



### Gorge Transit: Existing and Proposed Routes



# Transit Moves People. People Move Oregon.

Public transportation does a lot of important things that you might not even notice. It enables workers to get to jobs, older adults to medical facilities, younger people to schools, bike riders to urban centers, disabled adults to appointments and family members to shopping areas.

As public transportation matures and expands in Oregon, it will do many more important things. Electric buses will cut carbon emissions. Dial-a-ride and weekend service will give people more mobility options. Inter-community routes will expand the concept of neighborhood. On-demand scheduling and integrated payment platforms will empower statewide car-free travel. And that’s just the beginning.

Oregon’s 41 transit agencies have benefitted from additional funding through the Statewide Transportation Improvement Fund (STIF) approved by the 2017 legislature.

In the attached backgrounders, the agencies tell their stories – what they did during the pandemic, how they invested their STIF funds and where they could invest additional STIF funding if it was available.



Check out the backgrounders at [TransitMovesOregon.com](http://TransitMovesOregon.com)

# House District 34



Your Guide to  
**TRIMET**

## From Our 'Thank You' Desk

*"I don't have a car and never will, so I want to thank TriMet for giving me the most freedom I've ever had in my life. You allowed me to go to so many places."*

*"A LIFT operator showed kindness when a disabled woman dropped her drink and he stopped to get her a new one on New Year's Day."*

*"I suffered a stroke 12 years ago and I'm very appreciative when my driver takes pains to know where I need to go."*

*"I'm 65 and found out that I can ride the bus for half price. I'm going to sell my car! Your drivers, your website, your customer service – it all rocks! I should have sold my car 20 years ago. You are all amazing. Thank you for being here for us."*

TriMet's district spans 533 square miles across Oregon's three most populous counties (Multnomah, Washington and Clackamas) and nearly 30 cities with 1.65 million people – approximately 90 percent of the tri-county population and 39 percent of the state's population.

TriMet provides 60 million rides annually. Notable destinations include the region's major employment centers (downtown Portland, Hillsboro, Gresham, Clackamas Town Center, Bridgeport Village); institutions of higher education (Oregon Health & Science University, Portland State University, the University of Portland, Reed College, Lewis and Clark College, Pacific University, the Oregon College of Oriental Medicine, Portland Community College, Mt. Hood Community College, Clackamas Community College); and major health care and hospital systems (Adventist, Legacy, Kaiser, Tuality, OHSU and Providence).

### Bus Service

TriMet's bus service includes 80 lines and a Frequent Express (FX) high-capacity line that serve much of the Portland metro area. Many bus lines connect with MAX Light Rail, WES Commuter Rail, Portland Streetcar and the Portland Aerial Tram. In addition to the FX line, 17 other bus lines are frequent service lines that connect with regional hubs where many riders live and work and run every 15 minutes or less most of the day, every day.

### MAX

MAX (Metropolitan Area Express) Light Rail consists of five lines connecting Portland City Center with Beaverton, Clackamas, Gresham, Hillsboro, Milwaukie, North/Northeast Portland and Portland International Airport. All MAX light rail lines are frequent service lines running every 15 minutes.

### LIFT Paratransit

LIFT is TriMet's shared-ride service for people who are unable to use regular buses and trains due to a disability or disabling health condition.

### WES Commuter Rail

Westside Express Service is a commuter rail line serving Beaverton, Tigard, Tualatin and Wilsonville. WES runs weekdays during the morning and afternoon rush hours, with trains every 45 minutes.

	Avg Weekly Boardings	Avg Weekday Boardings
FY 2019	1,958,655	308,473
FY 2020	1,509,702	248,619
FY 2021	771,646	121,694
FY 2022	960,526	152,740



*TriMet's Transit-Oriented Development (TOD) Program makes the Metro Region more inclusive, sustainable and livable by delivering higher-density, mixed-use and mixed-income projects within walking distance of transit.*

**How many buses, vans and other vehicles do you operate?**



**Key priorities for making service route decisions?**

- 80 bus lines with nearly 700 buses
  - 1 Frequent Express (FX) high-capacity bus rapid transit line with more than 30 articulated buses
  - 5 MAX light rail lines with more than 140 light rail vehicles
  - 1 WES commuter line with 6 rail cars
  - LIFT paratransit shared-ride service with more than 260 small buses and vans
- Providing safe service to riders.
  - Ensuring equitable distribution of services and resources.
  - Easing congestion by providing attractive travel options during peak periods.
  - Improving environmental sustainability and stewardship and reducing TriMet's carbon footprint.
  - Advancing mobility for those with limited options.
  - Supporting economic opportunity by expanding employee access to jobs and customer access to goods and services.

**How has TriMet applied its funding from the STIF?**

**Reduced Fare Program:** Nearly 45,000 people signed up to receive the benefit in the first four years, saving an estimated \$11 million in transit costs. The reduced fare program partners with social service providers such as the Oregon Employment Department and Worksource Oregon to ensure access to job and training services and career pathways.



**COVID-19 Safety:** TriMet made changes to keep riders and employees safe, including disinfecting buses, MAX trains, WES trains and LIFT paratransit vehicles every night. TriMet hired more than 150 people to help with the elevated cleaning efforts and purchased equipment such as electrostatic sprayers and fogging machines.

