



TRI  MET

AT-A-GLANCE

2018



OUR COMMUNITY

Portland is changing rapidly. Our growing region could be home to 400,000 more people and 260,000 more jobs in the next 20 years, making problems like congestion and gridlock inevitable. As the largest provider of public transit in the Oregon, we're constantly seeking new ways to keep people moving.

In 2018, we are:

- Expanding service to provide new and better connections with education, employment and other opportunities
- Making investments in new vehicles, facilities and technology to improve reliability and the customer experience
- Working with partners throughout the region to find innovative mobility solutions

Ridership Facts:



98+ million trips are taken on TriMet each year



15 million trips by **seniors** and people with **disabilities**



Average daily trips: **312,000**



1.5 million riders



Service area: **533 square miles**

OUR VISION, MISSION AND VALUES:

VISION: To do our part in making our community the best place to live in the nation.

MISSION: To provide valued transit service that is safe, dependable and easy to use.

VALUES: Do the right thing, by being responsive, inclusive and accountable.



FREQUENT SERVICE

Frequent Service lines connect the regional hubs where many riders live and work.

Transit is a popular option in our service district, which includes the most populous parts of Multnomah, Washington and Clackamas counties. We're the 25th largest U.S. metro area, but the 16th in transit ridership and the 9th in ridership per capita.

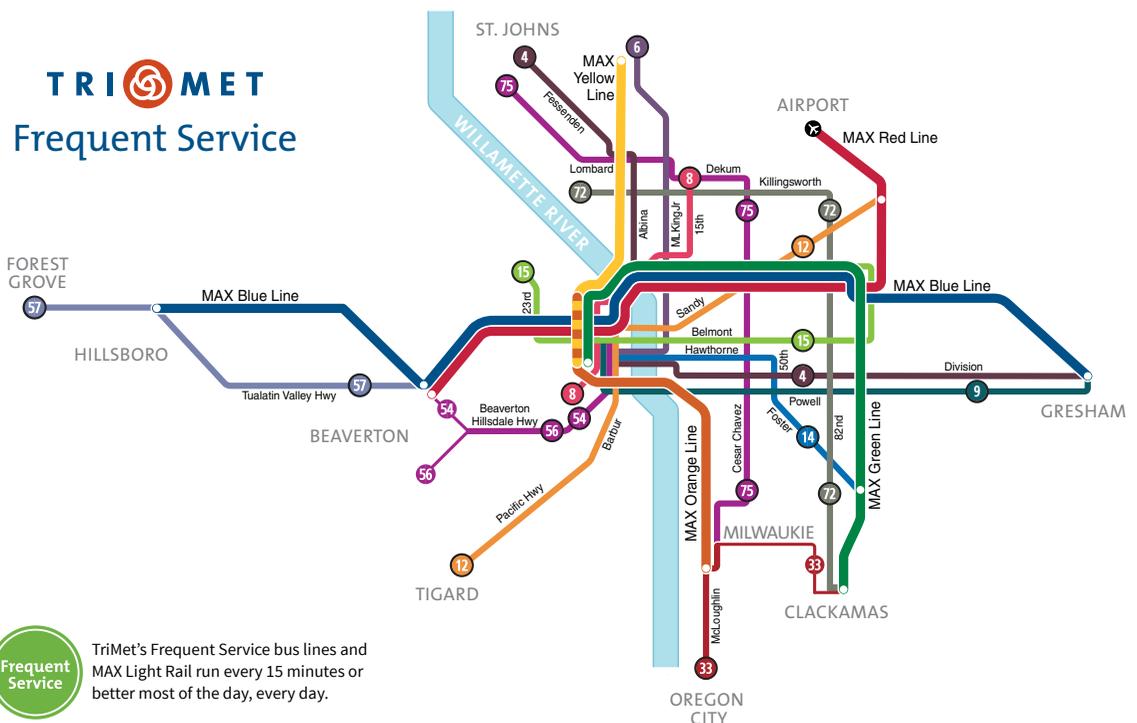
On average, TriMet riders save nearly \$10,000/year per person on transportation costs. Instead of paying for parking, gas, insurance and maintenance, they can spend their money where it matters most!

58% of all bus trips are on **Frequent-Service Lines**.

More than 75% of riders use TriMet **because they want to**, not because they have to.



Frequent Service



TriMet's Frequent Service bus lines and MAX Light Rail run every 15 minutes or better most of the day, every day.



OUR FLEET



BUSES

Our growing network of bus lines covers most of the Portland metro area. Many bus lines connect with MAX Light Rail, WES Commuter Rail, Portland Streetcar and C-TRAN service.

- 79 bus lines
- 6,591 bus stops
- 12 frequent service bus lines
- 688 buses

FY 2017 ridership:

187,000 per weekday, 1.1 million per week, 58 million trips per year



MAX LIGHT RAIL

MAX connects Portland City Center with Beaverton, Clackamas, Gresham, Hillsboro, Milwaukie, North/Northeast Portland and Portland International Airport.

