

# TriMet in Oregon City and Clackamas County

November 5, 2018

Eve Nilenders

## Overview

- Transit Concepts
- HB 2017
- Other Initiatives
- Service Improvements Coming Soon

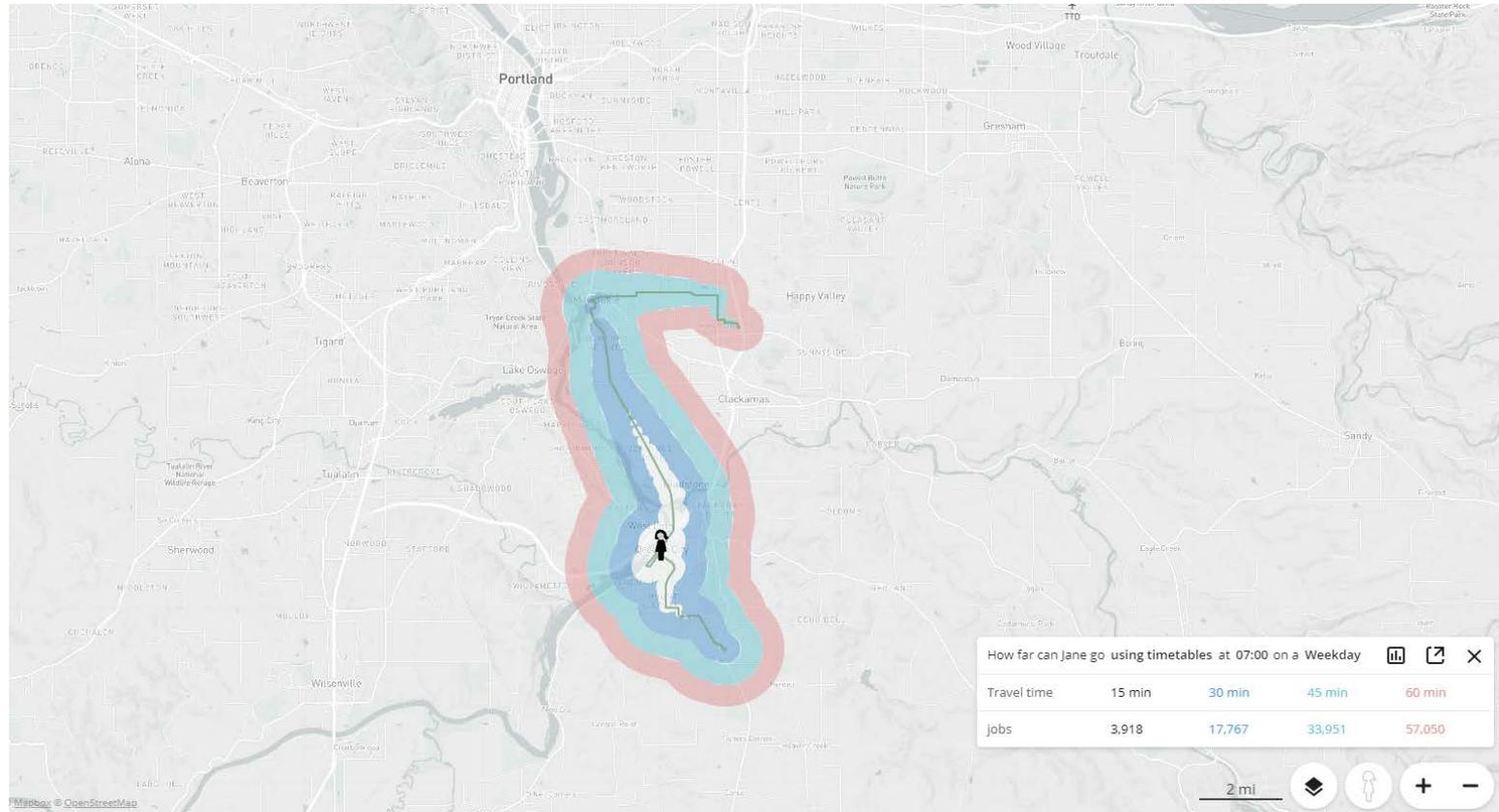
# Transit Concepts

## Access

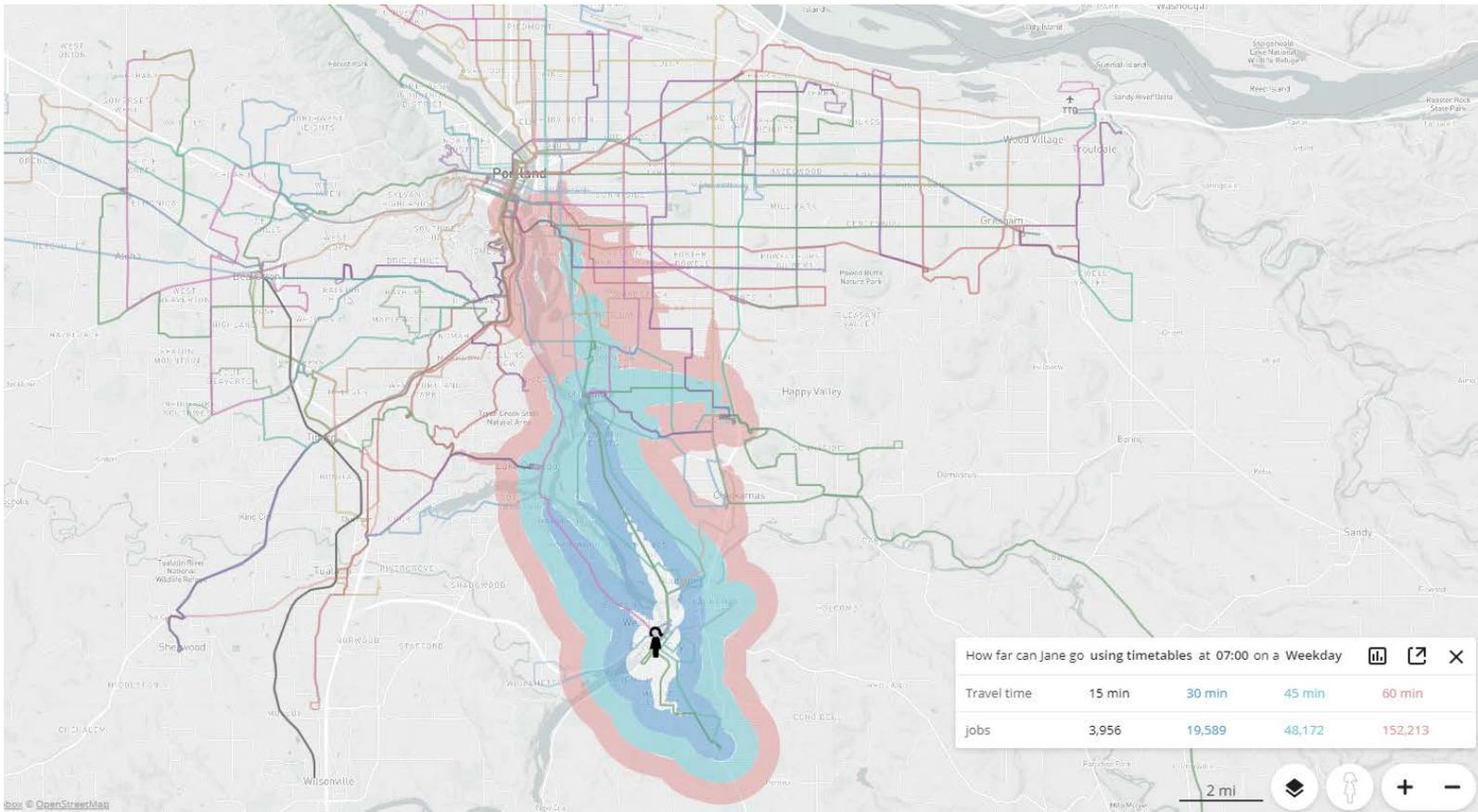
- “Where can I get in a reasonable amount of time?”
- Access arises from a connected **network**

