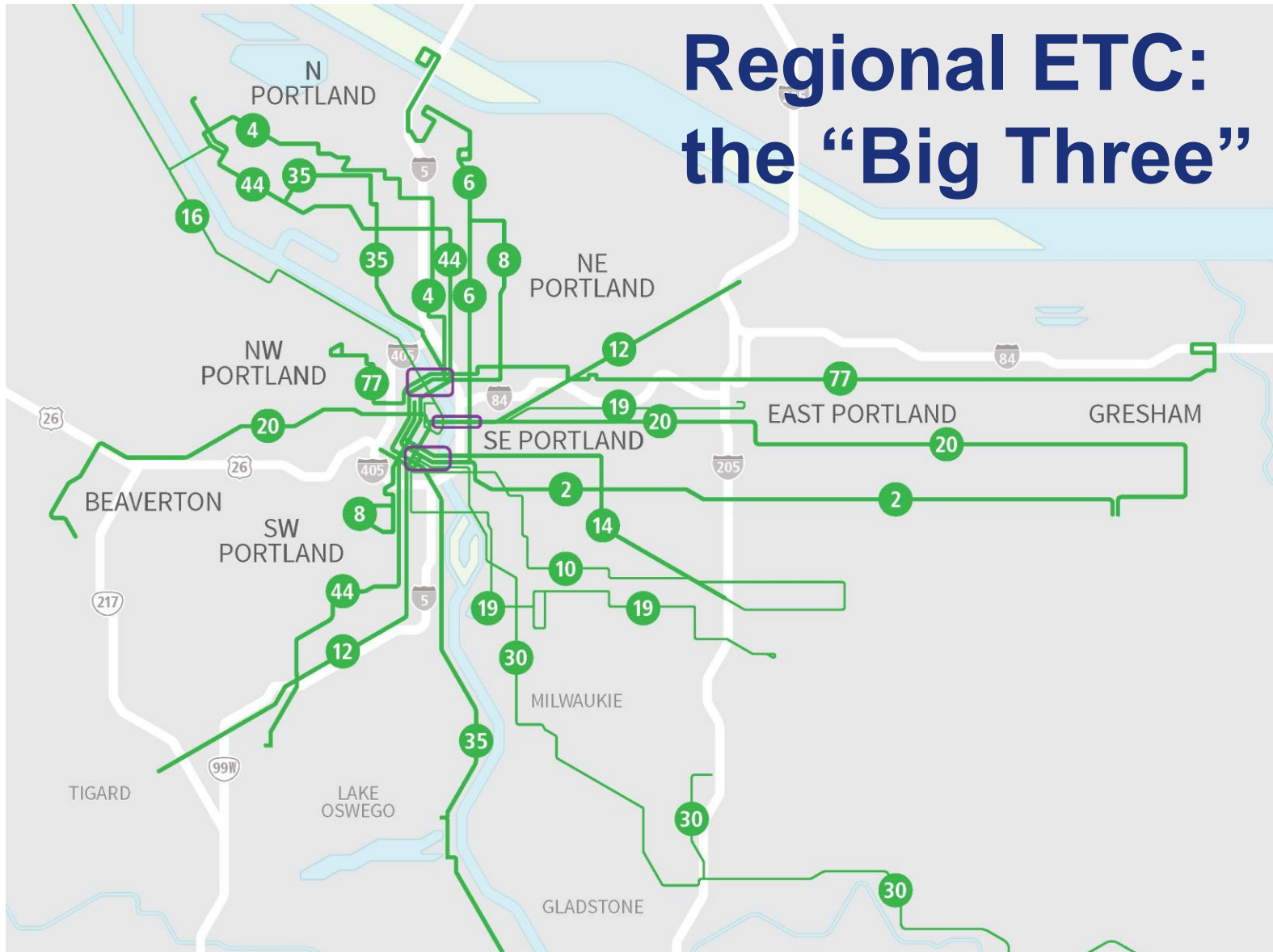
- Introduces red paint design element to address conflicts at intersections or along segments of roadway
- PBOT received approval from FHWA for red paint deployment; we are also working with Washington and Clackamas counties to consider red paint
- Working with Portland State University to perform evaluation and assessment of red paint performance



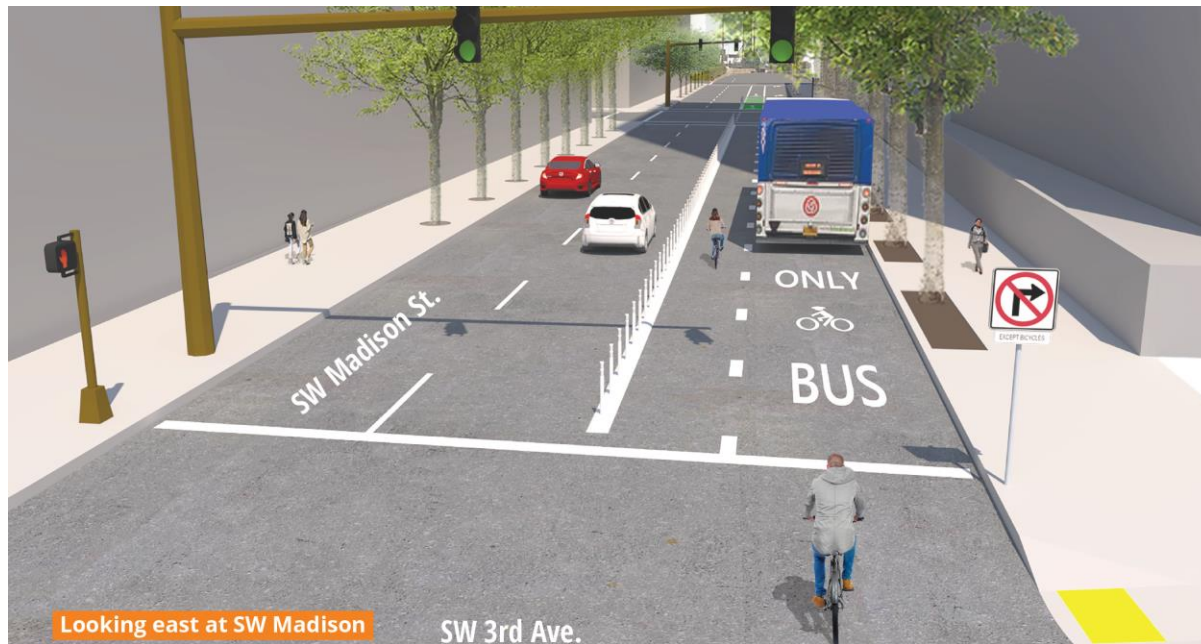
# Regional ETC Pilot Program

- Data driven process to identify locations with the biggest transit delay concerns
- Implementation of the “Big Three” – SW Madison, NW Everett and Burnside (Phase I)
- Concept development and design for:
  - Burnside Phase II
  - TV Highway
  - Hillsboro Transit Center
  - 185th Ave and Cornell Blvd
  - Capital Highway
  - McLoughlin Blvd
  - Sandy Blvd
  - 122nd Avenue
  - Transit elements for Central City in Motion