- 5 MAX lines
- 97 stations
- 145 vehicles
- 60 service miles

FY 2017 ridership:

123,000 per weekday, 803,000 per week, 40 million trips per year



210,000 daily car trips
eliminated by TriMet service



60% less carbon emitted
for each mile taken on TriMet compared to driving alone



Regional congestion cost savings:
\$150 million per year



WES COMMUTER RAIL

WES is a commuter rail line serving Beaverton, Tigard, Tualatin and Wilsonville. WES runs every 30 minutes on weekdays during the morning and afternoon rush hours.

- 3 trains
- 5 stations
- 14.7 miles of track

FY 2017 ridership:

1,800 per weekday; 449,000 trips yearly



LIFT PARATRANSIT SERVICE

TriMet's LIFT paratransit service is a shared-ride public transportation service for people who are unable to use regular buses or trains due to a disability or a disabling health condition. Rides are by reservation, with subscription service available.

- 253 LIFT buses
- 15 LIFT vans

FY 2017 ridership:

1 million trips (LIFT service may be supplemented by cabs)

CONGESTION RELIEF

Our service keeps people moving, eases congestion and helps create vibrant, walkable neighborhoods. It's good for the environment, too!

- Westside MAX can carry the equivalent of 2½ lanes of traffic on Sunset Highway
- 45% of Downtown Portland rush-hour commuters take public transit



HOP FASTPASS® – a better way to pay

Hop Fastpass® is a regional electronic fare system shared between TriMet, C-TRAN and Portland Streetcar. This innovative, account-based system lets riders pay their fare by simply tapping a reloadable fare card or their smartphone using Apple Pay, Google Pay or Samsung Pay.

The benefits of Hop include lost-card protection and the ability to reload fares automatically. Hop also lets riders earn day and month passes, one ride at a time – this eliminates the upfront cost of a transit pass, and ensures that riders only pay for the trips they actually take.



Hop Fastpass® by the numbers:

- **4.5 million*** – taps recorded
- **81,000*** – Hop cards activated
- **1,154** – readers on TriMet, C-TRAN and Portland Streetcar
- **500** – retail outlets that will sell and load value (by July 2018)

**As of February 2018*

NO HOP CARD? NO PROBLEM!

Just tap a smartphone equipped with Apple Pay, Google Pay or Samsung Pay to purchase an adult fare. Tap again after 2½ hours and you'll earn a day pass. It's that easy!



OUR RIDERS

73%

of people living in our service district approve of the job we're doing

79%

of our riders approve of the job we're doing

86%

of our riders use transit by choice

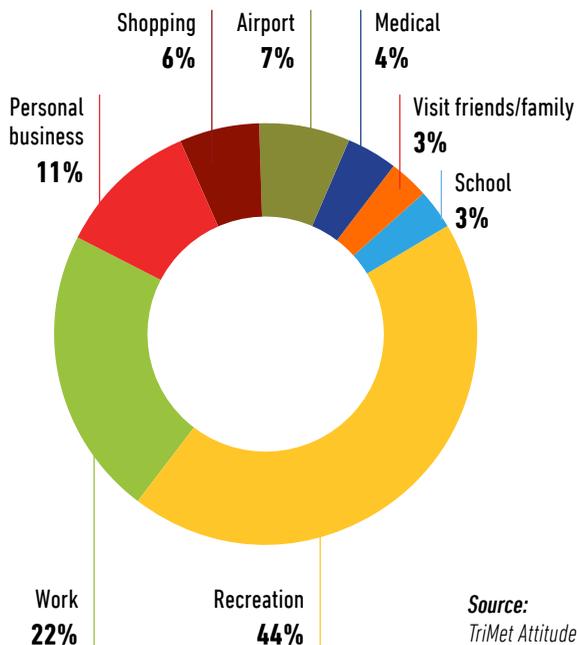
WHERE RIDERS' LIVE

- Multnomah County: 49%
- Washington County: 33%
- Clackamas County: 18%

RIDERS' AGE

- 34% Millennials (18-34)
- 36% Generation X (35-54)
- 30% Boomers & Older

WHERE THEY'RE GOING



Source:

TriMet Attitude & Awareness - November 2017



CRIME AND SAFETY

In 2016, following the lead of the FBI and Portland Police Bureau, we adopted the National Incident-Based Reporting System (NIBRS) to track and calculate reported crime on the transit system. NIBRS captures more types of reported offenses than our previous system, and provides a more comprehensive view of reported crime. However, since NIBRS counts every offense associated with an incident (instead of a single highest offense, like before), it results in higher reported crime statistics. Because of this, we cannot directly compare NIBRS results with reported statistics from years prior to 2016.

Crime statistics for 2017 will be available in September 2018.



More than 80 percent of TriMet riders say they are satisfied with the level of safety they feel when riding Bus, MAX or WES.

