

Washington County

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Transit Development Plan

Executive Summary
FY 2025-27



December 2024



Department of
Land Use & Transportation

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Transit Development Plan

Purpose

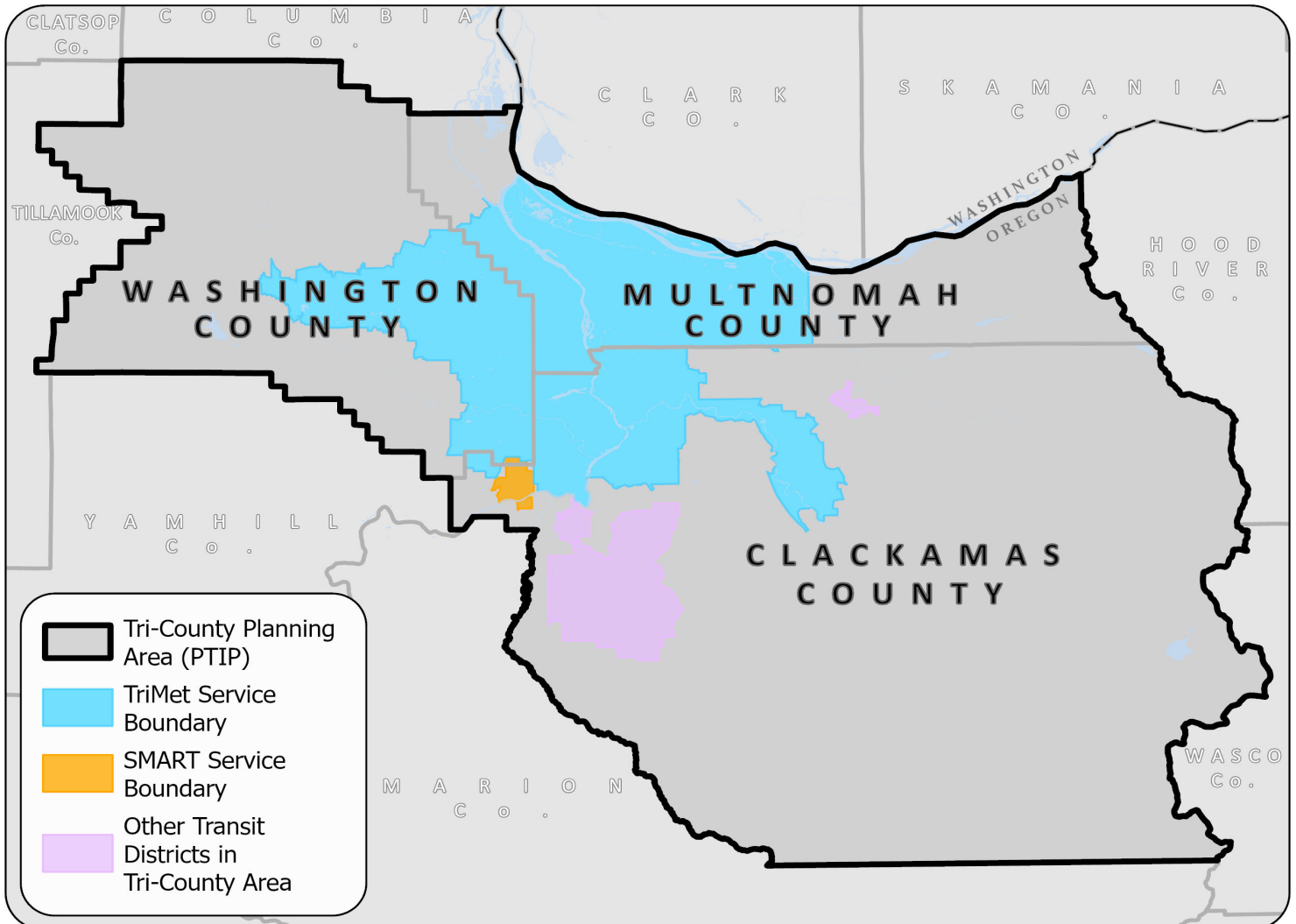
In 2017, the Oregon State Legislature created the Statewide Transportation Improvement Fund (STIF) as part of House Bill 2017 (HB 2017), known as the “Keep Oregon Moving Act.” The bill established a dedicated source of funding for improving or expanding public transportation services in Oregon through a one-tenth of one percent statewide employee payroll tax.

The legislation designated Washington County as a Public Transportation Provider eligible for STIF funds. The legislation designated TriMet as the Qualified Entity responsible for developing a Public Transportation Improvement Plan (PTIP) for the three-county Portland area (including areas outside their service district) and for monitoring compliance with the state legislation and administrative rules. The figure below illustrates the PTIP planning area. HB 2017 and related administrative rules require public transportation providers to identify transit priorities in a Transit Development Plan (TDP) for the two- to five-year timeframe.

The Washington County TDP is intended to guide future transit investments and communicate a coordinated vision for transit service and access to transit across all of Washington County. In particular, the TDP focuses on areas currently lacking transit service. It guides investments of STIF funds by identifying and prioritizing transit needs and opportunities to support transit usage throughout the county.

The 2024 TDP update prioritizes investments for STIF funding in the next biennium, FY 2025-26 and FY 2026-27, and outlines potential investments for the next five or more years. The TDP is updated every two years to account for the biennial allocation of STIF revenues from the Oregon Transportation Commission.