# Regional ETC: the “Big Three”

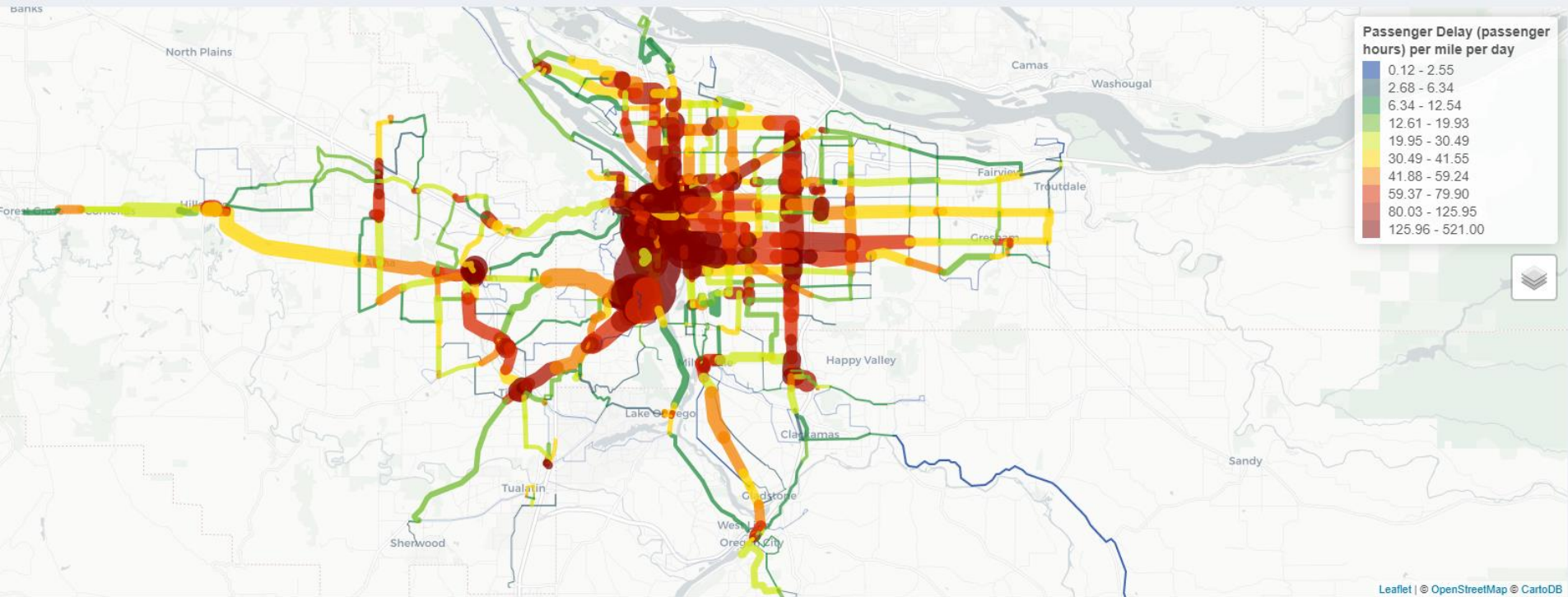


# Regional ETC Pilot Program Next Steps



- Continue with projects identified through the Regional ETC Pilot Program
- Continue to develop a pipeline of projects based on needs
- Work with local jurisdictions to continue to identify potential ETC improvements
- Continue to find funding (potential for Region Investment Measure funding through Corridors and Better Bus program)

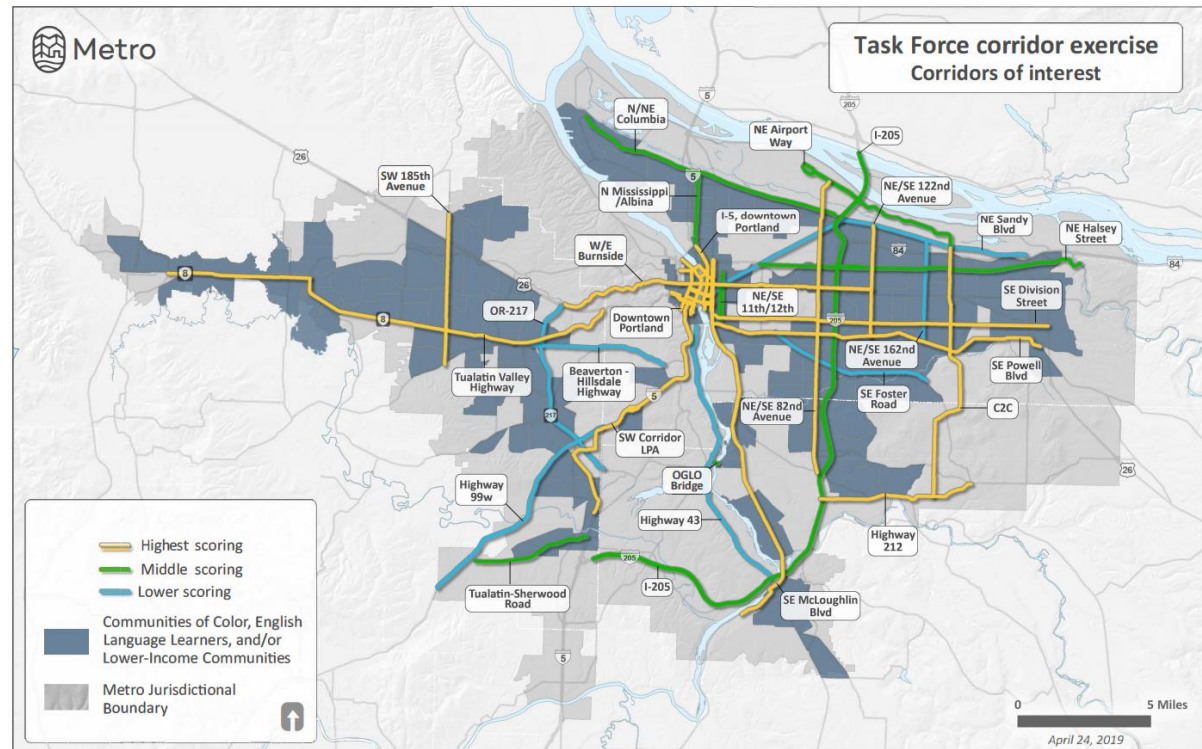
# T2020: Better Bus Program



The Better Bus Program can help fund and support already identified and future transit needs around the region to improve transit speed and reliability.

# T2020: Tier 1 Corridors

- **High Capacity Transit**
  - SW Corridor
- **Corridor wide ETC improvements**
  - 82nd Avenue
  - McLoughlin Boulevard
  - TV Highway
  - Burnside Street
- **ETC spot improvements**
  - 181st Avenue
  - 162nd Avenue
  - 122nd Avenue
  - Central City/Downtown Portland
- **Transit studies**
  - Central City Transit Tunnel
  - High Capacity Transit on Powell



## 82ND AVENUE TRANSIT CORRIDOR

NE Killingsworth St. to SE Monterey Ave.



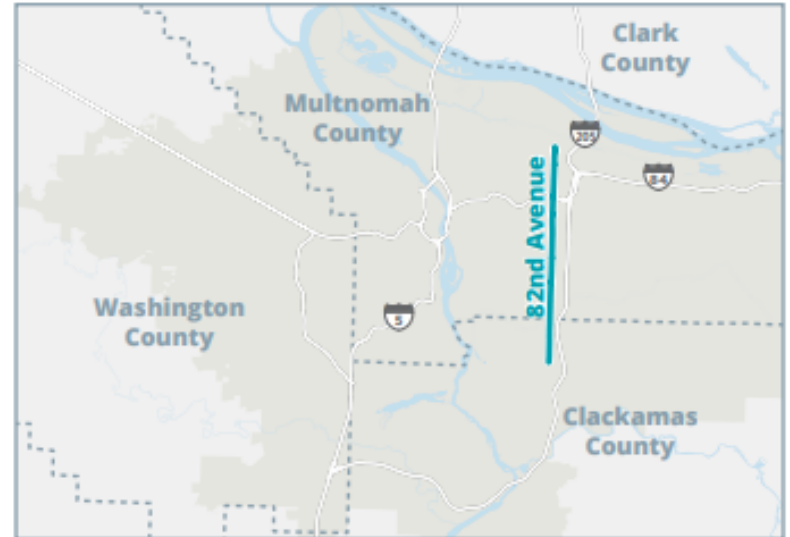
Several TriMet lines travel along 82nd Avenue. One of them, Line 72, has the highest ridership in the TriMet bus system.

**Project:** Spot improvements at 6 locations with high transit delay

**Project length:** 10 miles

**Roadway ownership:** ODOT

**Project cost:** \$175 Million



**13,400 people**  
travel by transit  
through the corridor  
each day



Every day, passengers  
experience a  
combined  
**690 hours**  
of delay



During peak hours,  
buses that use 82nd run  
**every 5-8  
minutes**



**40% of the  
population**  
within 1/4 mile of  
the corridor are  
people of color

## McLOUGHLIN BLVD. TRANSIT CORRIDOR

Downtown Milwaukie to Clackamas Community College



McLoughlin Boulevard connects downtown Milwaukie to Oregon City and Clackamas Community College. It is primarily served by Lines 33 and 99.

