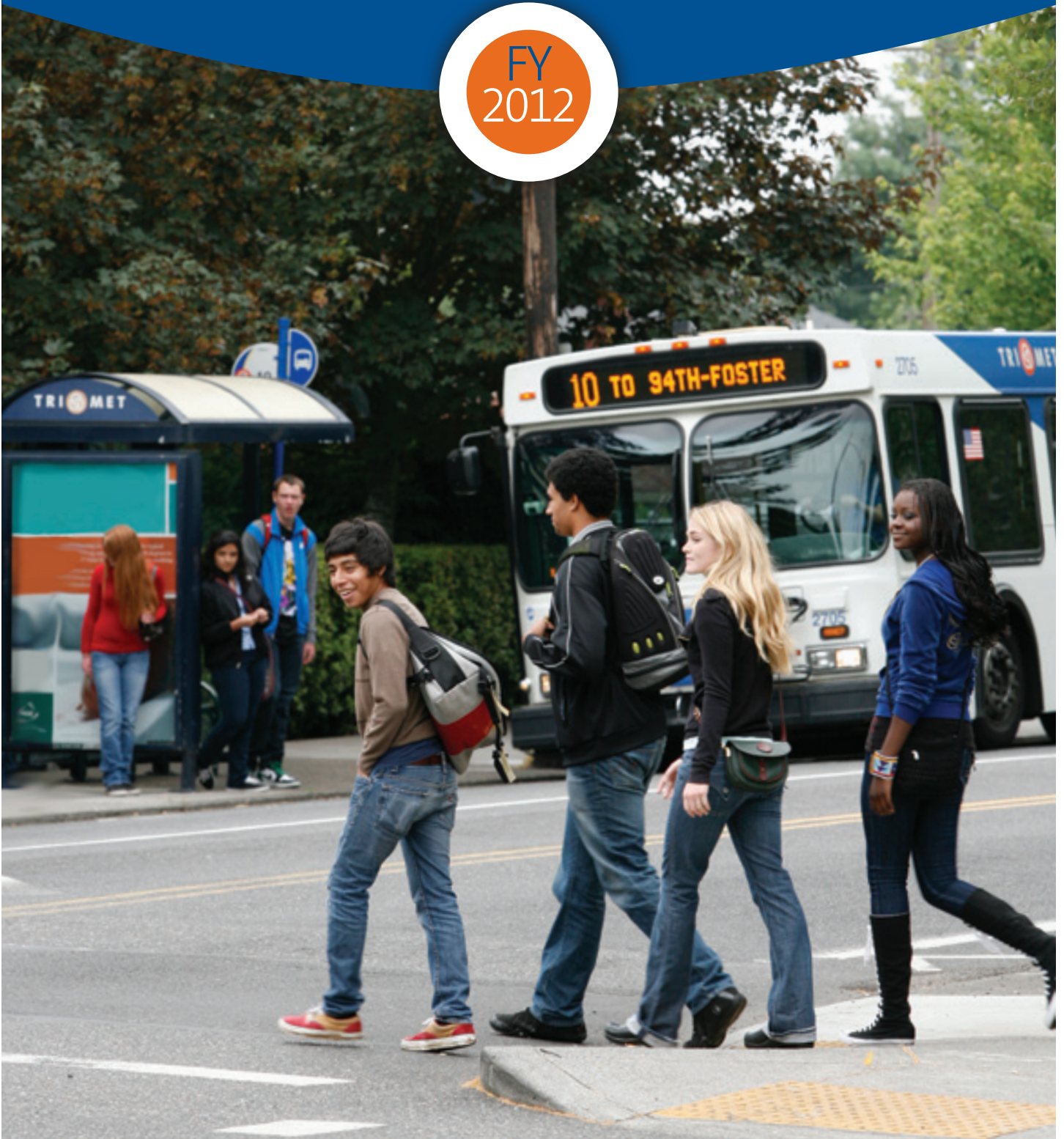


TRI MET

Transit Investment Plan

FY
2012



Transit Investment Plan

FY2012



Tri-County Metropolitan Transportation District of Oregon
4012 SE 17th Avenue
Portland, Oregon 97202

*The most current version of this document is available at
trimet.org/tip*

TRIMET System map

Service to Columbia County
CC Rider
Info: 503-966-0999

Service to
C-TRAN
Info: 360-6

Service to Tillamook County
Tillamook County Transportation District
Info: 503-815-8283