Tri-County Public Transportation Improvement Plan Area



Vision

A successful transit system helps more people get to more places and meets the needs of riders. In partnership with Ride Connection and other transit providers, the TDP helps guide future transit investments and communicates a coordinated vision for transit service and access to transit across all of Washington County. The TDP supports the vision by identifying needs, opportunities and priorities to meet STIF Evaluation Criteria:

- Reduce service fragmentation and better connect people to and from transit
- Add new service or enhance existing service
- Increase the frequency of bus service in communities with a high percentage of low-income households
- Expand bus routes and bus services to reach communities with a high percentage of low-income households
- Improve the frequency and reliability of service connections between communities inside and outside of the urban area
- Improve transit services for students in grades 9 through 12

Ride Connection

Since 2018, Washington County has contracted with Ride Connection, Inc., a private, non-profit organization based in Portland, Oregon, to provide transit services funded by STIF. Ride Connection has provided public transportation services in Washington County for decades through state and federal funding and private contributions. Washington County leverages STIF funds with these other resources in partnership with Ride Connection to provide public transportation services. Administrative oversight and planning support is provided by the Washington County Department of Land Use & Transportation (LUT).

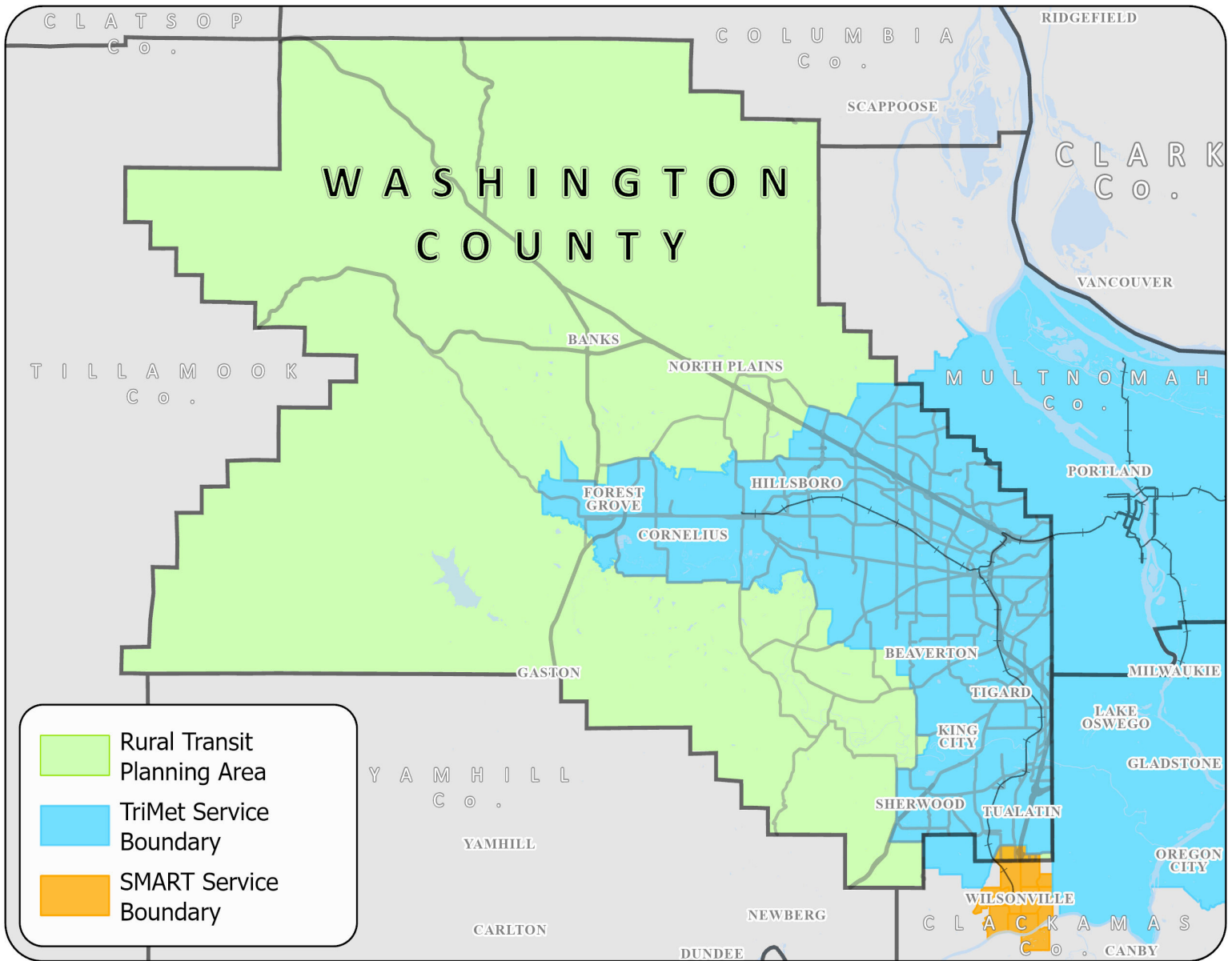
Washington County Transit Committee

In June 2020, the Washington County Board of Commissioners (Board) appointed the Washington County Transit Advisory Committee (known as the Transit Committee, or WCTC) to advise the Board on prioritizing public transportation projects to be funded by STIF for areas outside of the TriMet and South Metro Area Regional Transit (SMART) service districts and for regional coordination projects within the TriMet District; these areas are illustrated on the following page.

The WCTC is chaired by an appointed member of the Board and includes County staff from Disability, Aging and Veteran Services (DAVS), one elected representative each from the cities of Banks, Gaston and North Plains, and five additional members who represent diverse demographic, geographic and transit perspectives. Three ex-officio members represent SMART, TriMet and Ride Connection. The committee provides input on community needs for transit, assists with soliciting public input and recommends project priorities to the Board.