## Frequency

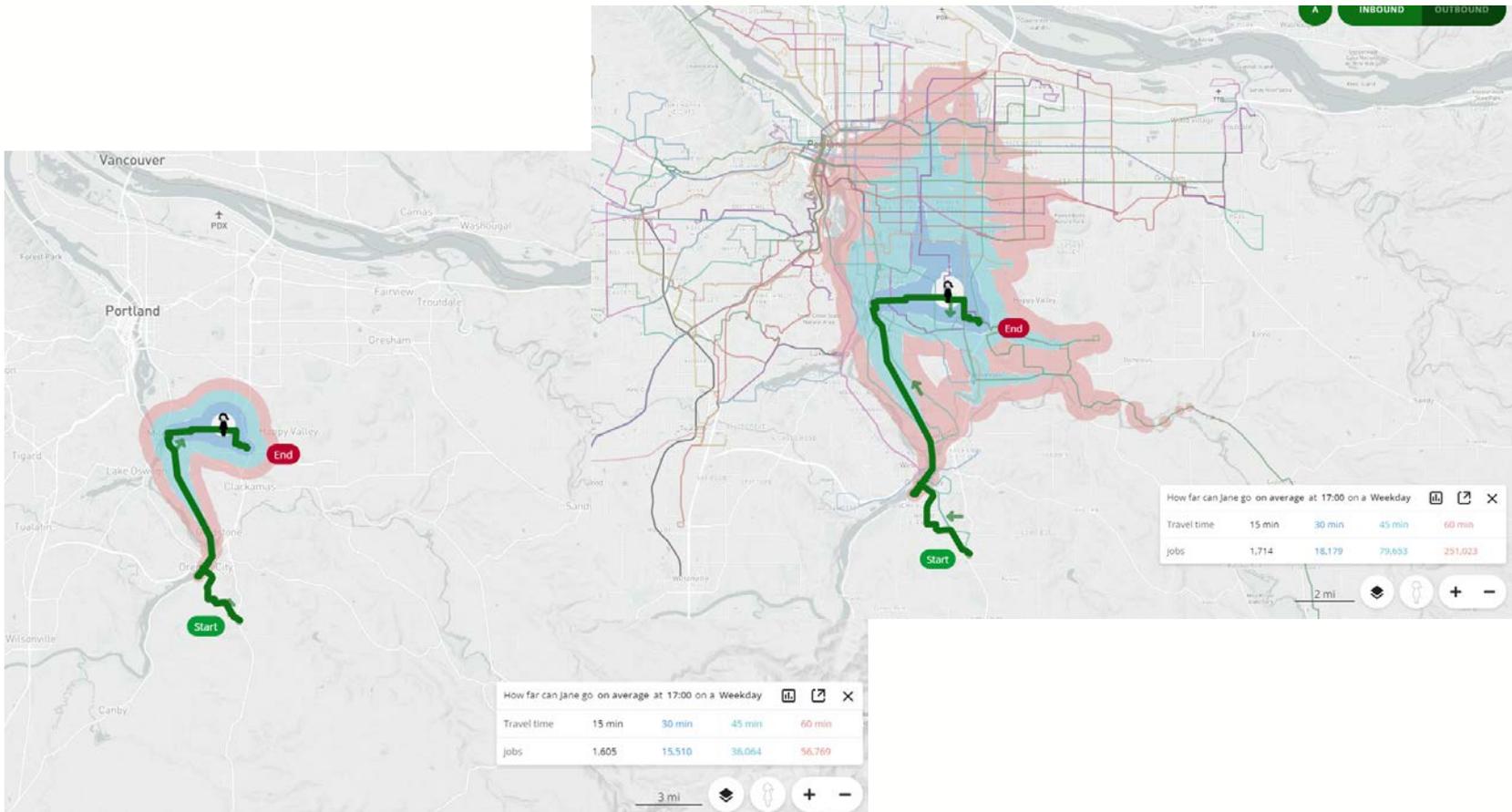
# Line 33



# Using the Transit Network



# Line 33, another example



## Transit Concepts – Ridership vs. Coverage

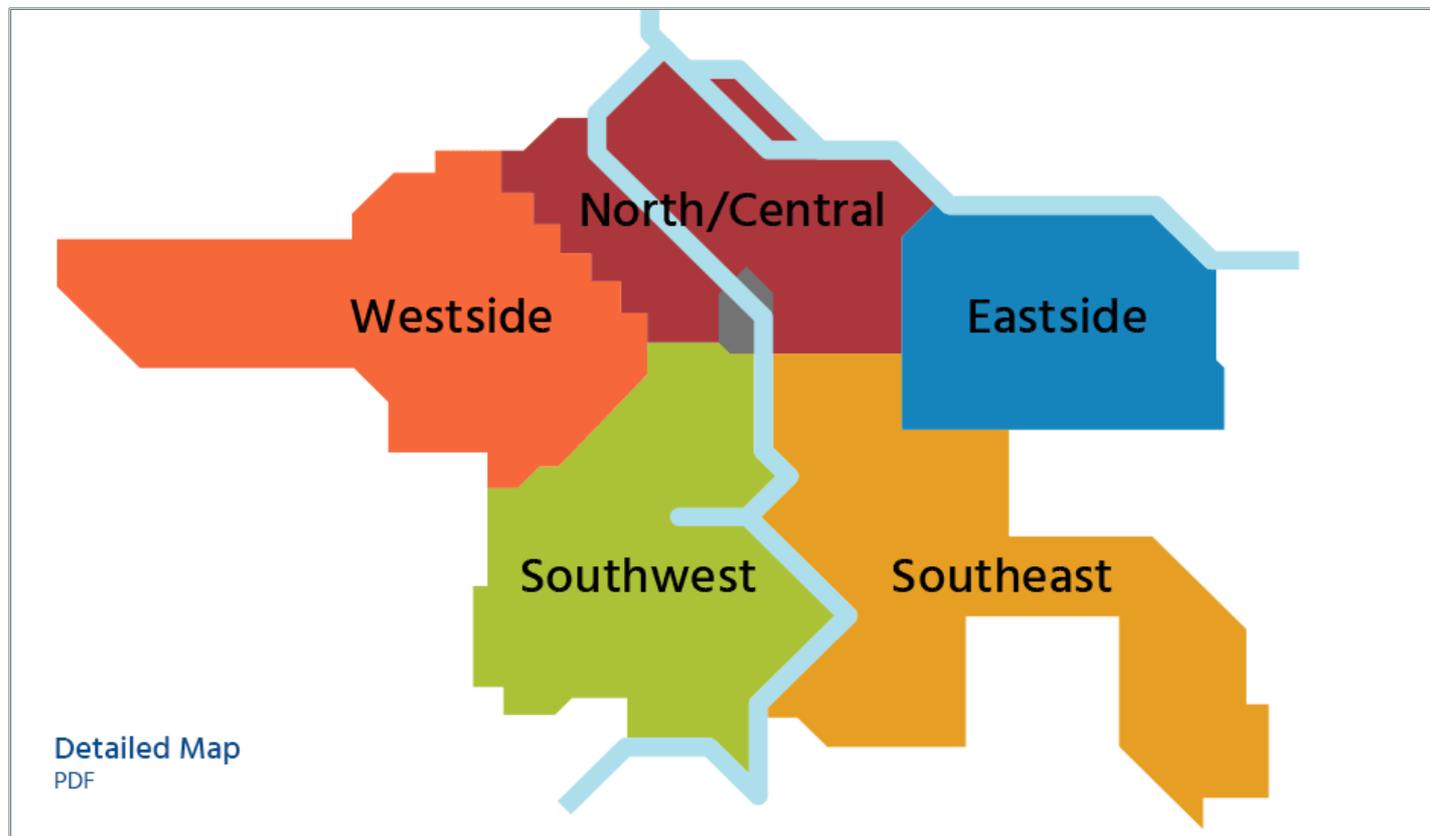
Ridership (business approach)

- Outcome: efficient, frequent service (in fewer locations but serving the largest number of people)

Coverage (access for all)

- More routes but less frequency (maybe once an hour) lifeline access for most

# TriMet Service Enhancement Plans



# Southeast Service Enhancement Plan Area



## HB2017

- Comprehensive transportation package
- 1/10<sup>th</sup> of 1 percent payroll tax on individuals

# HB2017 Transit Advisory Committee

## Jurisdictional Representatives

- Clackamas County
- Multnomah County
- Washington County
- City of Portland
- Metro

