

TriMet Update – COVID Response & STIF Plan

Presentation to the WEA
Transportation Committee

January 13, 2021



TriMet & COVID-19

Statewide Stay At Home Order – Mar. 23rd

Compared to Feb. 2020

average:

- 64% decrease in transit boardings
- 77% decrease in HOP taps
- 78% decrease in stored value loads on HOP
- Expected decrease in payroll tax revenues



TriMet Service Reduction Criteria

Preserve weekday service on:

- lines serving communities with the highest number of BIPOC and people earning low incomes
- lines serving hospitals
- lines serving job centers with a high number of low-wage, essential workers (e.g., Amazon)



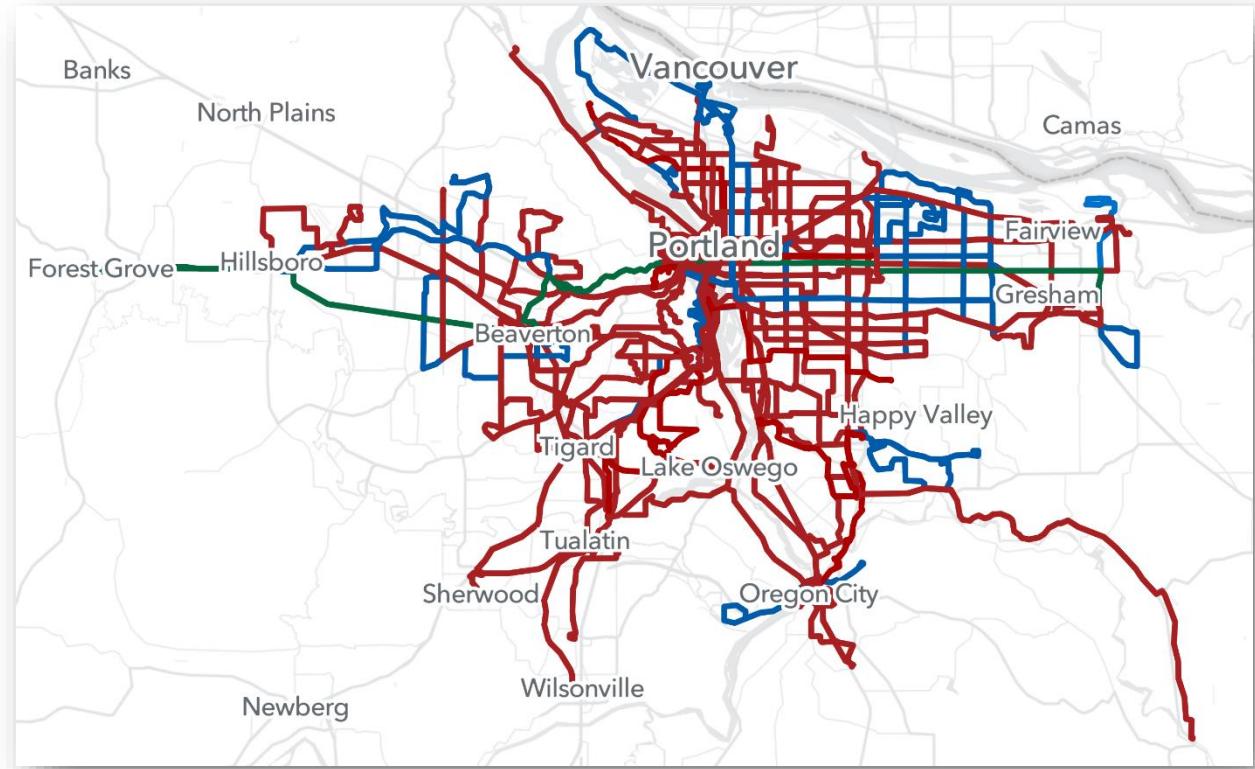
TriMet Service Reduction

Service Reductions:

- **61 of 85 bus lines (72% of lines)**
 - Weekday service adjusted to Sat. service; if no Sat. service, then reduced service by 50%
 - Saturday service adjusted to Sun. service
 - Discontinued overnight service on Lines 20-Burnside/Stark and 57-Tualatin Valley Highway
 - Discontinued Line 272-PDX Night Bus
- Weekday MAX lines scaled back to 15 min. service
- Saturday MAX lines operate on Sunday schedules
- WES service scaled back to 45 min. service
- WES trains reduced to 1 car trains
- 20% reduction in service, system-wide