**Project:** Spot improvements at locations with high transit delay, and implementation of planned BAT lane.

**Project length:** 6 Miles

**Roadway ownership:** ODOT

**Project cost:** \$61 Million



**5,970 people**  
travel by transit  
through the corridor  
each day



Every day, passengers  
experience a  
combined  
**320 hours**  
of delay



Line 33 connects  
to important  
**healthcare,  
education, and  
social services**



**64% of jobs**  
along Line 33 are high  
paying jobs for people  
without college degrees,  
compared to 53% in  
Metro region



**Are there any questions specific to:**

**3. Enhanced Transit and  
Better Bus Program**

# 4. Regionally Significant Transit Priorities

**Dave Unsworth**

Director, Project Development & Permitting

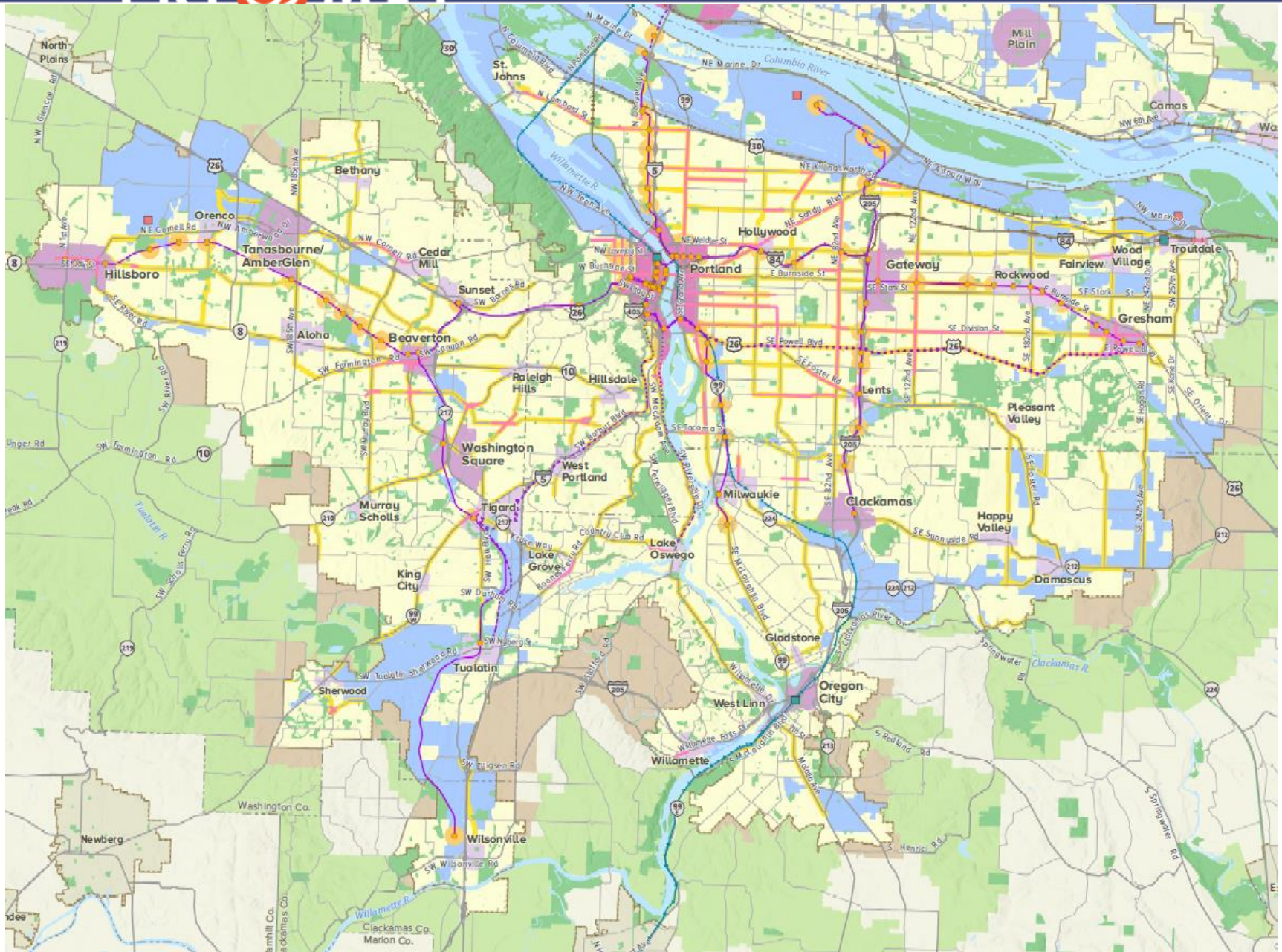






# Urban growth boundary





# Urban Growth Boundary

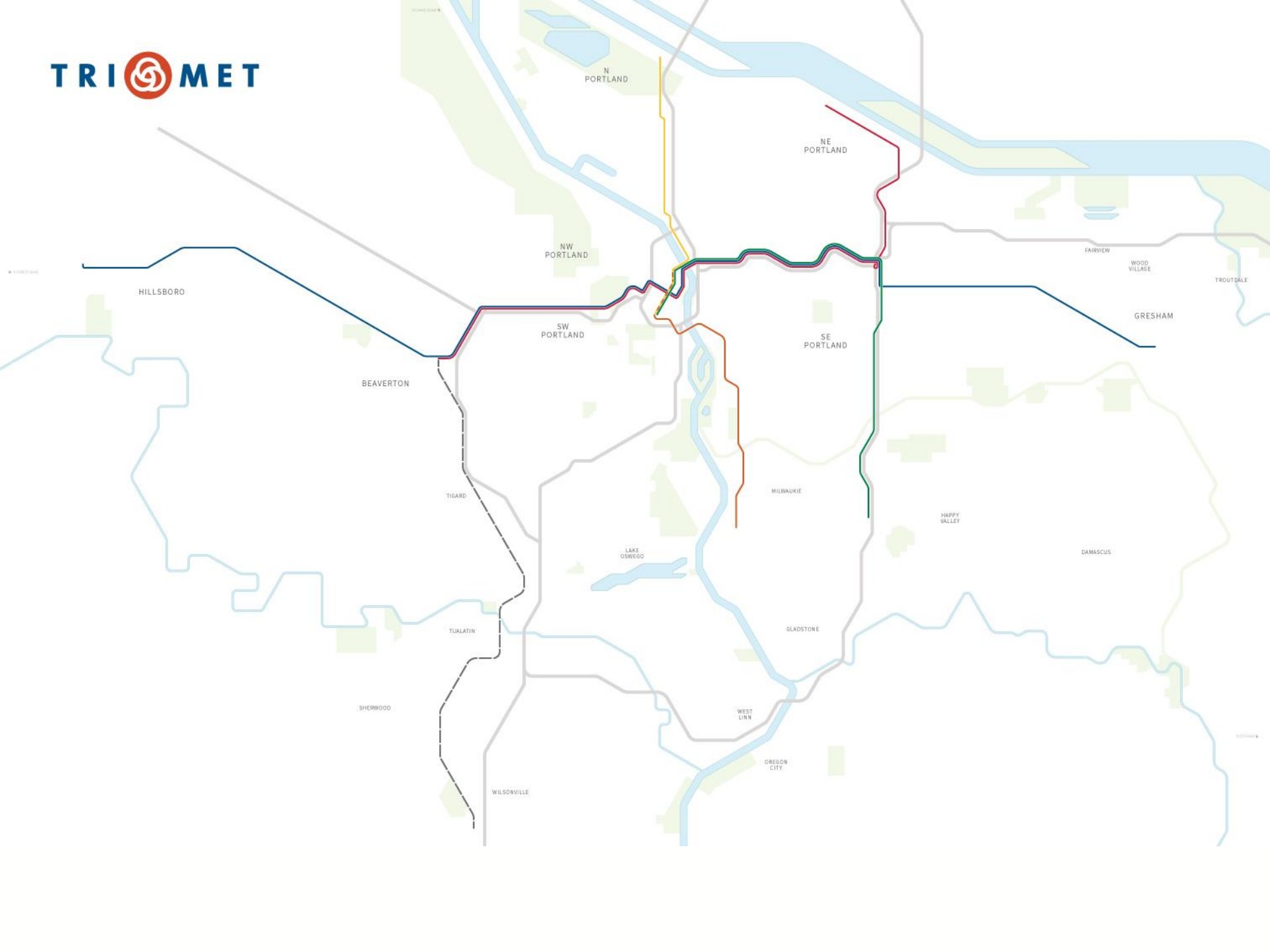
## Region 2040 growth concept

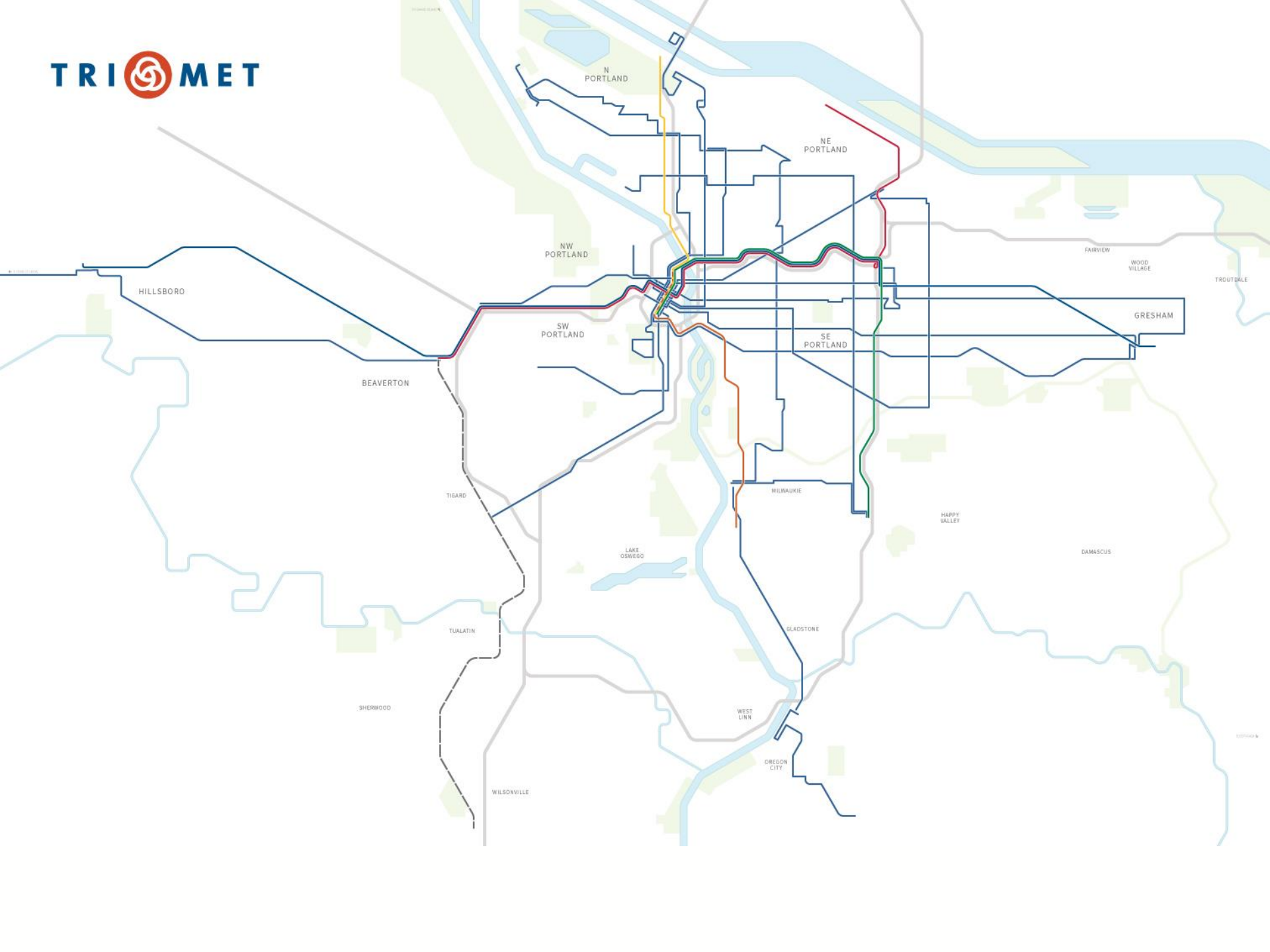
- Regional corridors
- Connect the town and regional centers
- Align housing and jobs near transit