2016 REPORT OFFENSES

2016 RIDERSHIP: 98,988,155

	BUS	RAIL	OFF SYSTEM	TOTAL
Person Offenses	115	164	8	287
Property Offenses	201	228	292	721
Subtotal	316	392	300	1008
Society Offenses	27	196	16	230



OPERATION BUDGET

FY 2018 OPERATIONS BUDGET: \$525.8 million

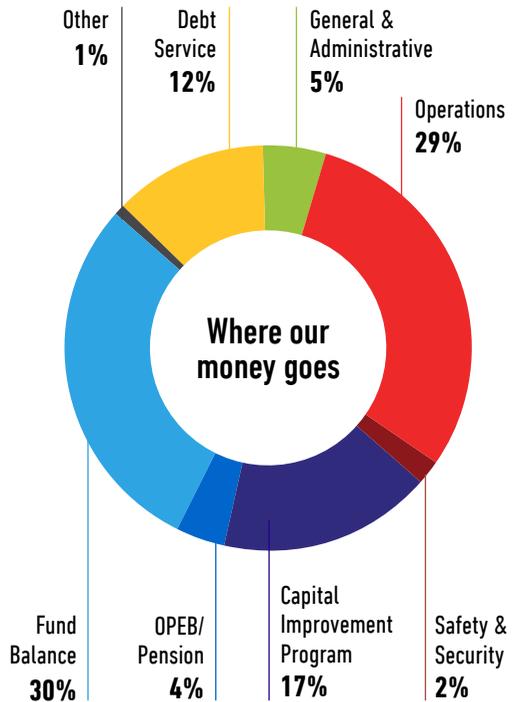
The Adopted Budget for Fiscal Year 2018 focuses on improving safety, adding bus service and increasing reliability. It continues to address essential maintenance and replacement work, and it advances important regional expansion projects.

We are committed to achieving long-term fiscal stability, and this budget keeps our commitments to riders, employees, retirees and payroll taxpayers while meeting the needs of our rapidly growing region.

TOTAL RESOURCES (FY18)



TOTAL EXPENSES (FY18)



"Fund Balance" represents amounts restricted for debt service and bond requirements and amounts unrestricted per Board policy to maintain 2½ months of operating reserves. "OPEB/Pension" represents amounts per Board policy to fully fund TriMet's Other Post-Employment Benefits (OPEB) and pension accounts. "Federal/State/Local Grants" are resources dedicated for operating projects. "Capital Improvement Program" resources are for capital construction and acquisition projects.



SOURCES OF FUNDING

PAYROLL TAX

We're in the second year of a 10-year expansion plan funded by an incremental increase to the employer payroll tax. On January 1, 2017, the tax increased to 0.7437 percent of the wages paid by employers and the net-earnings from self-employment for services performed within the our district boundary.

STATE TRANSPORTAION PACKAGE

In 2017, Oregon's legislature approved the first statewide transit funding package in state history. The new law creates a new tax of one-tenth of one percent, to be paid by people who work within the transportation service district.

TRIMET BUSINESS PLAN

TriMet began implementing a business model in 2017 that sets goals, objectives and strategic actions to guide our agency's growth and development over the next five years.



State Transportation Package Funding Priorities:

- Implementation and maintenance of a low-income fare program
- Providing new connections to employment opportunities in historically disenfranchised communities
- Expanding service in the region's most congested corridors



OUR FUTURE – and you

ELECTRIFICATION

We are in the early stages of developing a plan for a possible transition to an all-electric bus fleet. But first, we have to put this emerging technology to the test: By fall 2018, we will begin test runs on our first fully-electric bus route.

BUS SERVICE EXPANSION

We're expanding our bus service to respond to the demand of a growing population. This will help improve reliability, connect people with jobs and ease crowding. Among the proposals for 2018–19 is the return of all-night bus service after more than 30 years!

DIVISION TRANSIT PROJECT

We're looking at ways to bring faster, more reliable, high-capacity bus service to Gresham, Southeast Portland and Downtown Portland:

- Longer, three-door buses with room for 60 percent more riders
- Bus stops expanded into stations
- Transit signal priority to help get riders to their destinations faster

SOUTHWEST CORRIDOR

Our Southwest Corridor Plan includes a new, 12-mile MAX line from Downtown Portland to Tigard and Bridgeport Village in Tualatin, along with all necessary infrastructure, including walking, biking and road projects to provide access to stations. The preferred route is expected to be determined in 2018. If all regional and federal funding is in place by the end of 2020, the new line could open as soon as 2025.



Thanks to a \$3.4 million federal grant and a partnership with Portland General Electric, we have purchased five battery electric buses and charging hardware.

The pilot project will take place on Line 62–Murray Blvd.



MAX has stimulated \$13.2 billion in development near stations.

Connect with us



Available in other formats



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TriMet | 1800 SW 1st Ave., Suite 300, Portland, Oregon 97201 | 503-962-7505

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