Weekday Service Reductions



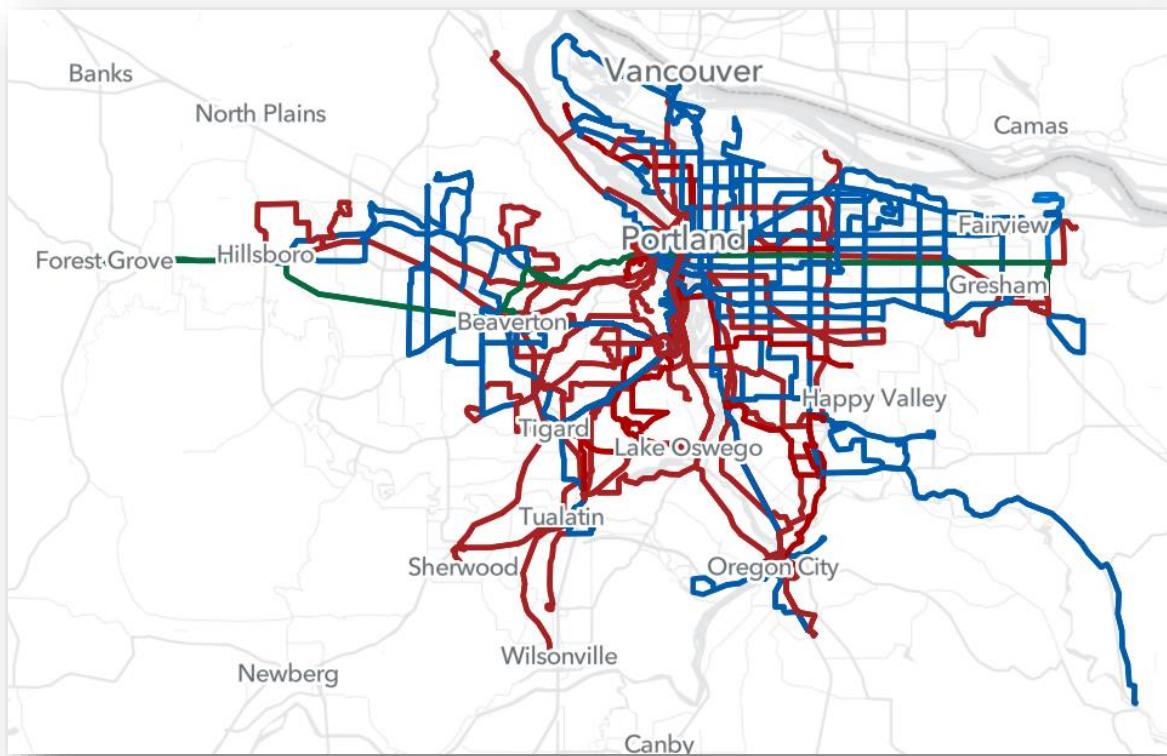
TriMet Service Restoration

June decision to restore service to 90% level in fall

- Weekday service restored on 17 bus lines
- Many lines to receive service restoration were high ridership, Frequent Service Lines



Weekday Service Post Restoration



Public Outreach

Unable to follow through on traditional outreach efforts due to the Stay At Home Order

Relied on electronic outreach

- email
- social media
- web page
- press release



Minor Spring 2021 Service Reduction

Service Reductions:

- Eliminate under-capacity “trippers”
 - Average maximum load is 7 customers per trip
 - 7 bus lines
 - 33 trips
- Wait is no longer than 15 min. on Frequent Service Lines
- Wait is no longer than 25 min. on non-frequent lines
- Service changes are not large enough to require a Title VI analysis, but will be tracked cumulatively



Federal Stimulus

CARES Act (\$25B)

- \$185 mil to TriMet

CARES Act (\$14B)

- \$190 mil to TriMet



HB 2017 – Keep Oregon Moving

Statewide Transportation Fund (STIF)