Portland City Center and Free Rail Zone



Service to Yamhill County
Yamhill County Transit Area
Info: 503-472-0457 (ext. 1221)

Service to Wilsonville
SMBART - South Metro Area Regional Transit
Info: 503-882-7790

Service to Salem
Chemistry - Salem-Krizek Transit
Info: 503-588-2877

Service to
CAT - Clatsop
Info: 503-34

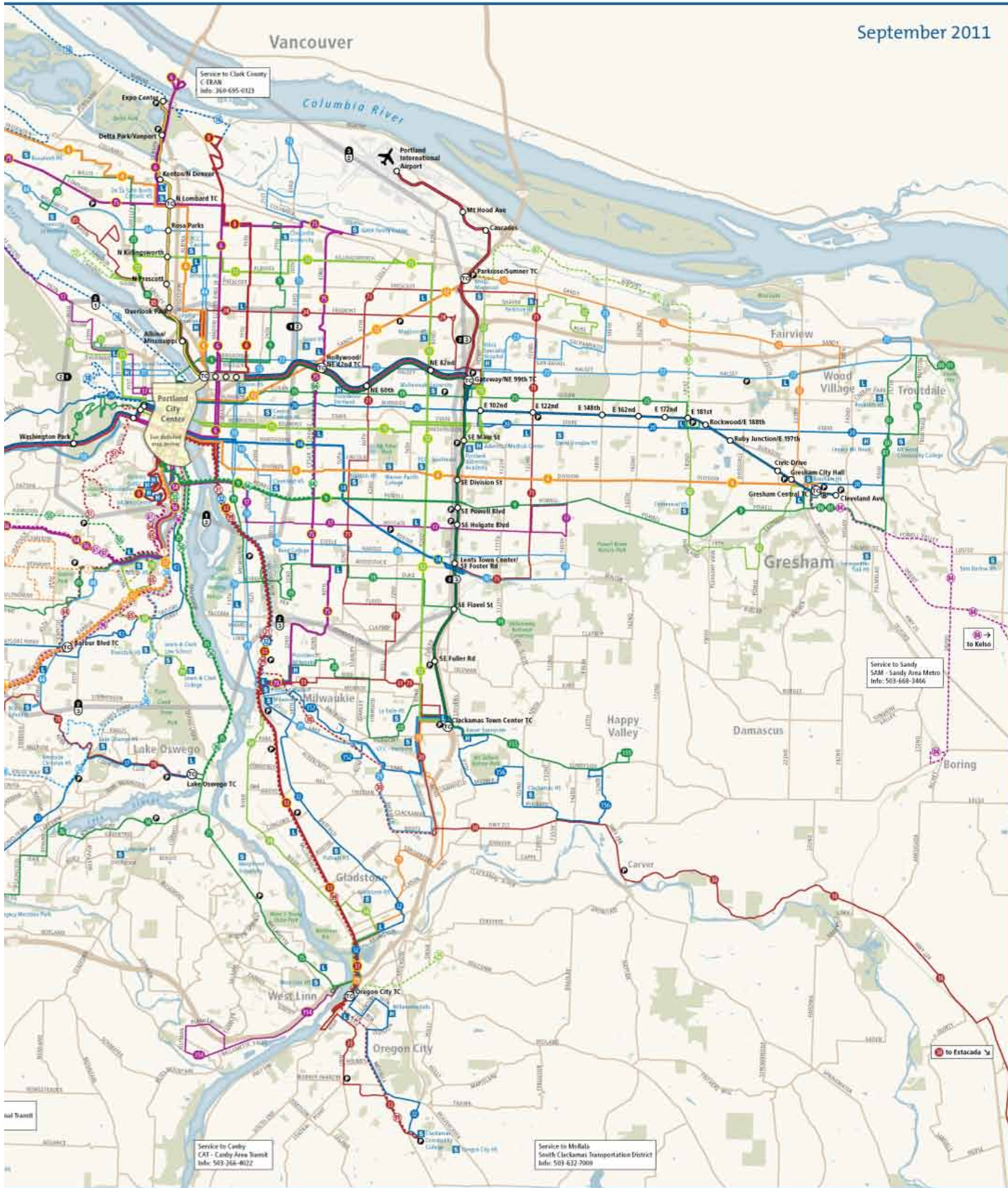
Bus Service

- Frequent Service
- Standard Service
- Rush-Hour Service
- Bus stop

Rail Service

- MAX Blue Line: Hillsboro/City Center/Gresham
- MAX Green Line: Clackamas/City Center/PSU
- MAX Red Line: Airport/City Center/Beaverton
- MAX Yellow Line: Expo Center/City Center/PSU
- WES Commuter Rail: Beaverton/Wilsonville