Washington County Transit Characteristics

Washington County Rural Transit Planning Area and Transit District Boundaries



Washington County covers 727 square miles; the majority – 568 square miles – is outside the TriMet and SMART service districts. The county has and will continue to experience increasing numbers of workers and residents, heightening the need for improved non-auto transportation options. The county is currently served by interregional and regional public transit services, private transportation services and services for older adults and people with disabilities.



STIF Performance Outcome Measures and Ridership

Key STIF Performance Outcome Measures

Ride Connection provided nearly 300,000 revenue miles and more than 25,000 revenue hours in FY 2023-24 (see Table 1). These STIF-funded services provide transit access to more than 140,000 people within a half-mile of the service area, which includes more than 7,000 high school students and more than 9,000 low-income households.

Table 1. STIF Performance Outcome Measures

	Revenue Miles	Revenue Hours	# of Students with Access	# of People within ½ mile	# of Low-Income Households
Local deviated fixed-route	239,404	20,836	5,690	107,400	7,750
Intercity	44,846	1,952	890	16,800	480
Demand response	14,064	3,400	1,500	26,350	1,440
Total¹	298,314	26,188	7,240	140,950	9,300

Ridership Trends and Service Effectiveness

Table 2 shows a six-year trend for ridership of the local community connector deviated fixed-route services. Due to the COVID-19 pandemic, Ride Connection experienced a level of ridership reduction similar to that experienced nationwide, though has since recovered a large portion of ridership.

Table 2. Local Deviated Fixed-Route and Intercity Shuttles Ridership Trends²

	Boarding Rides	Average Daily Boarding Rides	Revenue & Layover Hours	Boarding Rides/Hour
FY 2018-19	121,334	475	18,393	22.4
FY 2019-20	117,114	459	18,822	20.1
FY 2020-21	59,836	234	19,350	9.9
FY 2021-22	81,334	318	20,200	13.0
FY 2022-23	84,773	332	22,475	13.2
FY 2023-24	96,802	379	22,788	14.8

¹ Values are estimates based on Census (2020) and American Community Survey (2022) data.

² As the services launched after the end of FY 2023, this data does not include ridership for new CorneliusLink, King City Link or BethanyLink services.

STIF Program Budget and Near-Term Priorities

Table 3 lists the forecast STIF program revenue for Washington County, including a suballocation from TriMet’s Regional Coordination program.

Table 4 shows the proposed two-year budget breakdown for operational costs by service type, administration, capital, technology, marketing and planning. The Local Services budget includes operational costs and capital expenses.

Table 3. Projected FY 2025-27 STIF Program Revenue – Washington County

Source	FY 2025-27 Total
Outside TriMet District ³	~\$934,000 ⁴
Carry forward ⁵	~\$860,000
Regional Coordination	~\$5,822,000
Total	~\$7,616,000

Table 4. Summary of 2-Year Washington County Transit Budget Proposal⁶

Programs	FY 2026	FY 2027	Total
westLink	\$255,000	\$262,000	\$517,000
Demand Response	\$120,000	\$124,000	\$244,000
Inter-regional Coordination	\$36,000	\$36,000	\$72,000
Local Services (Regional Coordination funded)	\$3,123,700	\$3,219,900	\$6,343,600
Capital Construction, Maintenance and Operations	\$95,000	\$125,000	\$220,000
Planning	\$30,000	\$35,000	\$65,000
Technology	\$15,000	\$19,000	\$34,000
Marketing and Administration	\$58,000	\$64,000	\$122,000
Total	\$3,732,700	\$3,884,900	\$7,617,600

The following pages summarize the near-term (FY 2025-26 and FY 2026-27) transit priorities to be funded by forecasted revenue and carry forward funds. Maintaining existing service is the highest priority and service expansion and/or capital investment could be delayed if revenue comes in lower than forecast. Following are overviews of each FY 2025-27 priority project, along with evaluation of how each project meets STIF criteria.

³ Outside TriMet district in Washington County includes the SMART district. The funds allocated to Washington County is based on the proportion (55.99%, as of 2024) of employee payroll tax generated outside the SMART service boundary but inside Washington County.

⁴ In order to ensure that ODOT is able to fully distribute all STIF Formula funds during the 2025-27 biennium, ODOT recommends that all Qualified Entities and Public Transportation Service Providers add an additional 20% to the August 2024 STIF Allocation Estimate.

⁵ Carry forward represent unspent funds and/or additional revenue that exceeded the FY 2023-25 budget.

⁶ This budget proposal only includes STIF formula funds. Demand Response and westLink programs are supplemented by Ride Connection through state and federal funding.

Ride Connection has operated the westLink intercity route since 2010, connecting Forest Grove, Banks, North Plains and Hillsboro, using Section 5311 federal funds. Since receiving STIF funding, Ride Connection has been able to expand this service to six weekday trips.

In August 2024, Ride Connection modified the routing and added stops in North Plains at North and 313th avenues; in Forest Grove at the Safeway and downtown; and in Hillsboro at Glencoe High School. Along with these stop additions, the route was expanded to six daily weekday trips. These changes were intended to improve service coverage, enhance interregional connections and increase access for students. Connections are available to the MAX Blue Line in Hillsboro, Tillamook County Transportation District (TCTD) Route 5 in North Plains and Banks, Yamhill County Transit (YCT) Route 33 in Forest Grove and other TriMet bus lines.