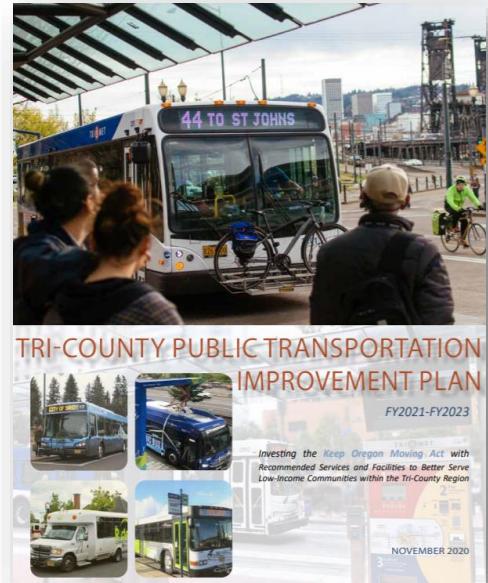
- 1/10th of 1 percent tax for transit statewide
- 90% returns to the region it was collected
- TriMet is the Qualified Entity for the Tri County region
 - Submit a STIF plan to ODOT every 2 years
 - Increased Frequency to low-income areas
 - Natural gas or electric buses
 - Fare reduction for low-income
 - Expansion of bus routes and service to low-income areas
 - Improved connections inside/outside districts
 - Reduced fragmentation of services
 - Minimum of 1% of funding for student transportation



FY22-23 STIF Plan – The PTIP

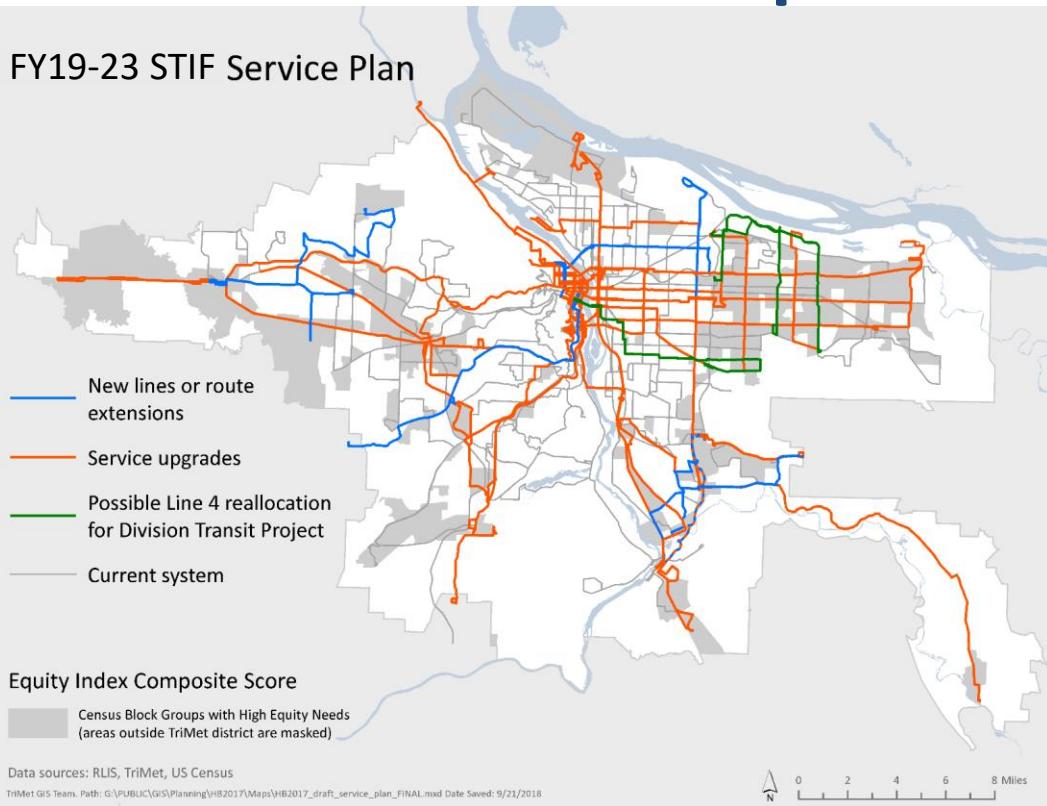
Due to ODOT on Feb 1, 2021 – Continue the 5 year plan

