

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)



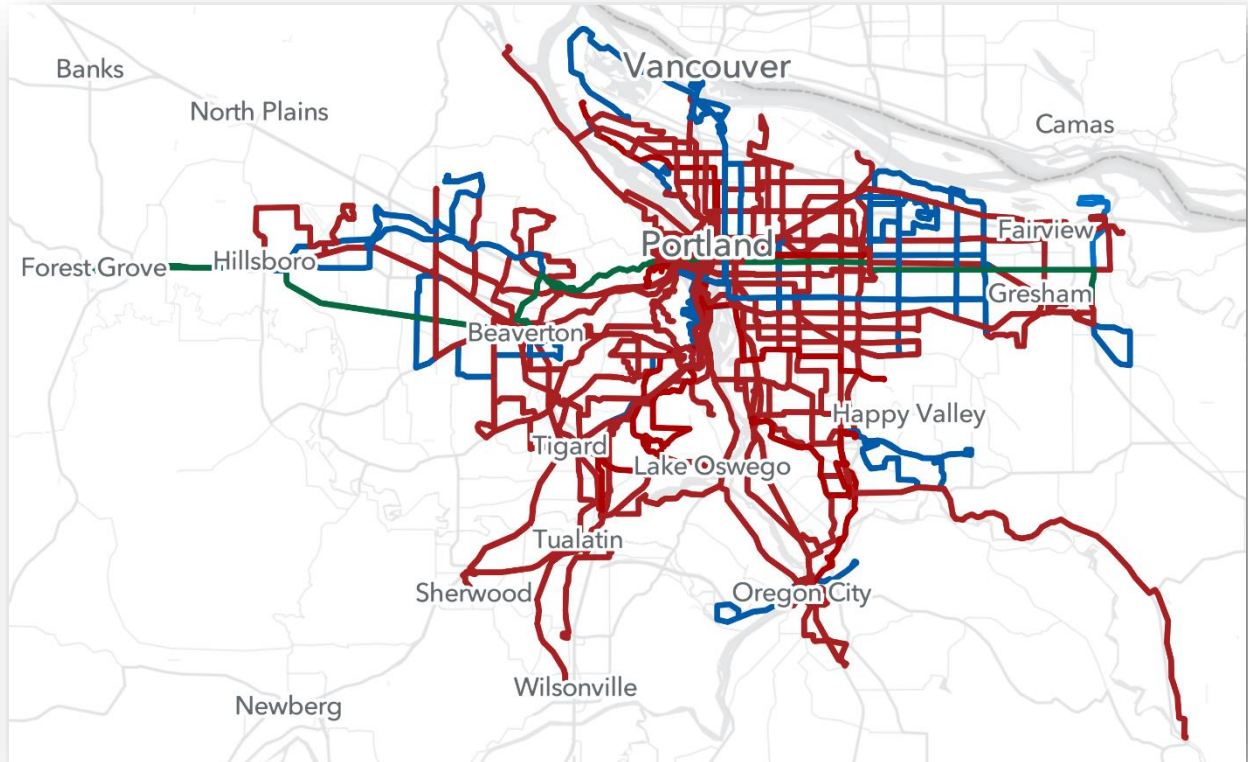
TriMet Service Reduction

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



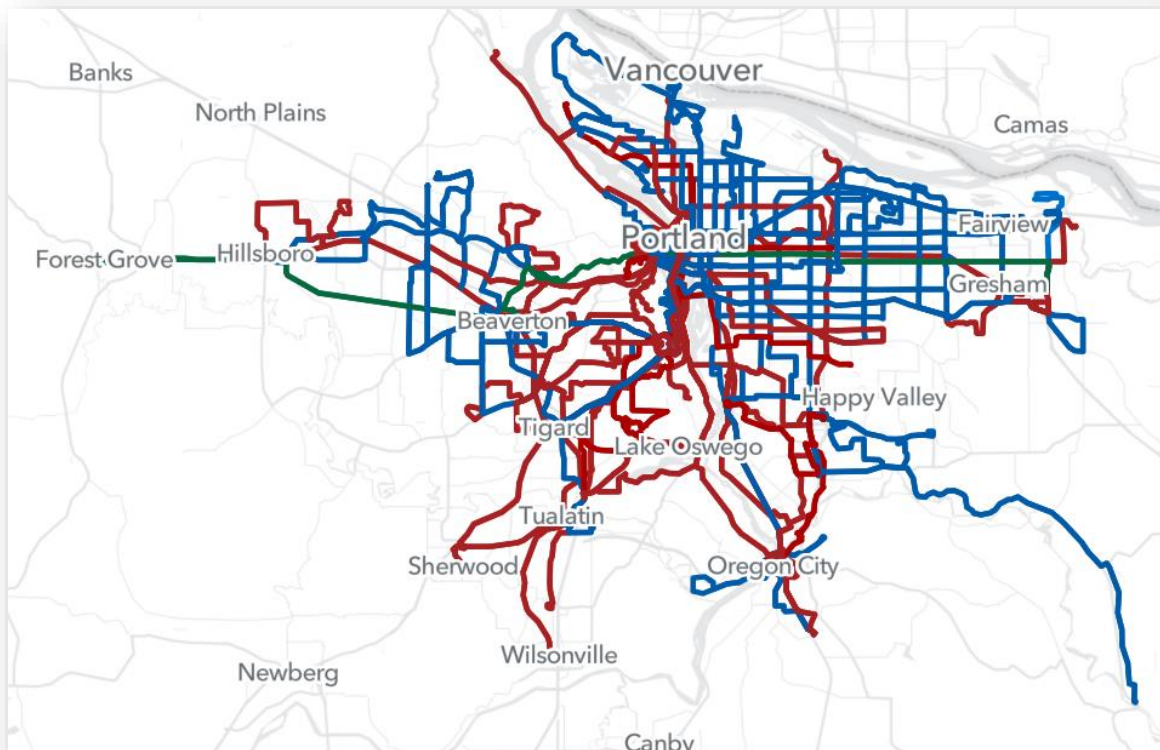