Vancouver



Service to Clark County
 C-TRAN
 Info: 360-695-0123

Service to Sandy
 SAM - Sandy Area Metro
 Info: 503-668-3466

Service to Clatsop
 CAT - Clatsop Area Transit
 Info: 503-266-6022

Service to Multnomah
 South Clackamas Transportation District
 Info: 503-622-7000

Portland Streetcar

Northwest Portland/South Waterfront

Eastside (Opens Fall 2012)

Portland Aerial Tram

Marquam Hill/South Waterfront

Points of Interest

TC Transit Center

P Park & Ride

B Bike Parking Facility

Fare Zone Boundary

Free Rail Zone

Park

S High School or College

H Hospital

L Library



NORTH





Dear Reader,

This update of TriMet's Transit Investment Plan (TIP) comes at a very challenging time in our agency's history. We are still experiencing the impacts from one of the worst recessions in memory. We've made service cuts which have had an undeniable impact on our riders. And we are not out of the woods yet. We continue to face a tough economy and federal budget uncertainties that could further impact our level of service.

With a growing ridership – now over 100 million trips on the TriMet system for fiscal year 2011 – we know that people want more service. That's why in this difficult economic environment, TriMet is working to bring more and better service to the region by focusing on our customers, ensuring financial stability and building partnerships for transit growth. With those three areas of emphasis, we are taking a proactive approach in navigating the changing economic landscape.

As our resources permit, we will use the criteria outlined in the TIP as a guide for where to restore service and how we grow the system. Getting input from you – our riders, the public and our jurisdictional partners – is important as we work together to make these choices.

We recently celebrated the 25th anniversary of the start of our MAX system, the Blue Line between downtown Portland and Gresham. Our Airport MAX Red Line, the product of an innovative public-private partnership, celebrated 10 years and 10 million rides. We couldn't have done any of this without you.

Your support of this region's transit system is crucial to our economy, our environment and the quality of life we all cherish. For that, I want to say thank you and ask you to continue this vital partnership in making this place great.

Sincerely,

A handwritten signature in black ink that reads "Neil McFarlane". The signature is fluid and cursive.

Neil McFarlane
TriMet General Manager



Executive Summary

The Transit Investment Plan (TIP) lays out TriMet’s strategies and programs to meet regional transportation and livability goals through focused investments in service, capital projects and customer information. The TIP is a rolling five-year plan that is updated annually. The TriMet Board of Directors first adopted the TIP in June 2002.

The TIP relies on long-term policies and investment priorities developed by Metro with input from the entire region, including the 2040 Growth Concept, the 2040 Framework Plan and the Regional Transportation Plan (RTP). These plans direct development to Regional Centers, Town Centers and key corridors and call for supporting transit investments. The TIP shows how TriMet will implement the transit portion of the RTP over the next five years.

The Total Transit System

The Total Transit System is TriMet’s term for the elements that make transit an attractive choice for riders. The Total Transit System includes: safe, secure trips on frequent, reliable service during all times of the day and every day of the week; clear customer information; easy access to stops; comfortable places to wait for transit and modern, well-maintained vehicles. TriMet and its partners are investing in the Total Transit System to not only meet the current demand for service, but to support regional development described in the 2040 Framework Plan and to attract the level of ridership called for in the RTP.

Regional partnerships and focused investments

TriMet partners with local, regional, and state governments and agencies to provide many of the important elements that enhance access to transit such as roadways, sidewalks, safe pedestrian crossings, priority treatments for transit vehicles, education and development standards that promote and enhance pedestrian-friendly areas. Only with such combined and coordinated efforts can the region realize the full potential of its significant transit system investment. The TIP provides the framework for forming partnerships among TriMet and other agencies to improve access to transit and encourage transit-oriented development. For example, TriMet worked with local jurisdictions to develop criteria for expanding transit service.

