



### 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.

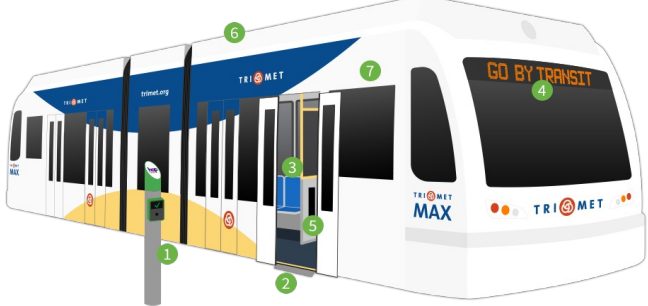
Oregon’s 41 transit agencies have benefitted from additional funding through the Statewide Transportation Improvement Fund (STIF) approved by the 2017 legislature.

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 42



## Your Guide to TriMet

### From Our 'Thank You' Desk

*"One of your drivers just stopped to pick up a rider running to catch the bus."*

*"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."*

*"When my car tire burst, I rode the bus for the first time in a long while. I sat near the rear exit and was impressed at how courteous and upbeat the driver was. His cheerfulness even drew smiles and giggles from riders who were tired and eager to get home."*

*"A big hug to a driver who gave me a ticket when my HOP card had no funds on it."*

TriMet's district serves Multnomah, Washington and Clackamas counties. It extends from Troutdale to Forest Grove and from Sauvie Island to Oregon City and Estacada, encompassing around 533 square miles that includes 40 cities.

TriMet provides approximately 76 million rides annually. Notable destinations served by TriMet 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 84 lines 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. Of the 84 bus lines, 17 are frequent service lines that connect regional hubs where many riders live and work and service runs 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. **(See attached chart)**

#### 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

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

	Avg Weekly Boardings	Avg Weekday Boardings
2019	1,854,087	240,840
2020	1,501,254	213,680
2021	773,924	104,558
2022 (partial)	961,788	Not available



MAX Blue Line: connects Hillsboro, Beaverton, Portland City Center, East Portland and Gresham.

MAX Red Line: connects Portland International Airport, E/NE Portland, Portland City Center and Beaverton.

MAX Yellow Line: connects the Expo Center, N/NE Portland, Portland City Center and Portland State University. Most southbound trains continue through Portland City Center as MAX Orange Line trains to Milwaukie.

MAX Green Line: connects Clackamas, E/SE Portland, Portland City Center and Portland State University.

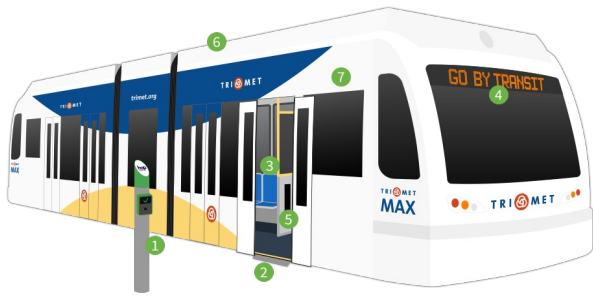
MAX Green Line: connects Clackamas, E/SE Portland, Portland City Center and Portland State University.

MAX Orange Line: connects Oak Grove, Milwaukie, SE Portland, Portland State University and Portland City Center. Most northbound trains continue through Portland City Center as MAX Yellow Line trains to Expo Center.



**TRIMET**





*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?**

TriMet operates, 698 buses, 181 ADA small buses, 87 ADA transit vans; 142 light rail vehicles and 8 WES commuter railcars. It maintains 59 park & ride locations and 16 transit centers.

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

- 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?**

*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.*

TriMet expanded its reduced fare program and 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.

From the start of the COVID-19 pandemic, 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.

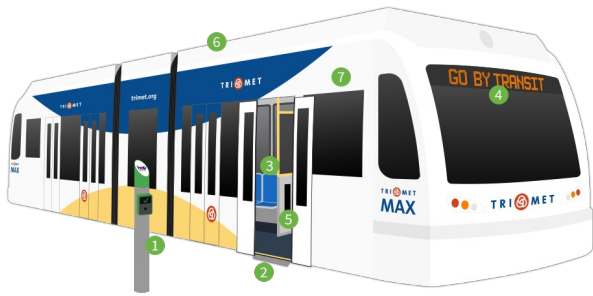


TriMet purchased 24 long-range battery electric buses and installed 12 electric bus chargers.

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

TriMet provided STIF funds to high schools not participating in the Student Pass program to give students on free and reduced lunch programs access to transit passes.

*The last two years have seen abrupt and possibly permanent changes in the life and economy of our region, including dramatic shifts in transit ridership and travel demand. The number of riders, the places they are going and the demands on transit are changing. TriMet intends to take a fresh look at its transit network following a public conversation on how the agency's network should change. STIF resources will be a key part of funding recommendations generated by the Forward Together initiative.*



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

## How would TriMet apply additional STIF funding?

### Service Expansion

TriMet's 2021-2023 Tri-County Public Transportation Improvement Plan includes frequency upgrades to many bus lines including new 12-minute and 15-minute Frequent Service lines, more early, mid-day and later service, the return of 24-hour service, new weekend service, new bus lines, route changes and route extensions. A number of these improvements have been completed using STIF resources, while others have been delayed due to COVID-19 and lack of available resources.

### 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 \$1 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.

### 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.





# Ensuring Rider Safety

## *TriMet creates unarmed safety response teams*

After calls for racial equity and social justice following the deaths of George Floyd, Breonna Taylor, Ahmaud Arbery and others, TriMet responded by reallocating \$1.8 million in police contracts to explore community-based approaches to public safety. The agency engaged in 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:

- Expanding training for TriMet employees in anti-racism, cultural competency, mental health and de-escalation;
- Increasing the presence of TriMet personnel to support riders on the transit system; and

- Working with community and jurisdictional partners to develop a crisis intervention team model to address issues on the system that do not warrant a response by law enforcement.

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

TriMet's front-line staff and contractors, more than 1,000 employees in total, received training in de-escalation. TriMet is soliciting proposals for community-based training and plans to fund 10-15 sessions dealing with cultural humility, supporting non-English-speaking riders, de-escalation and more to continue guiding front-line safety and security staff. This work will enable TriMet safer and more welcoming for all.





# TriMet: Key Part of Community, Safety Net



*TriMet paid tribute to Asian American and Pacific Islander Heritage Month by rolling out a specially designed bus featuring noted Portland philanthropist and civic leader Bill Naito, the first Vietnamese American member of Oregon's House of Representatives Khanh Pham and artist Valerie Otani, who contributed to MAX station art at three different locations.*

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.

"We're trying to spread the love all over the service district," says LIFT Service Delivery Manager Eileen Collins.

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

Later the same 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.

TriMet 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," says TriMet GM Doug Kelsey.

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.