TriMet Service Restoration

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 ever 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

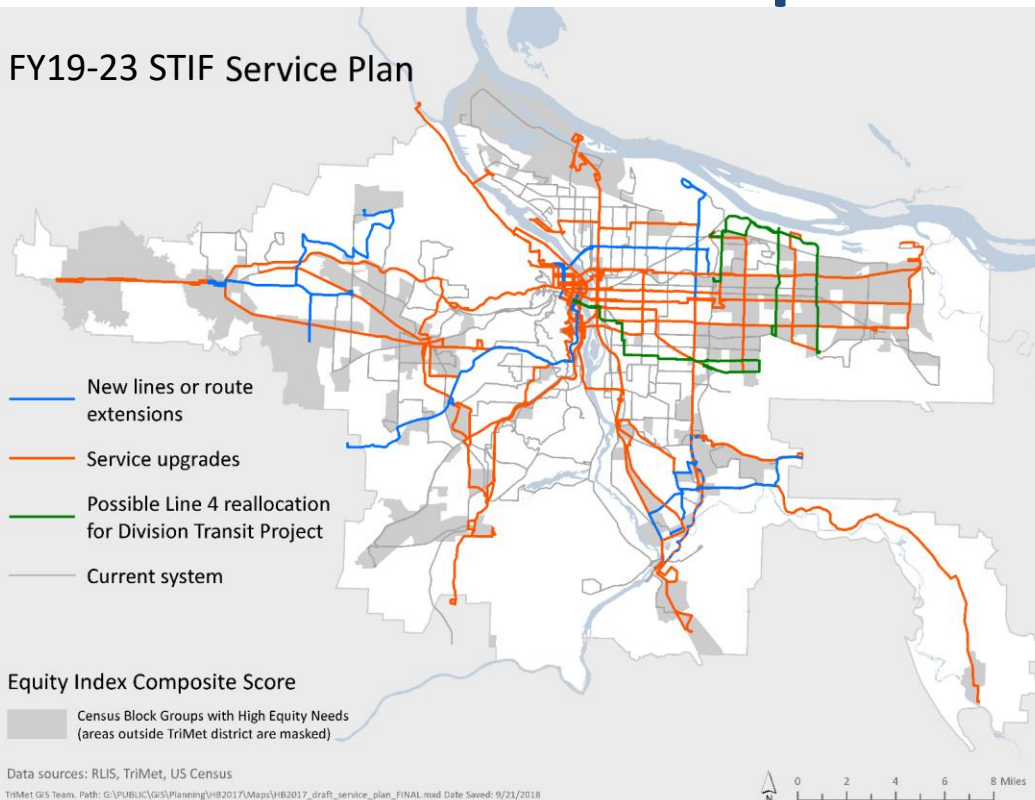
Due to ODOT on Feb 1, 2021 – Continue the 5 year plan