TIP priorities

Within available financial resources, TriMet and its partners balance needs to guide where, when and how to invest transit-related dollars. Over the long term, the TIP priorities are to:

1. *Build the Total Transit System*—safe, secure trips on frequent, reliable and convenient service, easy access to transit, amenities at stops and stations, and clear customer information.
2. *Expand high-capacity transit*—Invest in MAX Light Rail, Commuter Rail, Bus Rapid Transit and Streetcar service along key corridors to connect Regional Centers.
3. *Expand Frequent Service*—Add to TriMet’s network of bus lines that run every 15 minutes or better, every day.
4. *Improve local service*—Work with local jurisdictions to improve transit service in specific local areas.

Figure ES.1 summarizes recent, current and future implementation features for each of the TIP Priorities.

TIP Priority	FY2011 July 2010–June 2011 <i>Past fiscal year</i>	FY2012 July 2011–June 2012 <i>Current fiscal year</i>	FY2013 to FY2016 July 2011–June 2015 <i>Program of investments, pending improved revenue</i>
1. Build the Total Transit System Chapter 3	<ul style="list-style-type: none"> • Safety and Security Executive hired to lead agency effort to create a culture of safety • Completed revitalization projects along the Eastside MAX Blue Line, including safety and security improvements and station upgrades • TransitTracker by phone/text provides real-time bus and MAX arrivals to more than two million calls per month • Opened high-capacity, controlled access Bike & Rides at Gresham Central, Beaverton and Sunset Transit Centers, using ARRA funds • Stop IDs for use with TransitTracker displayed in more than 70 percent of bus stops • Installed amenities at 90 bus stops • Installed three TransitTracker digital displays at Gateway Transit Center • 38 third-party software applications providing customer information developed using open source TriMet data 	<ul style="list-style-type: none"> • Implement Safety Management System to create a culture of safety • Purchase 55 new buses, providing automated stop announcements, air conditioning and low-floor boarding on 66 percent of fleet • Test four next-generation hybrid buses on Line 72-Killingsworth/82nd • Complete installation of new signs and stop name decals, and optimize bus stop spacing • Implement bus stop pavement enhancements at 30 locations 	<ul style="list-style-type: none"> • Continue to sustain culture of safety through ongoing training, employee engagement, strategic data sharing and partnerships • Deploy 40 new buses annually to improve fleet reliability, convenience and efficiency • Develop and launch open source multi-modal trip planner to allow users to interactively explore and plan trips combining walking, biking and transit • Enhance financial stability through reduced costs and heightened revenues

Figure ES.1: *TIP Implementation Features*

TIP Priority	FY2011 July 2010–June 2011 <i>Past fiscal year</i>	FY2012 July 2011–June 2012 <i>Current fiscal year</i>	FY2013 to FY2016 July 2011–June 2015 <i>Program of investments, pending improved revenue</i>
2. Expand high-capacity transit Chapter 4	<ul style="list-style-type: none"> • Due to budget constraints, reduced frequency on MAX Blue, Green and Yellow lines during non-rush hours • Entered Final Design on Portland-Milwaukie Light Rail project • Opened new Civic Drive MAX Blue Line station for service • Opened redesigned Rockwood/E 188th Ave station 	<ul style="list-style-type: none"> • Restore some service hours on crowded MAX trains to relieve over-crowding • Prepare for Portland Streetcar Loop opening 	<ul style="list-style-type: none"> • Increase frequencies on existing lines to meet long-term policies and serve demand • Continue analysis and planning on HCT corridors including possible MAX Light Rail extensions (Southwest Corridor) and/or Bus Rapid Transit (Powell-Division, I-205)
3. Expand Frequent Service Chapter 5	<ul style="list-style-type: none"> • Due to budget constraints, made additional reductions in frequency during non-rush hours on Frequent Service lines • Frequent Service lines served 58 percent of bus riders on 48 percent of bus service 	<ul style="list-style-type: none"> • Restore some service hours on crowded buses to relieve over-crowding 	<ul style="list-style-type: none"> • Increase frequencies on existing lines to meet long-term policies and serve demand • When budget allows, restore service hours on Frequent Service lines to ensure 15-minute or better service all day, every day
4. Improve local service Chapter 6	<ul style="list-style-type: none"> • Due to budget constraints, discontinued two bus lines (Lines 27 and 157) and service on low-ridership portions of four bus lines • Reduced weekday frequency of service on 26 bus lines and reduced weekend frequency on 15 bus lines • Reduced span of service on 11 lines 	<ul style="list-style-type: none"> • Restore some service hours on crowded buses to relieve over-crowding 	<ul style="list-style-type: none"> • Continue leveraging regional flexible funds for access and amenity improvements, in coordination with jurisdictional partners • Evaluate and implement service restoration, improvements and/or extensions within available resources, based on ridership productivity potential, prior commitments and future development

