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ELECTRONIC FARES
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POWELL-DIVISION CORRIDOR
Bus Rapid Transit (BRT) is currently being evaluated as a transit solution in the busy corridor that stretches from PSU and OHSU on the west side to Mt. Hood Community College on the east. oregonmetro.gov/powelldivision

SOUTHWEST CORRIDOR
Light rail and Bus Rapid Transit are two options being considered to improve the transportation system in the corridor that runs north-south from Downtown Portland to Tualatin and east-west from Lake Oswego to Beaverton. swcorridorplan.org
Whether you ride or not, our entire community benefits from good transit. In addition to keeping people mobile, TriMet service protects our environment, takes cars off the road, and helps create vibrant, walkable neighborhoods.

There’s less traffic. We save on congestion costs, and our overall commute times are shorter here than in other metro areas.

We breathe easier. With fewer cars on the road, the air in the Portland area is cleaner.

We’re healthier. Transit improves public health (and reduces associated costs) by encouraging walking and biking as part of riders’ daily routine.

It’s earth-friendly. The more people ride, the less our carbon footprint and reliance on fossil fuels.

Transit improves our quality of life. TriMet’s MAX, WES and buses combined eliminate over 202,000 daily car trips.

For each mile taken on TriMet, 59% less carbon is emitted compared to driving alone.

Westside MAX can carry the equivalent of more than 2½ lanes of traffic on the Sunset Highway.
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100 million trips are taken on TriMet each year.
MAX carries nearly 1 in 3 Sunset/Banfield commuters at rush hour.

45% of Portland State students, faculty and visitors take transit to class.

Nearly 1,200 employer worksites offer transit passes as an employee benefit.

45% of rush-hour commuters going into Downtown Portland take transit.

Nearly 1 in 4 transit trips are for shopping and recreation.

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Whether you ride or not, our entire community benefits from good transit. In addition to keeping people mobile, TriMet service protects our environment, takes cars off the road, and helps create vibrant, walkable neighborhoods.

- Less traffic.
- We save on congestion costs, and our overall commute times are shorter here than in other metro areas.
- We breathe easier.
- With fewer cars on the road, the air in the Portland area is cleaner.
- We're healthier.
- Transit improves public health (and reduces associated costs) by encouraging walking and biking as part of riders' daily routine.
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Our economy depends on transit.

TriMet delivers workers to jobs, brings shoppers to businesses, and connects students to opportunity. We ease congestion and help freight move more efficiently. Plus, our service has helped make the Portland area a top tourist destination.

- Transit = good jobs.
- As of February 2015, the Portland-Milwaukie Light Rail Transit Project has created more than 13,250 jobs in our region, with more to come.

Investing in our region.

Investing in transit and roads reduces projected congestion by half over the next 25 years, at the same time generating nearly $1.1 billion in economic benefits and an additional 8,300 jobs per year.

MAX spurs development.

More than $10 billion in development has occurred within walking distance of MAX stations.

- Freight moves freely.
- With less traffic congestion, freight can move more freely on our roads and highways, saving more than $130 million per year.
TriMet provides bus, light rail and commuter rail transit services in the Portland, Oregon, metro area. We connect people with their community, while easing traffic congestion and reducing air pollution—making the Portland area a better place to live.

**BUSES**

TriMet buses serve much of the Portland metro area. Many bus lines connect with MAX, WES and the Portland Streetcar.

- **79 bus lines**
- **6,670 bus stops**
- **12 Frequent Service bus lines**
- **610 buses**

FY14 ridership: 60 million trips

**MAX LIGHT RAIL**

MAX connects the communities of Beaverton, Clackamas, Cresham, Hillsboro and Portland, as well as Portland International Airport.

- **4 MAX lines**
- **127 vehicles**
- **52 miles of track**

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WES Commuter Rail travels on existing freight tracks to serve the cities of Beaverton, Tigard, Tualatin and Wilsonville with weekday rush-hour service.

- **3 Diesel Multiple Units (DMUs) and 1 trailer**
- **5 stations**
- **14.7 miles of track**

FY14 ridership: 512,000 trips

**LIFT PARATRANSIT SERVICE**

Our LIFT Paratransit Service provides door-to-door service for people with disabilities who are unable to ride regular buses or trains.