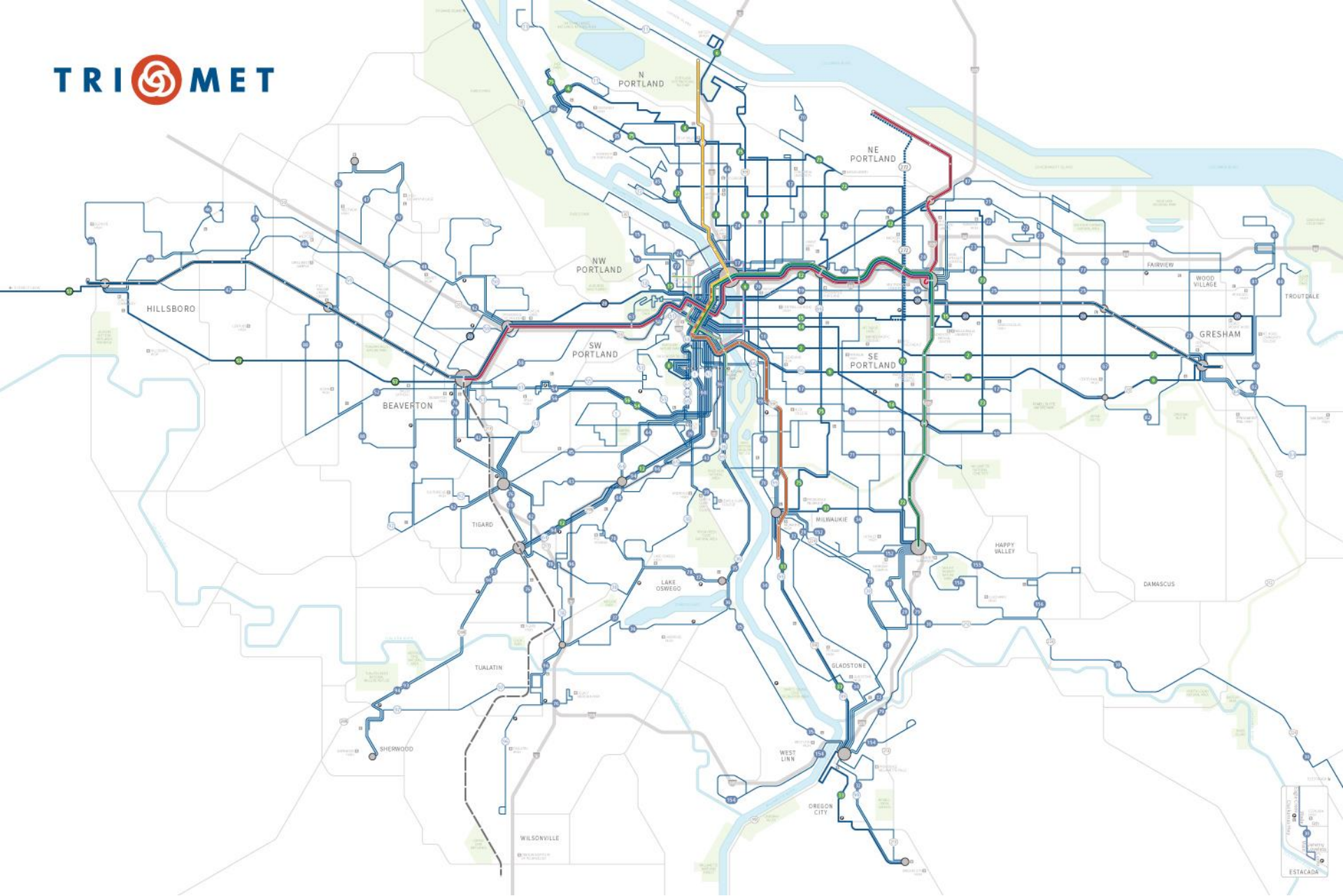
## Climate smart goals



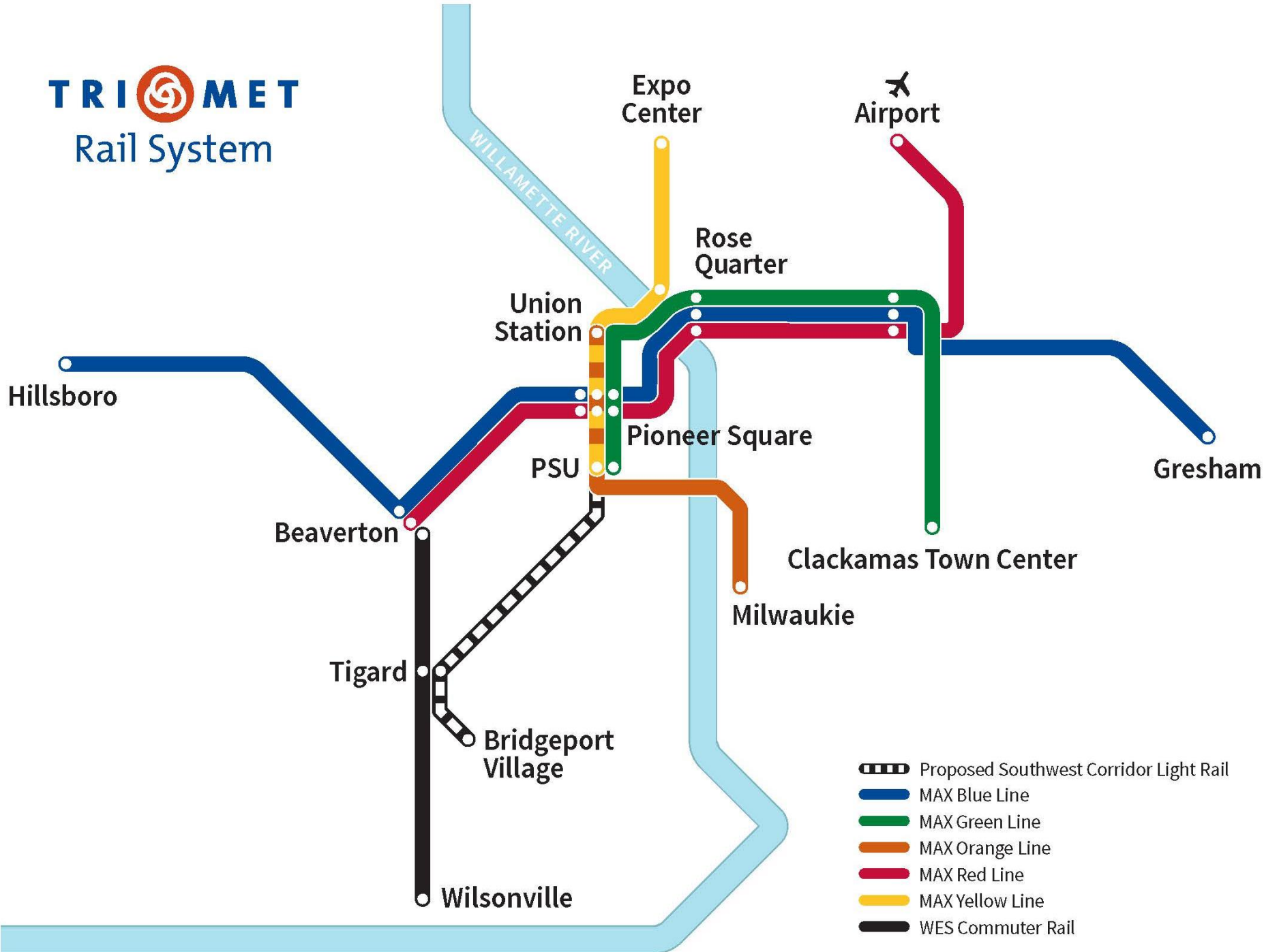








# TRI MET Rail System







-  Proposed Southwest Corridor Light Rail
-  MAX Blue Line
-  MAX Green Line
-  MAX Orange Line
-  MAX Red Line
-  MAX Yellow Line
-  WES Commuter Rail

# SW Corridor Light Rail

- 12 miles
- 13 stations
- Park and ride

## SOUTHWEST CORRIDOR

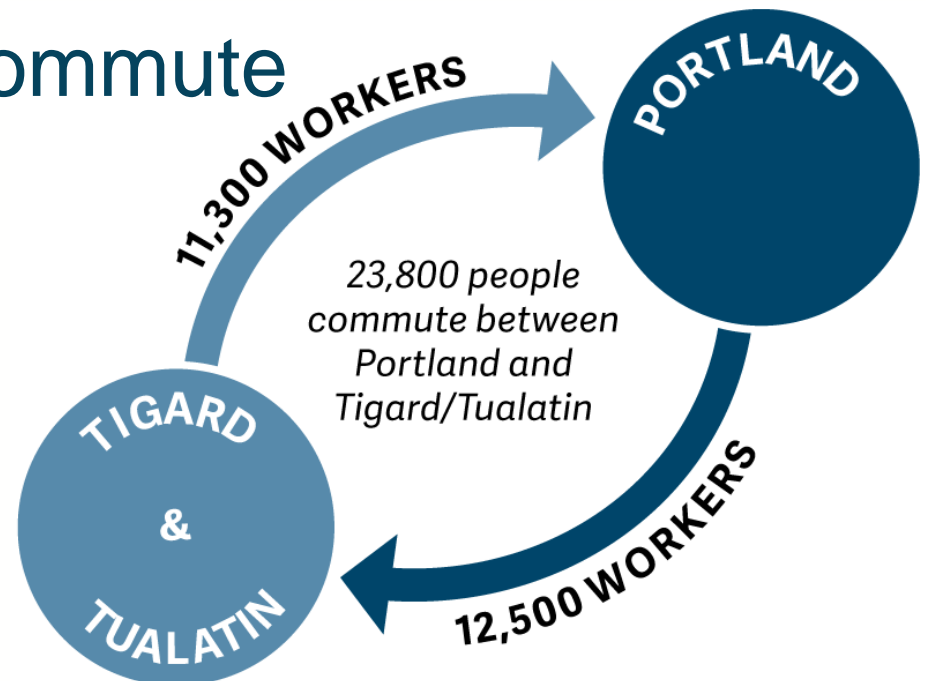
March 2019 preferred alternative.  
Conceptual rendering subject to change.

-  Alignment
-  Existing light rail
-  Stations
-  Stations with Park & Ride



# SW Corridor Light Rail

- Expands the reach of existing MAX system
- 30-minute congestion-proof trip between Bridgeport and Portland
- Serves a two-way commute
- Includes bike and walk infrastructure



# Helps Focus Regional Growth

By 2035, we could see:



**75,000 new residents**  
along the Southwest Corridor  
according to Metro data



Up to **17% increase of congestion**  
on I-5 between Portland and Tigard  
predicted without the Southwest Corridor