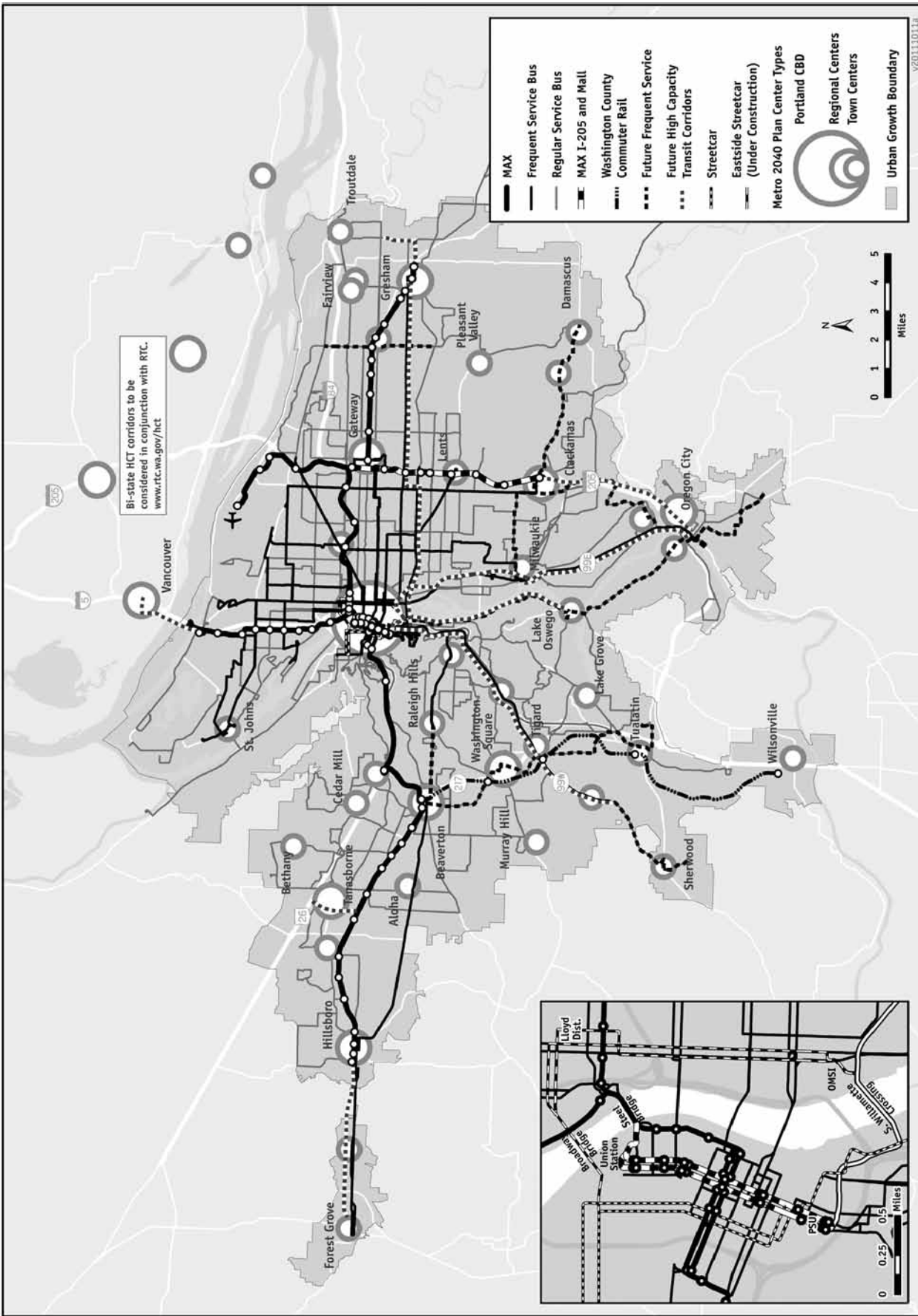


Figure ES.2: TriMet's Transit Investment Plan