- **253 LIFT buses**
- **15 LIFT vans**

FY14 ridership: 1 million trips

**FARES**

Fares are valid for travel on any combination of buses, MAX Light Rail, WES Commuter Rail and Portland Streetcar, anywhere TriMet goes.

- **Adult** $2.50
- **Honored Citizen** $1
- **Youth** $1.25
- **LIFT** $2.50

**FUNDING & BUDGET**

We’ve adopted a Strategic Financial Plan dedicated to adding service, investing in our growing region and ensuring long-term financial health. This plan is supported by a new four-year labor agreement which brings wages and benefits to a competitive level while stabilizing our financial foundation.

**WHERE OUR MONEY COMES FROM**

We receive most of our funding from an employer payroll tax. Fares are another significant revenue source, making up 23% of our total funding.

**WHO’S ON BOARD?**

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- **80%** of adults in the region ride TriMet sometime during the year
- **41%** of adults in the region ride TriMet at least twice a month
- **78%** of our riders could drive but choose TriMet instead

**SERVICE AREAS**

- **533 square miles**
- **1.5 million population**

**FARES**

<table>
<thead>
<tr>
<th>Frequency of Use</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than once a month</td>
<td>46%</td>
</tr>
<tr>
<td>Almost every day</td>
<td>12%</td>
</tr>
<tr>
<td>Several times a week</td>
<td>12%</td>
</tr>
<tr>
<td>A couple of times a month</td>
<td>26%</td>
</tr>
</tbody>
</table>

Source: TriMet Attitude & Awareness Study – February 2015

**TRIODESIGNER**

Commuters, families, students, seniors, people with disabilities, shoppers, job-seekers, sightseers... All kinds of people in our community depend on TriMet to get around.

**PAYROLL TAXES**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Revenue (in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>$100</td>
</tr>
<tr>
<td>2015</td>
<td>$80</td>
</tr>
<tr>
<td>2016</td>
<td>$60</td>
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<td>2017</td>
<td>$40</td>
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<td>2019</td>
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<td>2026</td>
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<td>2028</td>
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<tr>
<td>2029</td>
<td>$200</td>
</tr>
<tr>
<td>2030</td>
<td>$220</td>
</tr>
</tbody>
</table>

**BEFORE AND AFTER 2014 LABOR AGREEMENT**

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue (in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>$120</td>
</tr>
<tr>
<td>2014</td>
<td>$140</td>
</tr>
<tr>
<td>2015</td>
<td>$160</td>
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<td>2018</td>
<td>$220</td>
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<tr>
<td>2019</td>
<td>$240</td>
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<tr>
<td>2020</td>
<td>$260</td>
</tr>
<tr>
<td>2021</td>
<td>$280</td>
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<tr>
<td>2022</td>
<td>$300</td>
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<tr>
<td>2023</td>
<td>$320</td>
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<tr>
<td>2024</td>
<td>$340</td>
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<tr>
<td>2025</td>
<td>$360</td>
</tr>
<tr>
<td>2026</td>
<td>$380</td>
</tr>
<tr>
<td>2027</td>
<td>$400</td>
</tr>
<tr>
<td>2028</td>
<td>$420</td>
</tr>
<tr>
<td>2029</td>
<td>$440</td>
</tr>
<tr>
<td>2030</td>
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</tr>
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</table>

**2015 BUDGET OPERATING REVENUE**

We receive most of our funding from an employer payroll tax. Fares are another significant revenue source, making up 23% of our total funding. This includes everything from the tires on the bus to an employee’s salary to paying the electricity bill for MAX.
Who’s on Board?

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Your Transit System At-a-Glance

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Columbia River
Willamette River

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• 79 bus lines
• 6,670 bus stops
• 12 Frequent Service bus lines
• 610 buses

FY14 ridership: 60 million trips

MAX connects the communities of Beaverton, Clackamas, Gresham, Hillsboro and Portland, as well as Portland International Airport.

• 4 MAX lines
• 127 vehicles
• 87 stations
• 52 miles of track

FY14 ridership: 38 million trips

WES Commuter Rail travels on existing freight tracks to serve the cities of Beaverton, Tigard, Tualatin and Wilsonville with weekday rush-hour service.