Project description

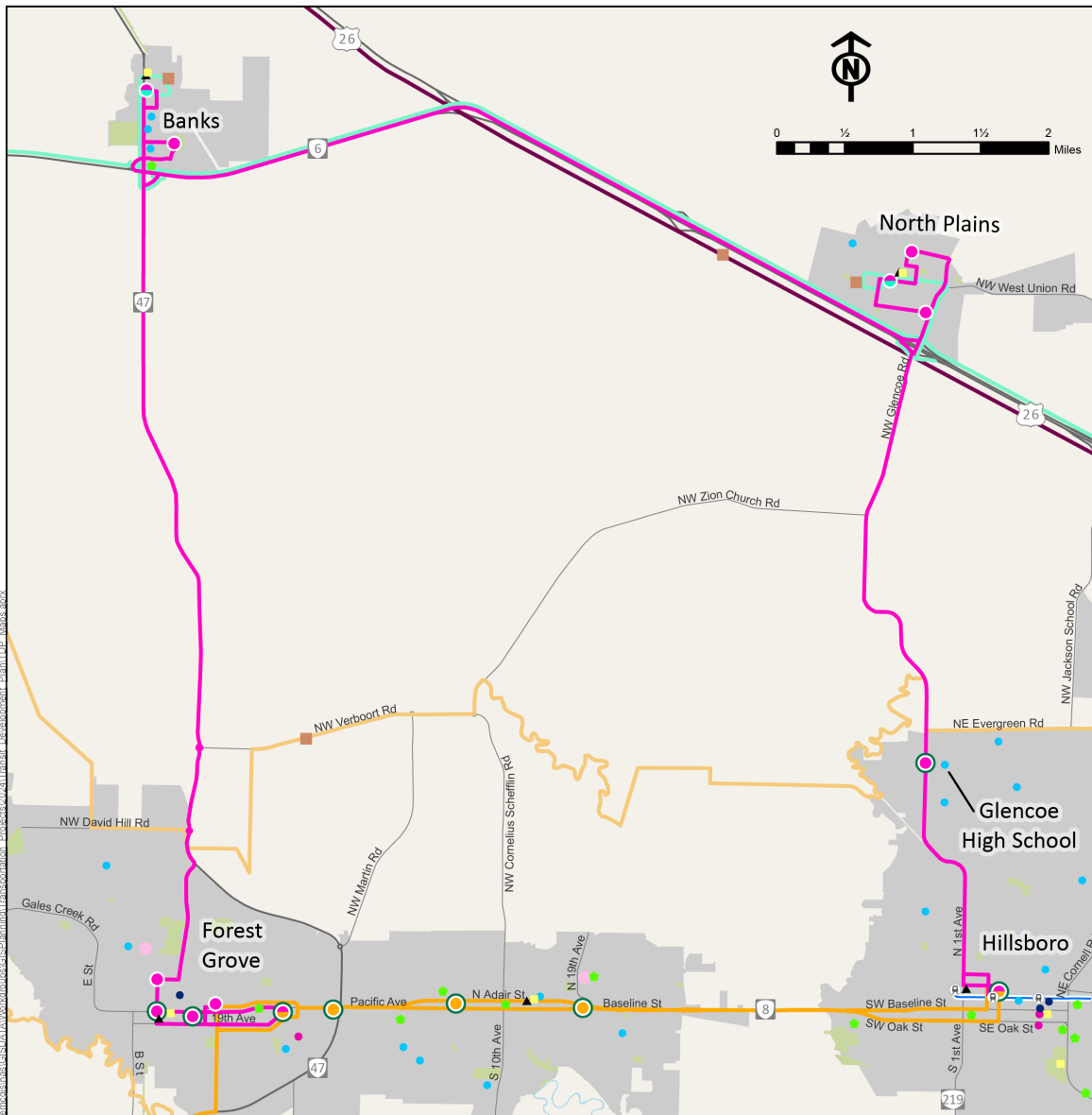
Deviated fixed-route operations (a hybrid of fixed-route and demand response services) serving Forest Grove, Hillsboro, Banks and North Plains.

STIF priority

- Maintain existing and committed service (initiated in FY 2025)

STIF criteria

- Inter-community service
- Reduce service fragmentation
- Increase low-income frequency
- Expand low-income service
- Student Transit



Ride Connection westLink and Other Interregional Services

- Ride Connection westLink
- NorthWest POINT
- TCTD Route 5: Tillamook-Portland
- YCT Route 33: McMinnville-Hillsboro
- Transit Stops by Route
- MAX Blue Line
- TriMet Transfer Point
- Ⓜ TriMet Rail Stations
- TriMet Service Boundary
- ◆ Grocery Stores
- ◆ Libraries
- College/University
- Schools (K-12)
- Hospitals/Urgent Care Centers
- ▲ City Halls
- Affordable Housing Funded By Metro Bond
- Key Rural Employers
- City
- Parks

Data Sources: Washington County, Metro, ODOT
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Local Service

Local deviated fixed-routes provide local community connector and job access circulation using an allocation of STIF formula funds generated in the TriMet District, known as the Regional Coordination Program (RCP). These routes are listed and mapped below:

- Launched in 2024, **BethanyLink** serves the North Bethany, Bethany and Cedar Mill areas. Buses run on weekdays, with service between the Portland Community College – Rock Creek campus and the Sunset Transit Center.
- Launched in 2024, **King City Link** serves the King City, Tigard, Durham and Tualatin communities on weekdays. The shuttle connects King City to the Tualatin WES station, with stops at shopping centers along OR 99W, Tigard High School, Bridgeport Village and the Tualatin Park & Ride.
- Launched in 2024, **CorneliusLink** is a recent expansion of Grovelink’s Saturday Cornelius service, operating on weekdays in Cornelius with a one-way loop and two peak-hour employment routes.
- Launched in 2015, **North Hillsboro Link** serves the North Hillsboro employment area seven days a week, connecting to TriMet MAX Blue and Red lines and other TriMet bus routes at Orenco station.
- Launched in 2013, **Grovelink** serves the Forest Grove community, connecting community members with downtown destinations and

Project description

Provides community connections and employment area access with service to MAX, WES and Frequent Bus stops.

