Service Planning

TriMet Board of Directors
January 27, 2016
Annual Planning Cycle

1. Long Range Plan
   - Roll Out Sept.
   - Operator Signup July
   - Board Action March & April
   - Public Comment Title VI Jan. & Feb.
   - Allocation Analysis

2. Budget Forecast
   - SEP and stakeholder outreach
   - Bus Purchases

   - Allocation Analysis
   - Board Action March & April
   - Operator Signup July
   - Long Range Plan

   - Operator Signup July
   - Long Range Plan
   - Budget Forecast

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   - SEP and stakeholder outreach

6. SEP and stakeholder outreach
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   - Public Comment Title VI Jan. & Feb.
   - Long Range Plan

7. Bus Purchases
   - Budget Forecast
   - Allocation Analysis
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8. Budget Forecast
   - SEP and stakeholder outreach
   - Public Comment Title VI Jan. & Feb.
   - Allocation Analysis
   - Long Range Plan

9. Allocation Analysis
   - Public Comment Title VI Jan. & Feb.
   - Long Range Plan
   - Budget Forecast
   - SEP and stakeholder outreach

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11. Board Action March & April
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    - Budget Forecast
    - SEP and stakeholder outreach

12. Operator Signup July
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    - Operator Signup July
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    - Budget Forecast
    - SEP and stakeholder outreach

14. Budget Forecast
    - SEP and stakeholder outreach
    - Public Comment Title VI Jan. & Feb.
    - Allocation Analysis
    - Long Range Plan

15. SEP and stakeholder outreach
    - Budget Forecast
    - Allocation Analysis
    - Public Comment Title VI Jan. & Feb.
    - Long Range Plan

    - Allocation Analysis
    - Long Range Plan
    - Budget Forecast
    - SEP and stakeholder outreach

17. Allocation Analysis
    - Public Comment Title VI Jan. & Feb.
    - Long Range Plan
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18. Long Range Plan
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TriMet’s Missions, Duties & Expectations

Missions
- Fight congestion
- Mobility for people with limited options
- Bring employees to work
- Shape the region

Duties
- Financial responsibility
- Service quality & Safety

Expectations
- Achieve 2.1% Average Annual Service Growth
The Future of Transit Service Enhancement Plan

Status:
Westside: Service Started
Southwest: Completed
Eastside: Revised Vision Phase
North/Central: Revised Vision Phase
Southeast: Draft Vision
Service Guidelines Framework

- TriMet Board sets policy direction
  - Equity
  - Demand
  - Productivity
  - Connections
  - Growth & Future Vision
  - Safety
- Priority considerations drive service planning decisions
- Annual Service Plan reflects Guidelines
Service Planning

Safety & Equity

- Operations
- Growth
- Connections
- Bus Availability
- Demand
- Budget
- Productivity

Service Plan

TRIOMET
FY2017 Special Considerations

- Payroll Tax Increment phased implementation
  - New resources 2nd Quarter FY2017
- Moving to twice annual service updates (Fall and Spring)
- Growth of bus fleet will lag
Service Categories

**Maintain**
- Capacity & Reliability
- Schedule & detail tweaks

**Optimize & Restore**
- Optimize routes & schedules

**Increase**
- Increase spans & frequencies
- Add new lines
- Reconfigure lines
FY2017 Budget Implications

• ~$6.2m = 3.2% service increase:
  • Capacity
  • Reliability
  • Upgrades to existing service
  • Establish new service
• Bus purchases increment in capital budget
Plan Allocations – First Pass

- Service Enhancements: 56%
- Reliability: 30%
- Capacity: 8%
- Community Connectors (Federal pass through): 6%
Possible FY2017 Improvement Examples

- **Enhancements**
  - 10 total routes

- **Reliability**
  - 35 total under consideration
  - 11 addressed in FY2017

- **Capacity**
  - 25 total under consideration
  - 8 addressed in FY2017

- **Humane Schedules**
  - Incremental adjustments

- **Community Connectors (pass through)**
  - Grove Link (continued)
  - Tualatin Shuttle (continued)
  - North Hillsboro (new)
Policy Crosswalk

• Equity
  • Initial equity information developed *before* scenarios to inform planning
  • Equity Analysis/Title VI review
  • New tools for assessing impacts of all changes
  • Substantial added service in East Portland
    • Line 71
    • Line 21
    • Line 87
Policy Crosswalk (Cont.)

• Demand
  • One quarter of new service directed directly at demand (capacity)
  • Enhancements also respond to demand by improving service or pioneering service in areas not previously served
Policy Crosswalk (Cont.)

• Productivity
  • All proposed additions meet or exceed TriMet’s minimum threshold for expected rides per hour
  • Capacity investments on very high productivity lines
Policy Crosswalk (Cont.)

• Connections
  • More than half of the service expansion budget is dedicated to enhancements that improve connections
  • Tualatin-Sherwood
  • North Hillsboro Shuttle
  • Columbia Corridor more frequency
  • More to come as SEPs roll out
Policy Crosswalk (Cont.)

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Distribution of FY16-17 Service Improvements

Legend
- Maintain (Reliability & Capacity)
- Optimize
- Increase

N

0 1.25 2.5 5 Miles
Distribution of Orange Line Bus Improvements, Fall 2015
Enhancements

- **March 2016**
  - 12 – Early morning/late night trips to Tigard
  - 57 – Early morning trips
  - 72 – Early morning trips to Swan Island
  - 75 – Weekday trips to Milwaukie
  - 76/78 – More Sunday service
  - 87 – Midday between 181st & Parkrose

- **June 2016**
  - 83 – Replaced by Washington Park shuttle and Line 63 service change
  - 97 – New Tualatin-Sherwood Rd service

- **September 2016**
  - 4 – Add early/late trips
  - 32 – Longer service day on weekdays
  - 63 – Weekend service
  - 71 – More weekday peak service for 122nd
Enhancements (Cont.)

- March 2017
  - 20 – More frequency between Gresham and NW Portland
  - 21 – More frequency
  - 155 – Extend to new development
Maintain - Reliability & Capacity

• Reliability:
  • Focus on routes with on-time performance below 82%

• Capacity:
  • Focus on consecutive overloaded trips.
  • One to two trips in the peak. Mostly on Frequent Service routes.
Questions?