**43,000 riders**  
on the line on an average weekday  
according to TriMet data

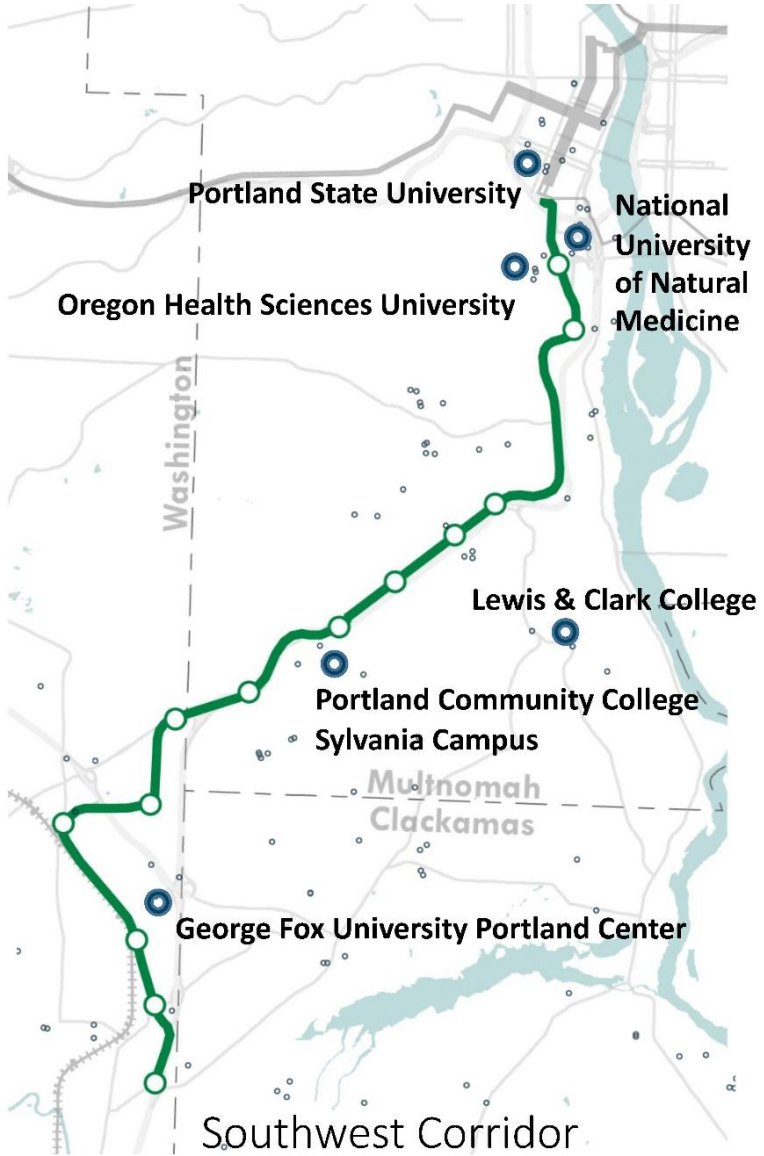


Image Source: Casey Braunger, Ankrom Moisan Architects



Image Source: Opus Group

# Connects to higher education opportunities



Oregon Health & Sciences University



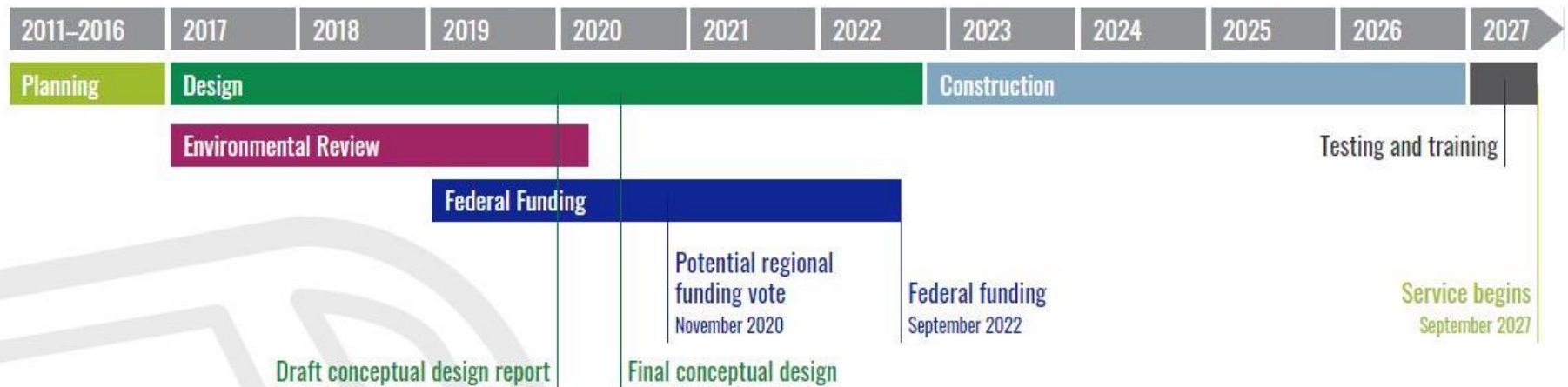
Portland Community College

Image Source: Metro

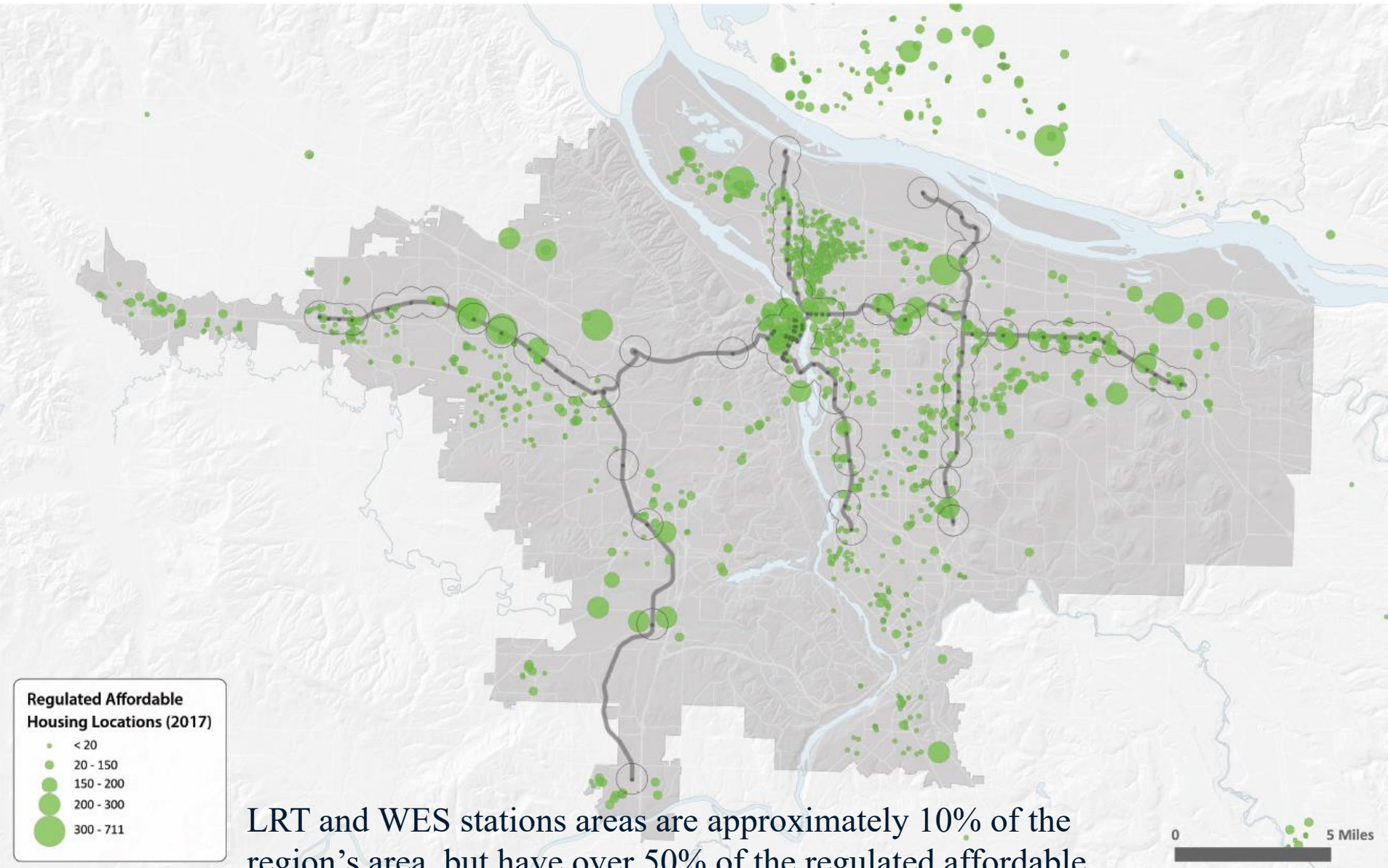


# SW Corridor Light Rail

## TIMELINE



# Regulated affordable housing and transit



LRT and WES stations areas are approximately 10% of the region's area, but have over 50% of the regulated affordable housing units

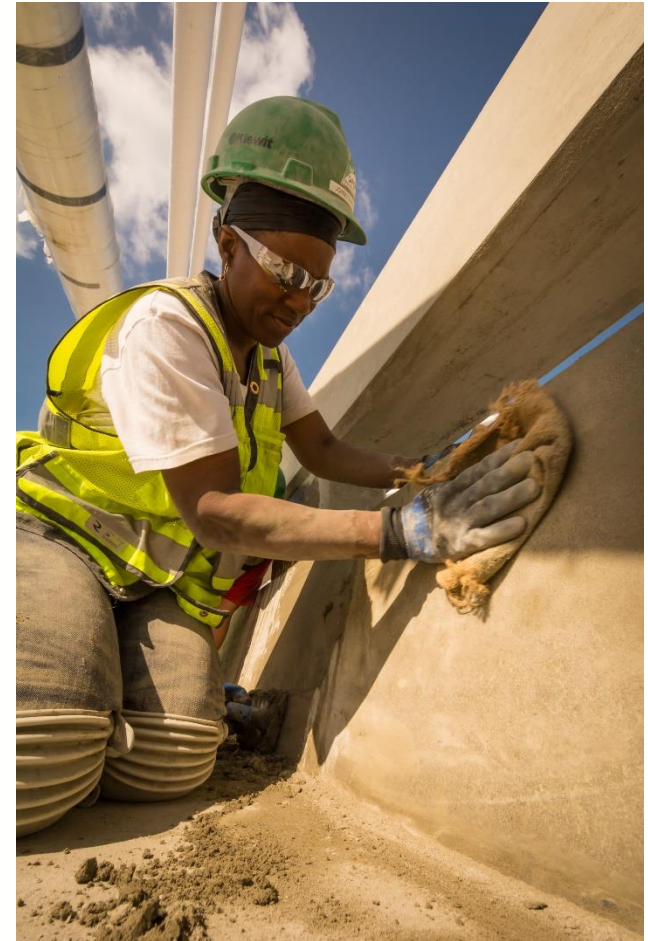
# Affordable Housing and Transit

- Currently there are 532 units of affordable housing on property owned by TriMet across the entire system
- For SW Corridor: Project partners including Portland, Tigard, Metro and Washington County are looking to identify sites for an additional 950 affordable units