STIF priorities

- Maintain existing and committed service
- Enhance and/or modify existing services to meet demand and in coordination with programmed near-term TriMet service changes

STIF criteria

<input checked="" type="checkbox"/>	Inter-community service
<input checked="" type="checkbox"/>	Reduce service fragmentation
<input checked="" type="checkbox"/>	Increase low-income frequency
<input type="checkbox"/>	Expand low-income service
<input checked="" type="checkbox"/>	Student Transit



Existing Community Connector Shuttle Service

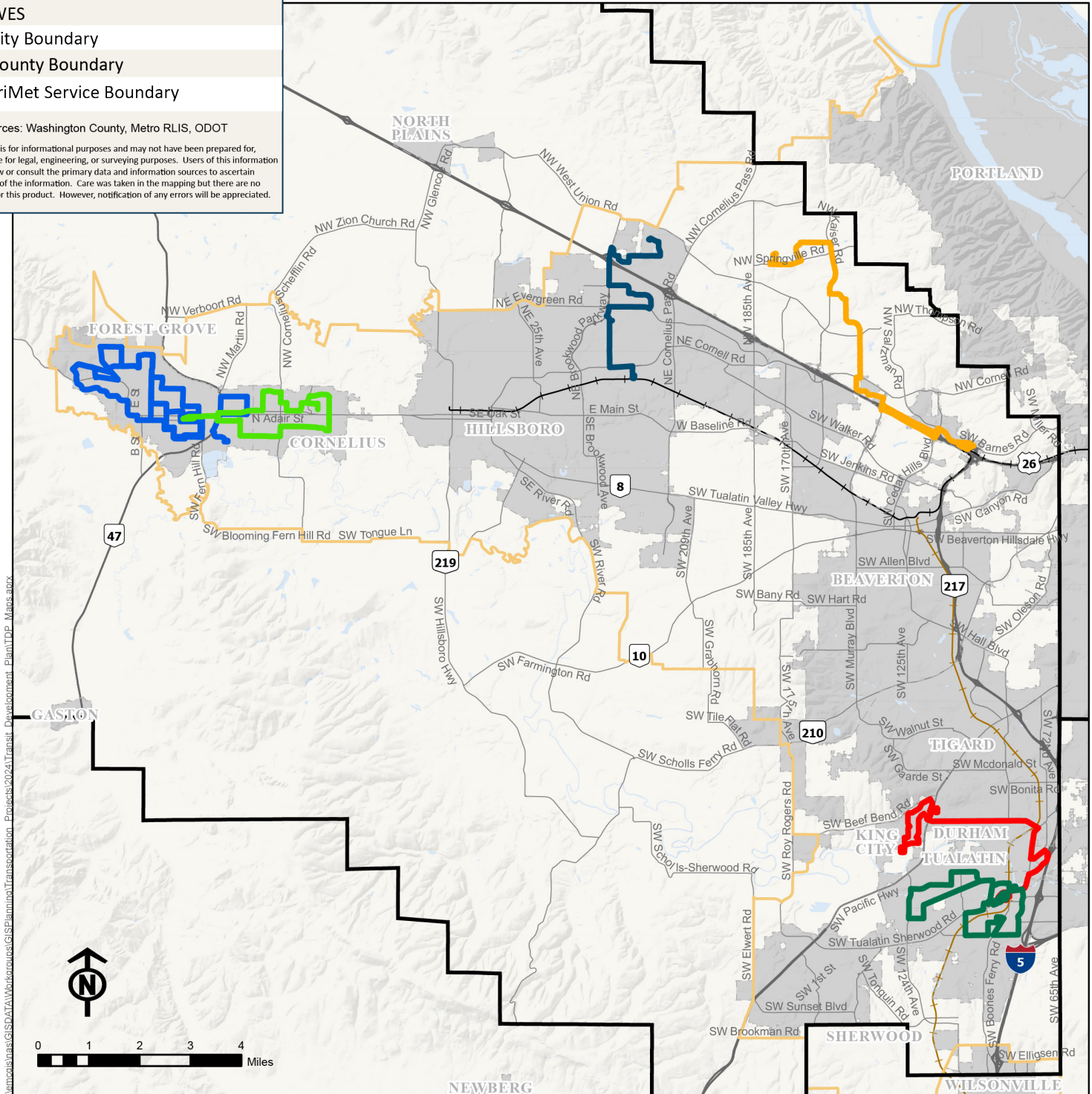
- North Hillsboro Link
- Grovelink
- CorneliusLink
- BethanyLink
- King City Link
- Tualatin Shuttle
- MAX
- WES
- - - City Boundary
- County Boundary
- TriMet Service Boundary

Data Sources: Washington County, Metro RLIS, ODOT

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TriMet Line 57. The system includes East and West loops and a Saturday-only one-way loop that encompasses the area served by both weekday loops.

- Launched in 1997 by the Tualatin Chamber of Commerce, **Tualatin Shuttle** serves the Tualatin community with two separate routes. The Blue Line serves employment sites in northwest Tualatin and the Red Line serves residential and commercial districts in central and south Tualatin.



Rural Demand Response

Ride Connection’s rural demand response service includes door-to-door paratransit service for seniors, people with disabilities and transportation-disadvantaged commuters funded through federal 5311 funds. Since 2019, STIF funding allows the service to be available to the general public free of charge.