- Service expansion
- Low income fare
- Battery electric buses
- Regional coordination
- Student passes
- Senior and disabled transit
- Capital program
 - BEB infrastructure
 - Stop amenities
 - Transit priority
 - Physical safety improvements
- TriMet will continue as compliance monitor behalf of ODOT



STIF Plan – Service Improvements

FY19-23 STIF Service Plan



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



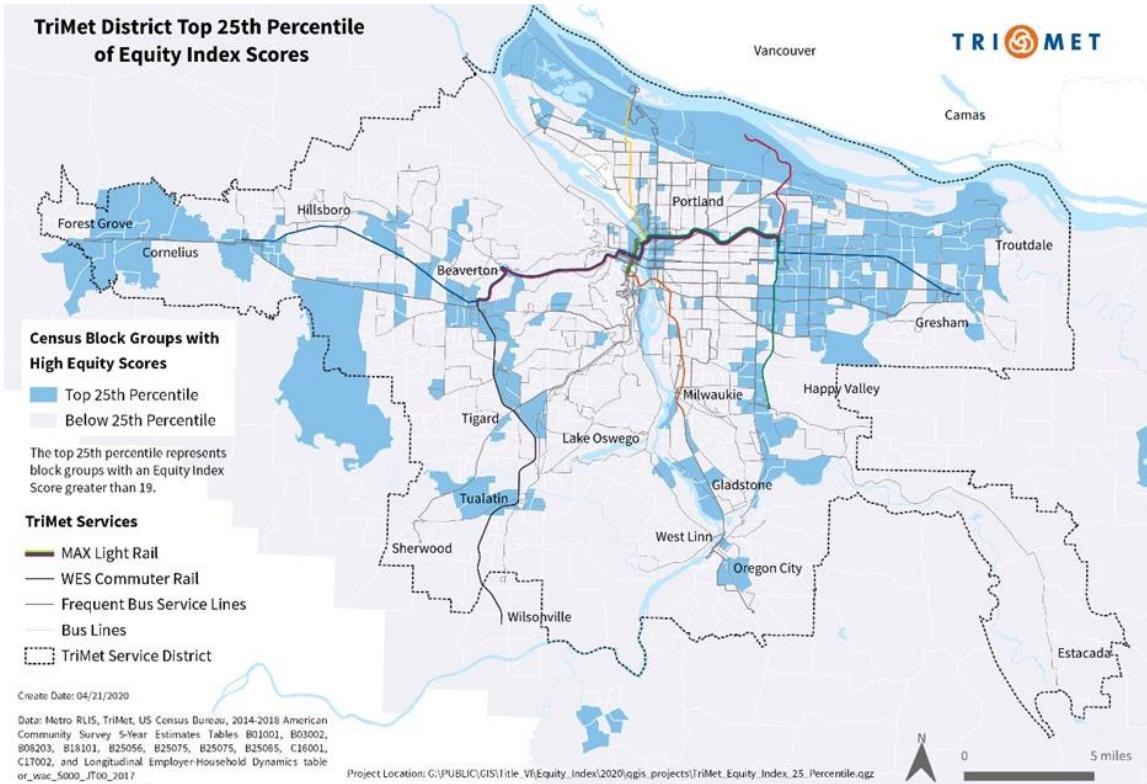
FY19-21 STIF Plan – The PTIP

Out of District Providers

- Rural Washington County
- Rural Multnomah County
- Rural Clackamas County
- Clackamas County Transit Providers
 - SMART - Wilsonville
 - Canby Area Transit
 - Sandy Transit
 - SCTD Molalla



New in the FY22-23 PTIP: Updated Equity Map



FY22-23 STIF Plan

Program	FY22 High (\$65.2 mil)	FY23 High (\$49.7 mil)	Change from FY21
Low Income Fare	\$7 mil	\$11 mil	↑
Service Expansion	\$10 mil	\$13.2 mil	↑
Electric Bus Program	\$5.1 mil	\$5.1 mil	—
Regional Coordination	\$3.1 mil	\$3.1 mil	—
High School Pass Program	\$500k	\$500k	—
Senior/Disabled Transit	\$1 mil	\$1 mil	—
Capital Program	\$3.7 mil	\$3.7 mil	↓
STF Supplemental	\$2.3 mil	\$2.3 mil	New
Service Preservation	\$32.5 mil	\$9.8 mil	New