*TriMet was among the first transit agencies in North America to install hand sanitizer dispenser and face-covering dispensers on all buses and trains, and distributed millions of disposable surgical masks to riders and employees.*

**Zero-Emission Buses:** TriMet purchased 24 long-range battery electric buses and installed 12 electric bus chargers.

**Ride Connection:** TriMet supported the private nonprofit located in Portland that coordinates mobility management for older adults and persons with disabilities.

**Support for Students:** TriMet used STIF funds for high schools not participating in the Student Pass program to give students on free and reduced lunch programs access to transit passes.





*The transportation TriMet provides plays an important role in improving equity, reducing carbon emissions and congestion, and contributing to our region's economy.*

### **Service Expansion**

As the bus operator workforce is restored, TriMet anticipates growing its bus service by more than 30% over current levels in the coming years. Working with the community, we've developed Forward Together: the most in-depth and comprehensive restructuring of our bus service in our 50+ year history, designed to help more people get to more jobs and places and ensure that TriMet is meeting current and future riders' needs. This includes an expanded Frequent Network (buses running every 15 minutes or more often most of the day, every day), extending the grid to new areas, more local services running every 30 minutes, expanded weekend service, and new lines serving areas far from transit today.

### **Zero Emissions Bus Transition Plan**

As mentioned above, TriMet has committed to transitioning our fleet to 100% zero-emissions vehicles by 2040. Purchasing the battery electric buses, hydrogen fuel cell electric buses and the charging and fueling infrastructure necessary to fuel them will require roughly a \$2 billion investment over the next 18 years.

### **Light Rail on I-5 Bridge Replacement**

Light rail transit was included in the Modified Locally Preferred Alternative endorsed by the region's partners for the I-5 Interstate Bridge Replacement Program. Extending the MAX Yellow Line from the Expo Center across the new I-5 bridge into Vancouver will require both significant capital funding and ongoing operations and maintenance funding.

### **Expand Bus Rapid Transit**

TriMet's plans for future service include new Bus Rapid Transit lines running from Hillsboro to the Beaverton Transit Center and along 82<sup>nd</sup> Avenue. Both projects will need a significant state funding match in order to secure federal funding.

## **How TriMet would apply additional STIF funding**

### **Transit Improvements to Mitigate Regional Tolling Impacts**

The I-205 Toll Project is slated to begin in late 2024 and the Regional Mobility Pricing Project (I-5 from the Columbia River to the Boone Bridge and I-205) is slated to begin in late 2025. If transit is to play a key role in mitigating diversion and other impacts of tolling, substantial funding will be needed to expand transit service and make capital improvements to serve impacted areas.

While some capital costs may be eligible to fund with toll revenue, the Oregon constitutional restriction on using roadway fees for transit operations means another funding source must pay for operations and maintenance costs associated with expanded service.

### **SW Corridor Light Rail Project**

The SW Corridor Light Rail Project remains an important part of TriMet's future plans. From 2016-2020, TriMet and Metro worked on preliminary design and environmental review phases of the project, resulting in a Draft Environmental Impact Statement and the Conceptual Design Report. In November 2020, voters rejected Measure 26-218 (known as Get Moving 2020), which included local matching funds for the federal funds for the Southwest Corridor Light Rail Project. Planning and design are on hold until matching funds are identified.





## Part of the Community’s Safety Net

Whether helping older adults and disabled persons to and from hospitals, assisting with wildfire evacuations or delivering meals on wheels, TriMet is an essential part of the metro region’s community safety net.

**COVID-19** When ridership declined during the pandemic, TriMet kept on five members of its On-Street Customer Service Team to assist Meals on Wheels People and Meals for Kids deliver meals to older adults as well as families with children. LIFT drivers helped OHSU take patients home or to rehab centers to make room for patients waiting for treatment.

TriMet also provided a temporary shuttle during the pandemic that connected Old Town with a Bottle Drop center in Northwest Portland. “Collecting and redeeming bottles is the only way some people in our community can support themselves,” said TriMet GM Doug Kelsey.

**Natural Disasters** Sometimes the helping hand extends beyond the service district. TriMet bus driver Shiv Sarki drove from Troutdale to Hillsboro to pick up four firefighters and their gear to drive them to the Bald Creek Fire on Chehalem Mountain outside Newberg.

Later that week, LIFT operators evacuated 117 residents from an Oregon City memory center – 57 in wheelchairs and 60 with walkers – and took them to the Crowne Plaza Hotel.

## A Safe, Welcoming Transit System

Following the deaths of George Floyd, Breonna Taylor, Ahmaud Arbery and others, TriMet explored community-based public safety approaches. It undertook comprehensive outreach – including a survey in seven languages drawing 13,000 responses from riders, community groups, local leaders, the public and frontline workers and security staff.

A Transit Public Safety Advisory Committee was formed, comprised of regional thought leaders on community and equity as well as national transit-security experts, to identify approaches to safety and security that foster a safer, more equitable and welcoming transit system. The top three recommendations included:

- Expand training for TriMet employees in anti-racism, cultural competency, mental health and de-escalation;
- Increase the presence of TriMet personnel to support riders on the transit system and create unarmed safety response teams;
- Work with community and jurisdictional partners to develop a crisis intervention team model to address issues on the system that don’t warrant a law enforcement response.

TriMet deployed the Safety Response Team – unarmed personnel with the objective of making the TriMet system safer, cleaner and more inclusive. Safety Response Team members connect with riders who need social services, provide conflict resolution, give emergency supplies to those in need, administer first aid where appropriate and report serious incidents.