The demand response service area was recently extended as far east as Kaiser Road, 158th Avenue and Roy Rogers Road for general purpose door-to-door trips between rural and urban areas and to the Willamette River for medical purpose trips.

Some of the most common urban destinations include:

- Homeward Bound – Cornelius
- Beaverton Foods – Hillsboro
- Fred Meyer – Cornelius
- Centro Cultural
- Raines Dialysis Fresenius – Forest Grove
- WinCo - Hillsboro

Project description

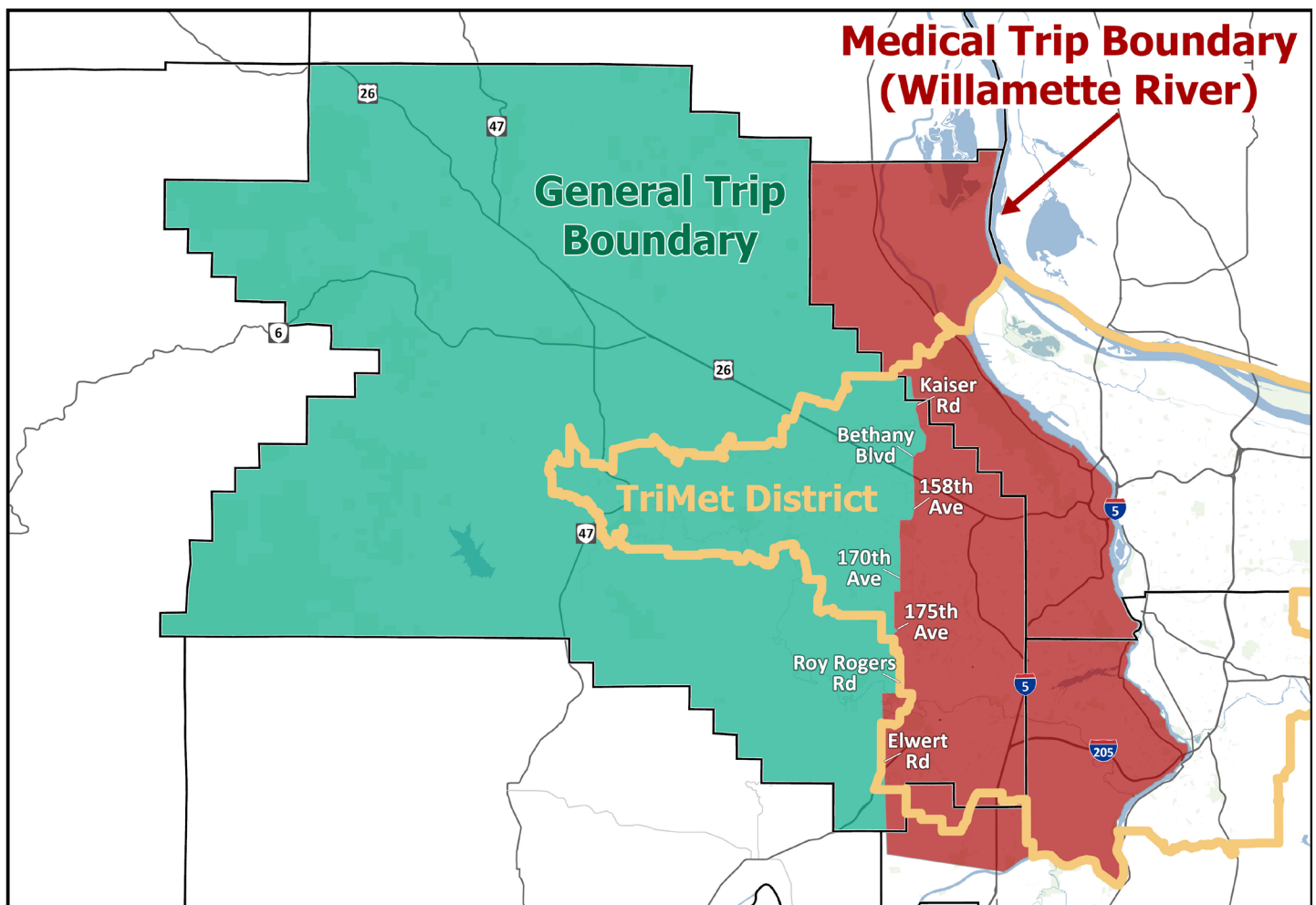
Provides rides for any purpose including medical, meals, shopping, recreation, volunteering or work. Services are provided door-to-door. In some cases, drivers may be able to offer more assistance and help with bags.

STIF priorities

- Maintain general public access for rural door-to-door service
- Increase funding for operations within expanded service area (initiated in FY 2021) to meet existing and future demand

STIF criteria

- | | |
|-------------------------------------|-------------------------------|
| <input checked="" type="checkbox"/> | Inter-community service |
| <input checked="" type="checkbox"/> | Reduce service fragmentation |
| <input type="checkbox"/> | Increase low-income frequency |
| <input type="checkbox"/> | Expand low-income service |
| <input checked="" type="checkbox"/> | Student Transit |



Interregional Coordination

TCTD, YCT and POINT Intercity Bus provide services to Washington County communities and to interregional destinations like the Oregon coast and Willamette Valley communities and Portland. These routes are:

- **Cascades POINT** connects Portland to Eugene with four daily roundtrips, stopping at the Tualatin Park & Ride (a fifth roundtrip skips this stop).
- **NorthWest POINT** connects Portland to Astoria and other coastal cities with two daily roundtrips, stopping at the Sunset Transit Center and the Tanasbourne regional center in Hillsboro.
- **TCTD Route 5: Tillamook-Portland**, also known as “The WAVE,” connects Tillamook to Portland with two daily roundtrips, with stops at the Sunset Transit Center, Tanasbourne, North Plains and Banks. Fare is free between Banks or North Plains and Portland with a Ride Connection subsidy.
- **YCT Route 33: McMinnville-Hillsboro** connects McMinnville to the Hillsboro Transit Center with five weekday round trips, stopping in Gaston and Forest Grove.
- **YCT Routes 44/44X: McMinnville-Tigard** connects McMinnville to the Tigard Transit Center with nine weekday round trips, stopping in Sherwood, Tualatin and King City along OR 99W. An additional roundtrip runs express.