## Rider Representatives

- Clackamas County
- East Multnomah County
- Washington County
- Downtown Portland

## Transportation providers

## Rural communities

## K-12 schools

## Community Colleges

## Advocates

- Low income
- Limited English
- Immigrants/refugees
- Seniors
- People with disabilities
- Environment
- Environmental justice
- Labor
- Business
- Job seekers
- Active transportation

## HB 2017 Requirements

- Plan must include description of amount used for:
  - 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

# Final STIF Funding Allocation

~\$49 mil (FY20)

~\$50 mil

Senior & Disabled  
Transportation  
\$1 mil (2%)

School  
Transportation  
\$490,000 (1%)

Regional  
Coordination  
\$3 mil (6%)

Electric  
Bus Program  
\$5 mil (10%)

Low Income Fare  
\$12 mil (24%)

Service FY19-FY23 \$28 mil (57%)  
Includes buses & system capital:  
More Frequency  
More Coverage  
Later/Earlier Service  
Weekend Service



Security  
\$2 mil (4%)

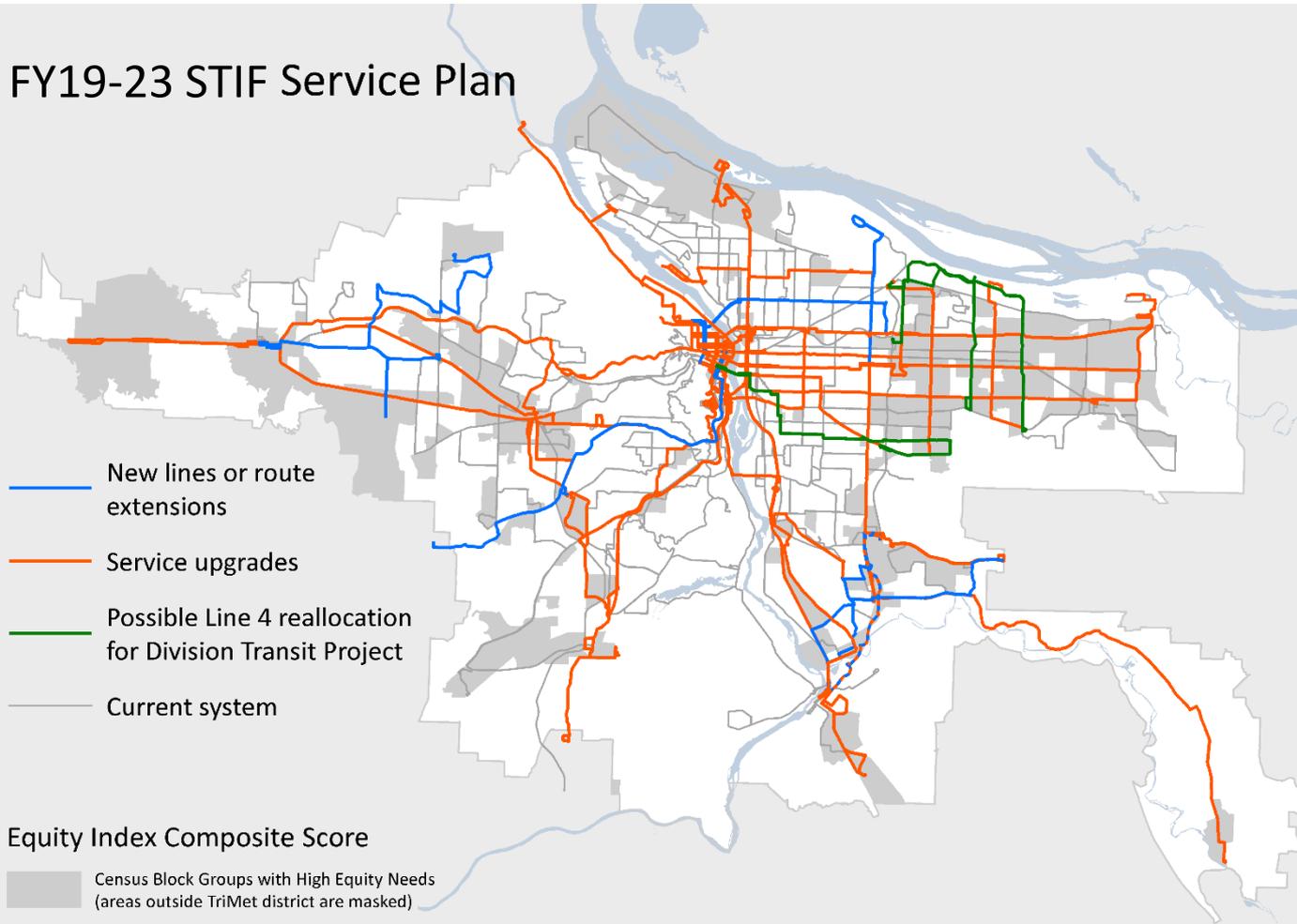
ETC  
Transit Priority  
\$10 mil (20%)