- 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

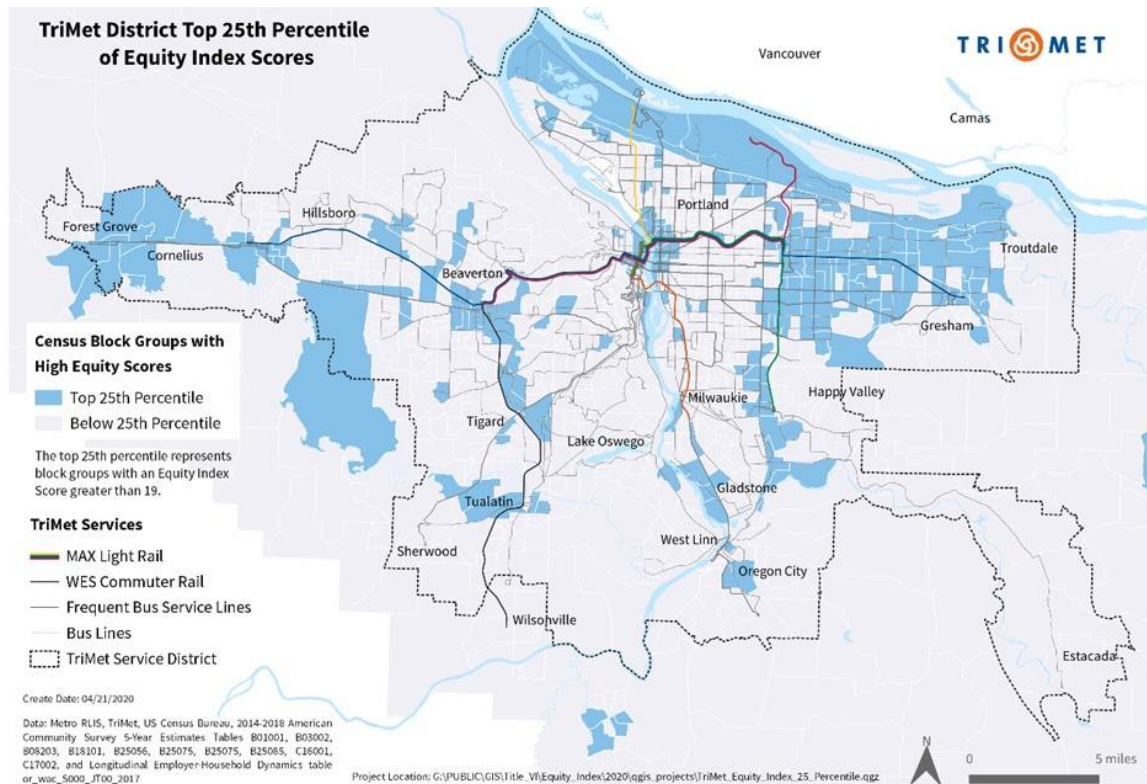
- Rural Washington County
- Rural Multnomah County
- Rural Clackamas County
- Clackamas County Transit

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