Project description

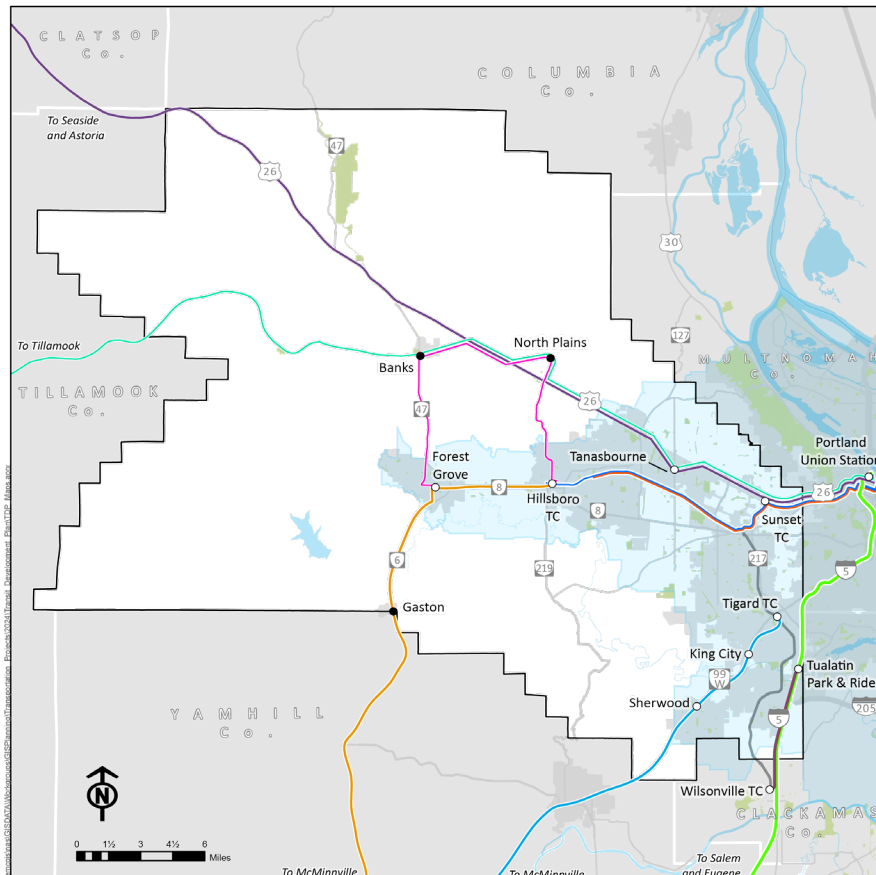
Improves coordination with services provided by other jurisdictions.

STIF priorities

- Continue coordination with Yamhill and Tillamook counties, SMART and POINT to improve connections
- Improve service coordination through new/relocated stops or schedule changes
- Sustain Yamhill County Transit Route 33 service in Washington County
- Planning activities with other transit providers

STIF criteria

<input checked="" type="checkbox"/>	Inter-community service
<input checked="" type="checkbox"/>	Reduce service fragmentation
<input type="checkbox"/>	Increase low-income frequency
<input type="checkbox"/>	Expand low-income service
<input checked="" type="checkbox"/>	Student Transit



Rural Interregional Transit Service and Key Connections

- TriMet connection point
- Other Washington County stop
- Cascade POINT
- NorthWest POINT
- Ride Connection westLink
- TCTD Route 5: Tillamook-Portland
- YCT Route 33: McMinnville-Hillsboro
- YCT Routes 44/44X: McMinnville-Tigard
- SMART Route 2X: Tualatin Park & Ride
- MAX Blue Line
- MAX Red Line
- TriMet Rail Stations
- TriMet Boundary
- Cities

Data Sources: Washington County, Metro, ODOT
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Capital, Construction, Maintenance and Operations

Washington County, in partnership with Ride Connection, has been awarded two STIF Discretionary grants to design and construct stop improvements along Ride Connection’s local and intercity service routes to improve customer experience and accessibility. Stop improvements include benches, shelters and landing pads, as well as unified stop signage and schedule information to increase awareness and improve legibility of the system. The first grant-funded phase was completed in June 2024, and the current phase is scheduled to be completed by spring/summer 2025. Maps showing the stop improvements for each shuttle service are included in Appendix A-3 of the full report.