Amenities  
Digital Displays  
Accessible Bus Stops  
\$10 mil (20%)

Electric Bus Program  
\$28 mil (56%)

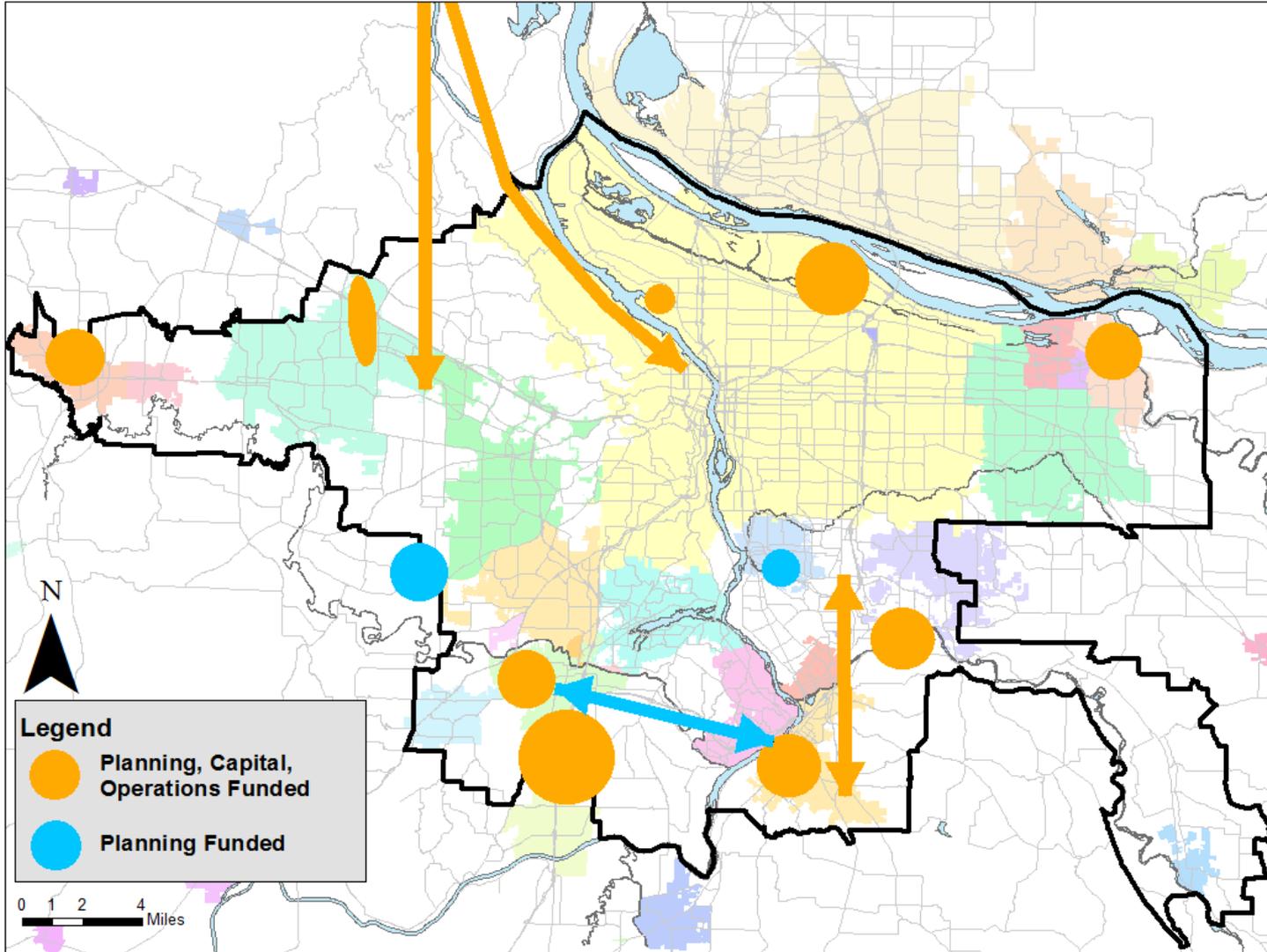
# Service Plan

## 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

# Regional Coordination Projects



## Low-income Fare

- Must earn less than 200% of the federal poverty rate to be eligible
- 50% off the cost of adult fare
- 72% off the cost of a month pass
  
- Can add up to savings of \$864 annually