# Disadvantaged Business Enterprises: MAX Orange Line

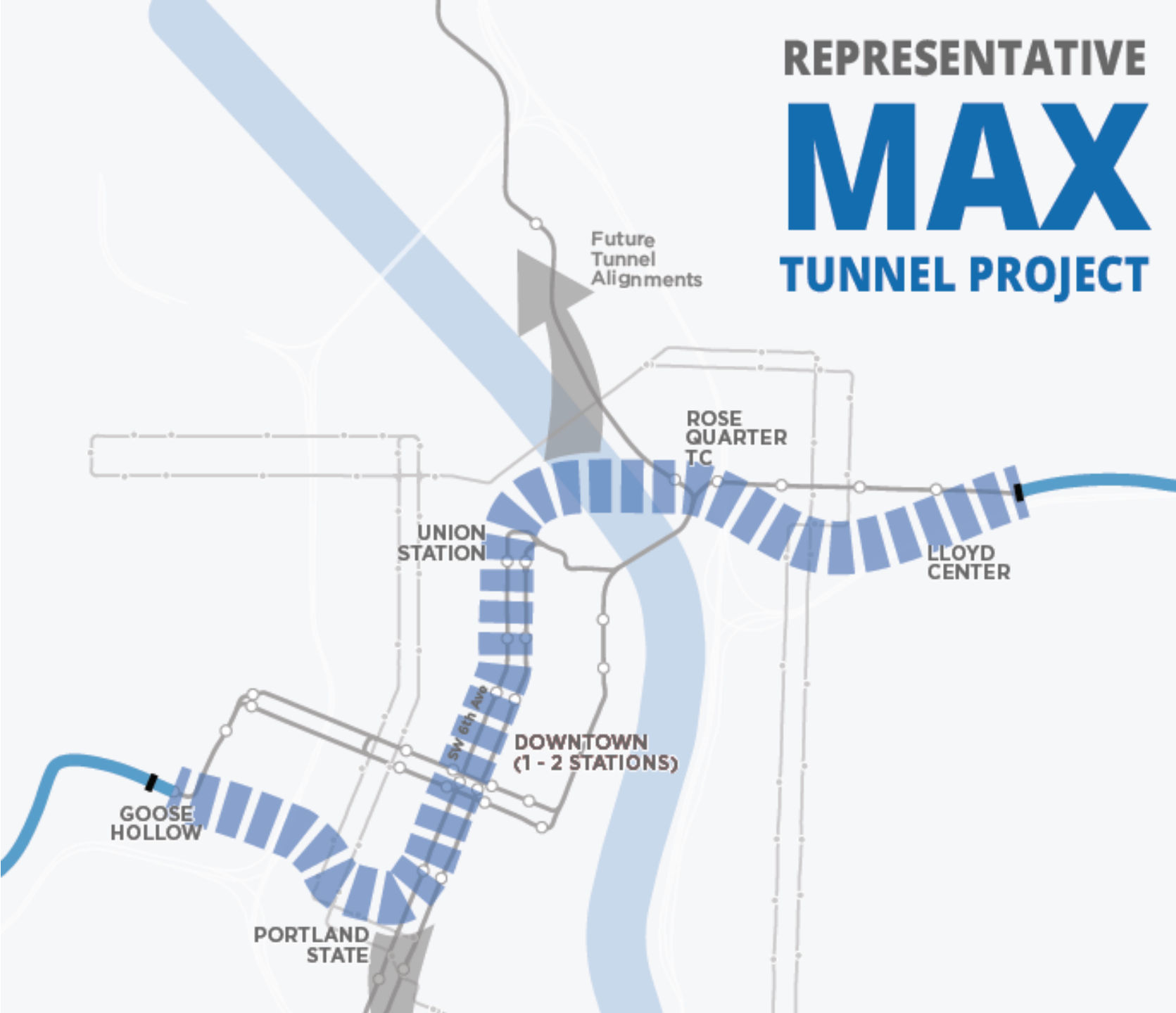
- Record levels of DBE participation
- Project workforce reflected the diversity of the region
- \$174.8 million in DBE contracts—25 percent of all contracts awarded on the project
- 132 certified disadvantaged businesses (out of 562 private sector firms)
- Women represented 11 percent of all workers on the job and 20 percent of apprentices



REPRESENTATIVE

# MAX

TUNNEL PROJECT



# T2020: MAX Tunnel Study

Building off the Steel Bridge assessment and MAX Tunnel Feasibility Study that is currently underway

Pinch Point

STEEL BRIDGE



# T2020: MAX Tunnel Study



TODAY,

**40**

trains cross the Steel Bridge during each of the single busiest hours—*one train every 90 seconds.*



IN 20 YEARS, We will need

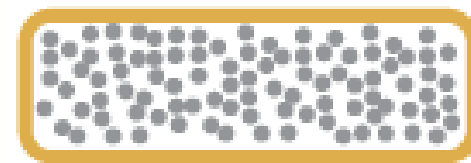
***60 trains***

to keep up with population and employment growth.



**WORSE**

Systemwide on-time performance (it's 87% today)



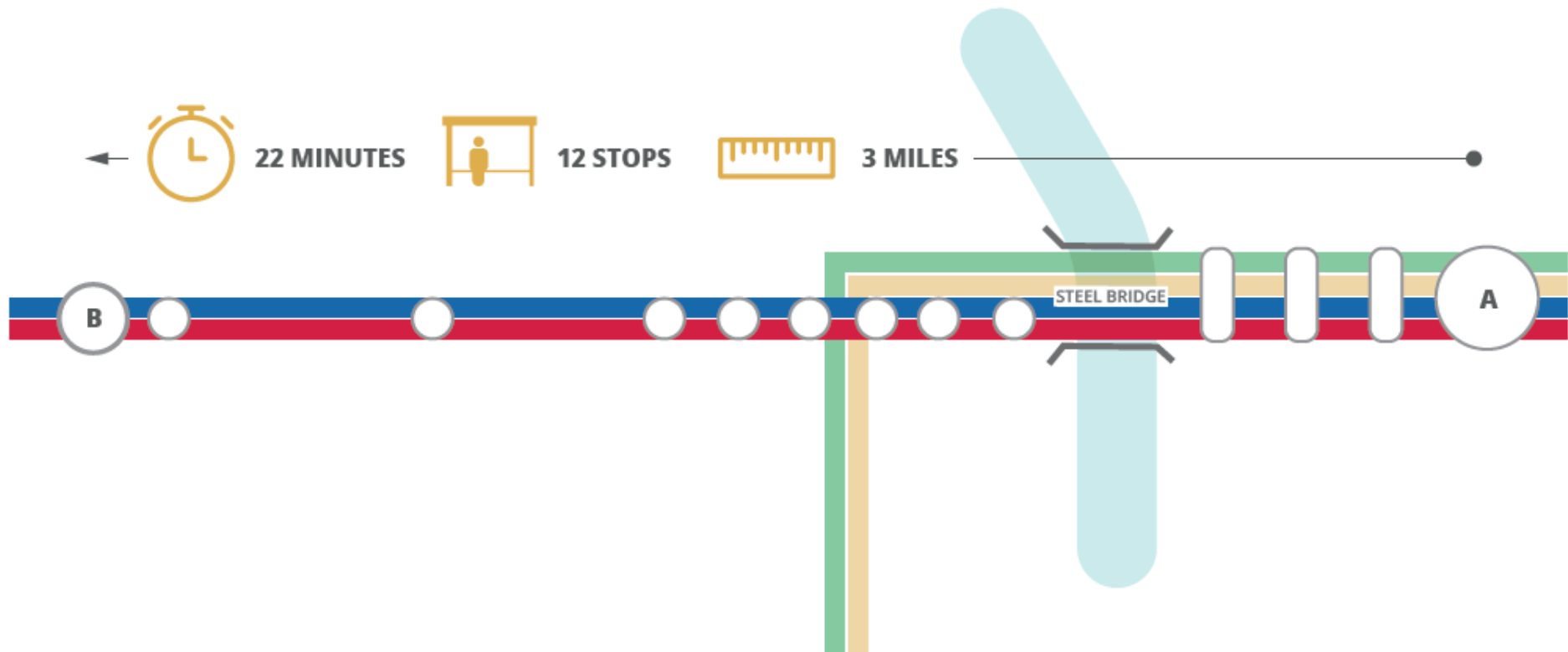
**OVERCROWDING**

on fewer trains

# Slower travel times

A TRIP BETWEEN LLOYD CENTER AND GOOSE HOLLOW TODAY IS:

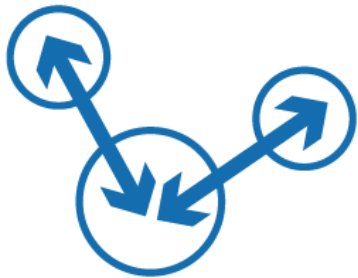
←  22 MINUTES  12 STOPS  3 MILES



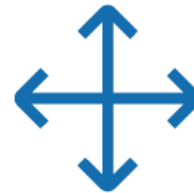


**A MAX TUNNEL WOULD INCREASE REGIONAL MOBILITY AND CAPACITY BY IMPROVING TRANSIT TRAVEL TIMES AND SYSTEM RELIABILITY TO AND THROUGH THE PORTLAND CENTRAL CITY.**

**A tunnel for the MAX is the solution.** It would:



Improve mobility between regional centers



Create a reliable and resilient alternative to cross-town travel on congested roadways



Increase transit rail service without impacting other surface mobility options

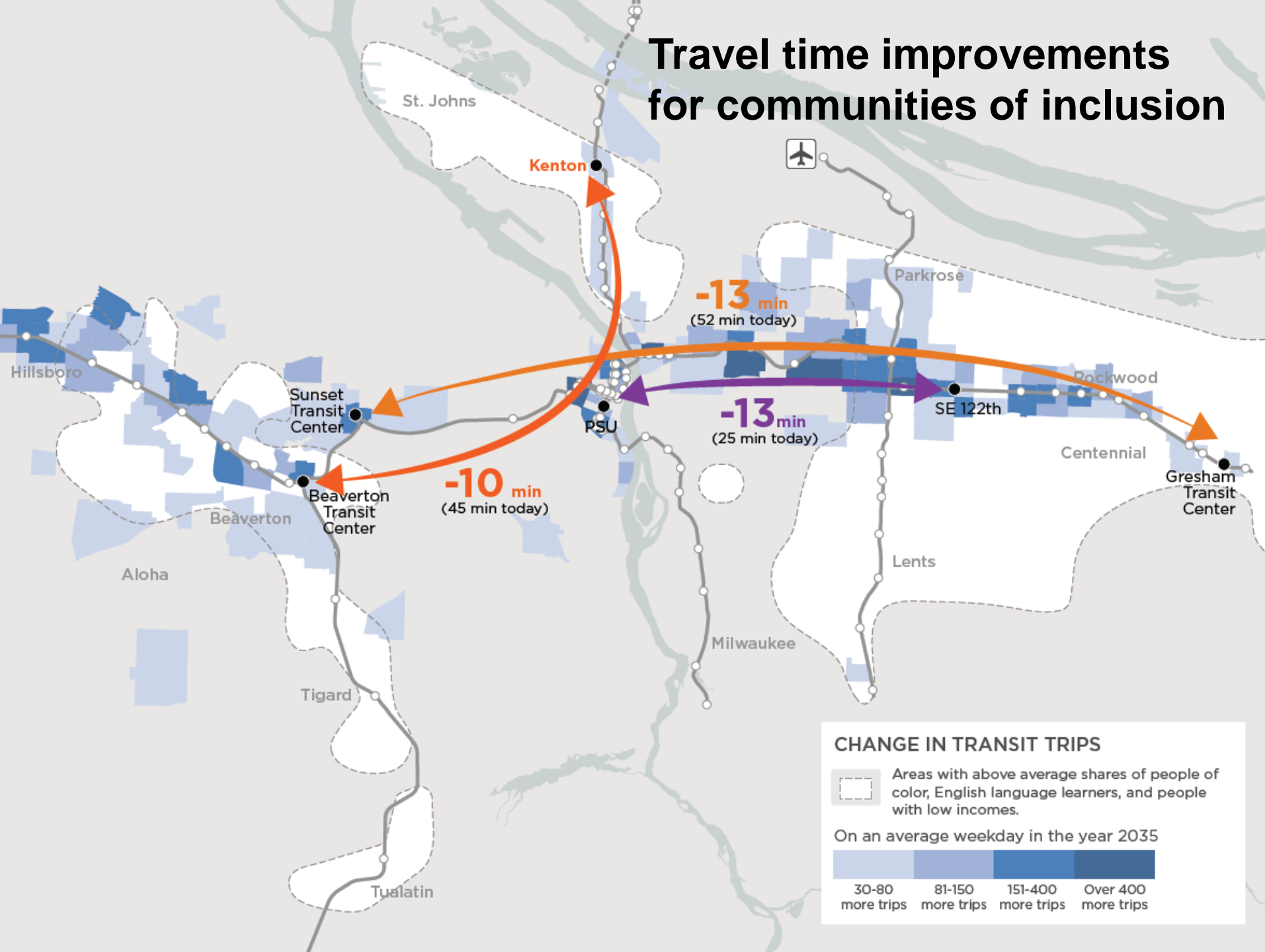


Support growing transportation demand to key destinations, existing and future development, population and employment growth expected in the Central City and the region



Increase transit ridership and transit mode share

# Travel time improvements for communities of inclusion



## Public engagement

### Open houses and on-line survey results

- Agreement on a need for a solution and the purpose of a tunnel
- Ensure good transit access to and through downtown
- Equitable access for the whole region
- Improve environmental outcomes



Consider the region's transportation challenges significant or very significant



Support studying a tunnel



Would take MAX more frequently if it was faster

**Are there any questions specific to:**

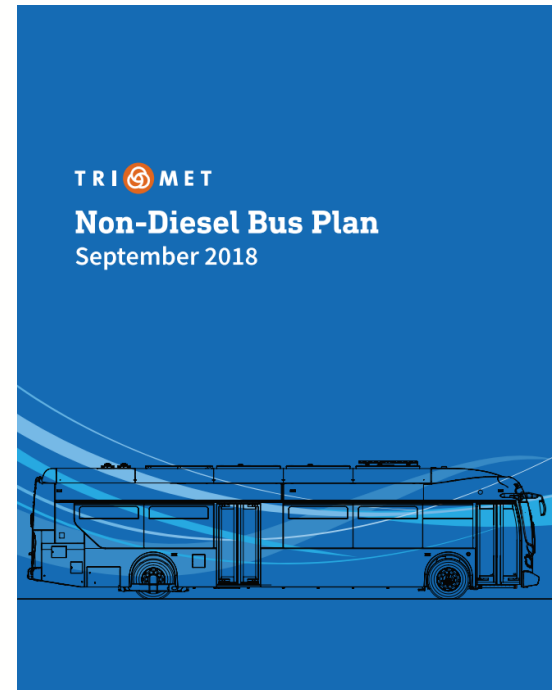
**4. Regionally Significant  
Transit Priorities**

# Other Program Highlights and Discussion

**Bernie Bottomly**  
Executive Director, Public Affairs

# Bus: Non-Diesel Bus Plan

- TriMet has committed to a non-diesel bus fleet by 2040 by adopting the Non-Diesel Bus Plan in Sept 2018
- Based on our analysis, we will start with battery-electric buses
- We will continue to monitor and explore alternatives such as buses powered by hydrogen and renewable natural gas. We may choose to test those technologies as well
- Full report available at: <https://trimet.org/electricbuses>



# Bus: Electric Bus Pilot

- FTA Low-No Grants provide the bulk of initial funding for pilot buses (5 from New Flyer, 5 from Gillig, 3 from Proterra)
- First five buses are on Line 62-Murray Blvd; Powered by PGE's Clean Wind<sup>SM</sup> renewable energy program
- Next five will be deployed on Line 20-Burnside/Stark
- More at: <https://trimet.org/electricbuses>



# Fourth Bus Base (4421 NE Columbia Blvd):

- As bus service expands and we grow the bus fleet, the agency needs a new bus garage to store and maintain even more vehicles
- Will employ about 330 bus operators, plus up to 100 maintenance, cleaning, training, management and other positions.
- More at:

<https://trimet.org/betterbus/pdf/columbia-bus-base.pdf>





# Discussion

**Bernie Bottomly**  
Executive Director, Public Affairs

# Transportation Funding Task Force: TriMet Update



September 25<sup>th</sup> 2019