• 3 Diesel Multiple Units (DMUs) and 1 trailer
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Funding & Budget

We’ve adopted a Strategic Financial Plan dedicated to adding service, investing in our growing region and ensuring long-term financial health. This plan is supported by a new four-year labor agreement which brings wages and benefits to a competitive level while stabilizing our financial foundation.

TriMet’s revenue is derived from a variety of sources. Passenger revenue account for 23% of our total funding.

FY15 Budget Operating Revenue
FY15 Budget Operating Expenses

Before and After 2014 Labor Agreement

Total operating budget for Fiscal Year 2015: $494 million
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Where our money comes from

<table>
<thead>
<tr>
<th>Source</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Payroll Taxes</td>
<td>23%</td>
</tr>
<tr>
<td>Passenger Revenue</td>
<td>23%</td>
</tr>
<tr>
<td>Other Revenues</td>
<td>8%</td>
</tr>
<tr>
<td>Fed/State/Local Grants</td>
<td>15%</td>
</tr>
<tr>
<td>Operations</td>
<td>65%</td>
</tr>
<tr>
<td>Capital &amp; Infrastructure</td>
<td>5%</td>
</tr>
<tr>
<td>General &amp; Administrative</td>
<td>9%</td>
</tr>
<tr>
<td>Safety &amp; Security</td>
<td>2%</td>
</tr>
</tbody>
</table>

Revenues minus expenditures (in millions) Before and After 2014 Labor Agreement

<table>
<thead>
<tr>
<th>Year</th>
<th>Before 2014 Labor Agreement</th>
<th>After 2014 Labor Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>($100)</td>
<td>($80)</td>
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<tr>
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<td>$240</td>
</tr>
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Where our money goes

- 41% to operations
- 23% to passenger revenue
- 15% to grants
- 9% to capital & infrastructure
- 5% to general & administrative
- 1% to safety & security

Total operating budget for Fiscal Year 2015: $494 million
The quality of life we enjoy here is hard to come by. Our proximity to the ocean and mountains, mild climate, lush greenery, great food and drink, arts scene, parks and public spaces, farmers markets, vibrant neighborhoods... Good transit is just one of many reasons to love where we live!

...and so does everyone else! It’s no wonder the Portland metro area is consistently ranked as one of the best places to live in the country.

What makes this place great

#1 Public Transportation
Travel + Leisure, 2007–14

#1 America’s 10 Best Cities
Movoto, 2013

#1 Fittest U.S. City
Men’s Fitness, 2014

#2 Best Cities to Live Car-Free
24/7 Wall St., 2011

#3 Trending Destinations
Kayak Travel Hacker, 2015

#8 Smartest Cities in North America
Fast Company, 2013

Transit Innovations

Here are some ways we’re enhancing the rider experience and improving efficiency.

MOBILE TICKETING
Our TriMet Tickets app for Android and iPhone lets riders pay their fare instantly—anywhere, anytime. We were the first U.S. transit agency to offer mobile ticketing system-wide. trimet.org/mobileticketing

OPEN DATA
Back in 2005, we were the first in the world to release our schedule and arrival data to the public, which paved the way for Google Transit. Using our open data, independent software developers have created dozens of useful apps for riders. trimet.org/apps

REAL-TIME SERVICE INFORMATION
Riders can get a better idea when their ride is coming using TransitTracker™, our real-time arrival information system available by phone, web, text message, arrival screens and smartphone apps. trimet.org/transittracker

SUSTAINABLE DEVELOPMENT
We built the MAX Orange Line with the environment in mind. The new line showcases the nation’s first eco-track, eight eco-roofs and 286 bioswales to capture and filter stormwater, among many other sustainable elements. trimet.org/pm

TriMet Riders Club members get the latest rider news and have an opportunity to weigh in on a variety of transit topics. (Plus, enter to win some great prizes!) Sign up today at trimet.org/club.
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BOARD OF DIRECTORS

Bruce Warner, President
District 1: Washington County

Joe Esmonde
District 2: N, NW and portions of SW Portland

Vacant
District 3: SW Portland

Consuelo Saragoza
District 4: SE Portland

Dr. T. Allen Bethel
Vice President
District 5: N and NE Portland

Travis Stovall
District 6: E Multnomah County

Craig Prosser
District 7: Clackamas County

For more details or to contact TriMet board members, visit trimet.org/board.

TRIMET AT-A-GLANCE

Available in other formats