- More than 6000 people signed up in the first 3 months

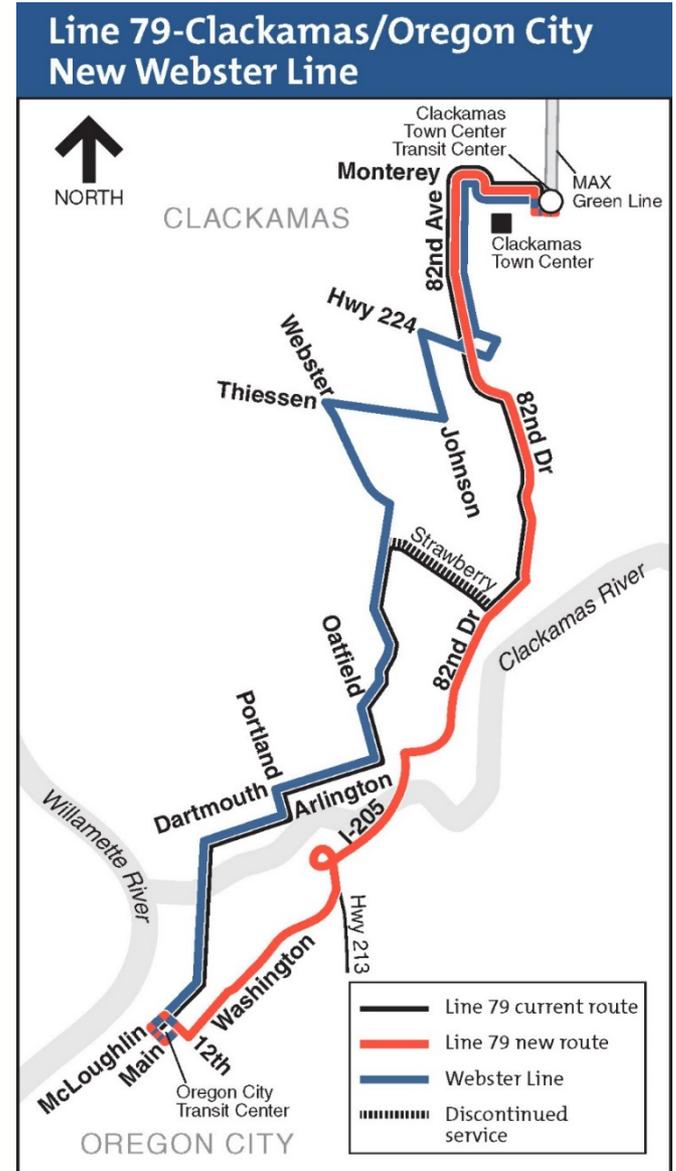
# Hop Fastpass



# Spring 2019 Changes

More service between Oregon City and Clackamas Town Center

- Route changes to Line 79
- Line 31: new line on Webster



## Fall 2019 - Spring 2020

- Line 30: Sunday service to Estacada
- Line 32: Sunday Service between Clackamas Community College and Oregon City

**Thank you!**

**Any questions?**