

Enhanced Transit Corridors

Concept: In order to meet the Portland Metro region’s environmental, economic, livability and equity goals as we grow over the next several decades, we need new partnerships to produce transit service that provides increased capacity and reliability yet is relatively low-cost to construct, context-sensitive, and able to be deployed more quickly throughout the region where needed. Producing this “Enhanced Transit,” through the co-investment of multiple partners could be a major improvement over existing service, including our region’s best Frequent Service bus lines, but less capital-intensive and more quickly implemented than larger scale high capacity transit projects the region has built to date. Investments would serve our many rapidly growing mixed-use centers and corridors and employment areas that demand a higher level of transit service but are not seen as good candidates for light rail, or larger bus rapid transit with fully dedicated lanes.

Enhanced Transit partnerships could also create quicker, higher quality transit connections to connect low-income and transit-dependent riders to jobs, school and services. It would allow for a more fine-grained network of higher-quality transit service to complement our high capacity transit investments, relieve congestion and grow ridership throughout the region in response to the region’s rapid growth.

Enhanced Transit Toolbox: Enhanced Transit service could include elements such as:

- More frequent service
- Longer articulated buses, and in some corridors, streetcar
- Wider stop spacing
- Improved stops with shelter amenities, weather protection, real-time arrival information, bike racks, improved lighting
- Level or near-level boarding platforms
- Off-board electronic fare payment with all-door boarding
- Next-generation transit signal priority
- Intersection treatments such as queue jumps
- Intersection treatments such bus-only signals, and bypass lanes
- Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes
- Exclusive transit lanes where feasible
- Access to Transit investments including sidewalks and pedestrian crossings
- Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)

Enhanced Transit Corridor “Levels:” While there are numerous possible packages of investment using the toolbox listed above, projects could be grouped into two major categories or Levels, based on the type, intensity and extent of the toolbox elements deployed. See attached table for potential descriptions.

Level 1: Smaller Scale Enhanced Transit (\$10-50 Million)

Level 2: Medium to Large Scale Enhanced Transit with FTA funding partnerships (\$50-300 Million)

Implementation: Implementation of this new program would need to occur region-wide to identify co-investment opportunities for TriMet service increases and develop a comprehensive, prioritized investment pipeline of Enhanced Transit Corridors ready to be included in regional plans and upcoming funding requests. Timing is perfect as TriMet has recently begun implementing its Service Enhancement Plan service improvements and should be leveraging partnerships with local jurisdictions in that investment. Development of the higher level corridors now is also crucial to ensure that Enhanced

Transit is able to receive funding in upcoming regional and state funding opportunities and to establish eligibility for federal funding where appropriate.

DRAFT

	Level	Potential Improvements	Potential Funding	Rough Cost Range
Foundation	TriMet Service Enhancement Plan Partnerships with Local Jurisdictions Projects prioritized through TriMet's Service Enhancement Plan process in coordination with jurisdiction(s).	<ul style="list-style-type: none">• More frequent service, increased span, route restructuring or new service coverage• Intersection treatments such as queue jumps• Improved stops with basic amenities• Access to Transit investments including sidewalks and pedestrian crossings• Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)	TriMet Service Local Jurisdiction(s) Institutional or Private Partner(s)	\$2-10 Million
	1 Level 1 Enhanced Transit Lower intensity of investment, infrastructure treatments may be focused as follows: - Modest investments throughout a corridor - Focused investments on key segments of a corridor - Spot improvements on more than one line. Cost range driven primarily by number and type of investments. Projects prioritized through TriMet's Service Enhancement Plan process in coordination with jurisdiction(s) proposing project. Projects identified as Enhanced Transit Corridors in RTP, with RTP project description and cost defined by project partners.	<ul style="list-style-type: none">• More frequent service• Wider stop spacing• Improved stops with shelter amenities, bike racks, real-time arrival information, and improved lighting• Next-generation transit signal priority• Intersection treatments such as queue jumps where feasible• Intersection treatments such bus-only signals, and bypass lanes where feasible• Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible• Potentially longer articulated buses in some corridors• Access to Transit investments including sidewalks and pedestrian crossings, ADA treatments• Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)	TriMet Service Local Jurisdiction(s) Institutional or Private Partner(s) State (Connect Oregon, STIP, Transportation Package, ODOT Region 1) Regional Funding Measure TriMet Capital TIGER	\$10-50 Million
	2 Level 2 Enhanced Transit Higher intensity of investment, infrastructure treatments within a corridor and includes new vehicles. Projects likely to seek and qualify for FTA Small Starts program grants. Projects prioritized through Regional Transit System Expansion Policy criteria. Level 2 projects will likely fall within Sub-levels, based on type, extent and intensity of investments. The proposed sub-levels A-C correspond to the FTA Project Justification Warrants, which are based on total project capital cost and existing weekday transit trips in the corridor. These Warrants represent corridor performance at levels that would receive sufficient ratings under the Small Starts program for the project to qualify for the program.	<ul style="list-style-type: none">• More frequent service, at least meeting Federally required minimums• Longer articulated buses, and in some corridors, streetcar, including unique branding• Wider stop spacing• Improved stops with shelter amenities, bike racks, real-time arrival information, improved lighting• Level or near-level boarding platforms• Off-board electronic fare payment with all-door boarding• Next-generation transit signal priority• Intersection treatments such as queue jumps where feasible• Intersection treatments such as bus-only signals, and bypass lanes where feasible• Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible• Exclusive transit lanes where feasible• Grade separated crossings where needed• Access to Transit investments including sidewalks and pedestrian crossings, ADA treatments• Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)	FTA Small Starts TriMet Service TriMet Capital Local Jurisdiction(s) Institutional or Private Partner(s) State (Connect Oregon, Transportation Package, STIP, ODOT Region 1) Regional Funding Measure	A) \$50-100 Million* B) \$100-175 Million* C) \$175 Million-\$300 (maximum allowed under Small Starts grant program;* requires significant local funds to overmatch, given FTA funding structure)

*Use Small Starts Warrants to help inform project evaluation and prioritization