Highlights of stops slated to receive infrastructure improvements in 2025 include:

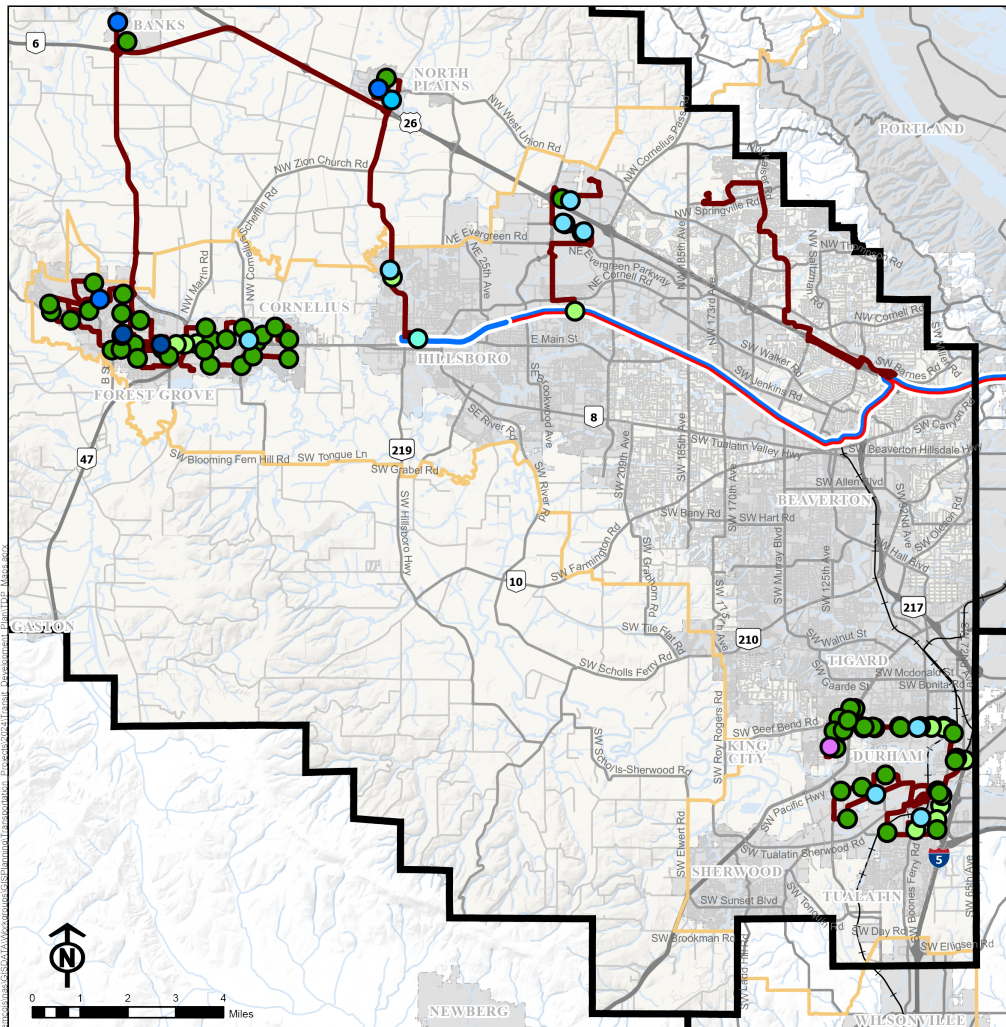
- Forest Grove High School
- Glencoe High School
- Tigard High School
- Forest Grove Safeway

STIF priorities

- Capital purchase of new fleet vehicles (grant match)
- Construction for shuttle stop infrastructure, access to transit improvements and charging stations for future zero-emission fleet (grant match)
- Create and maintain asset management system for shuttle stop signage and capital assets
- Inspection and routine maintenance of shuttle stop infrastructure

STIF criteria

- Inter-community service
- Reduce service fragmentation
- Increase low-income frequency
- Expand low-income service
- Student Transit



Community Connector Stop Enhancements

- Shelter Replacement, Landing Pad and Signage Improvements
- Shelter Replacement and Signage Improvements
- Landing Pad, Bench and Signage Improvements
- Landing Pad and Signage Improvements
- Bench and Signage Improvements
- Signage and Access to Transit Improvements
- Signage Improvements
- Signage Improvements Shared with Other Provider
- Existing Community Connector Shuttles
- MAX Light Rail
- City Boundary
- County Boundary
- TriMet Service Boundary

Data Sources: Washington County, Metro, ODOT, TriMet
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Planning, Technology, Marketing and Administration

Project	Priority Improvements
Planning	<ul style="list-style-type: none"> • Conduct planning work including evaluating transit priorities and updating TDP for FY 2027-29, including community engagement activities • Service planning activities for Ride Connection, including westLink and local shuttles • Reallocation of shuttle service to new areas in conjunction with TriMet’s service expansion efforts, as needed • Planning for expanding microtransit service beyond grant-funded pilot phase, including identification of funding source for planning and operations beyond FY 2025-27 • Planning activities for rural workforce transit services
Technology	<ul style="list-style-type: none"> • Funding for technology investments, including maintenance of trip-planning website, real-time arrivals information and software purchases for mobility planning
Marketing	<ul style="list-style-type: none"> • Increase awareness and ease of use of services through developing printed materials, media buys, branding and other marketing strategies
Administration	<ul style="list-style-type: none"> • Manage STIF program and comply with Agreed Upon Procedures (AUP) as required by TriMet and the Oregon Department of Transportation (ODOT)

Public engagement is a critical part of any planning effort and is essential to understanding unmet transit needs and how Washington County and Ride Connection can address them. Minor adjustments to shuttle services will be made periodically based on input from the public and staff, as well as analysis of performance, to ensure that routes are running as expected.

Washington County and Ride Connection will evaluate and refine existing and new shuttle service routes and schedules, including frequency and span of service, to better accommodate community and employment needs. Additionally, as TriMet implements service changes and launches new bus lines as part of the Forward Together plan, Washington County’s shuttle expansion concept routes may require adaptation to avoid duplication of service. Existing services, such as North Hillsboro Link, are anticipated to be revised or discontinued entirely as TriMet expands into that area. Ride Connection plans to reallocate those shuttle service hours to underserved areas elsewhere in the county.

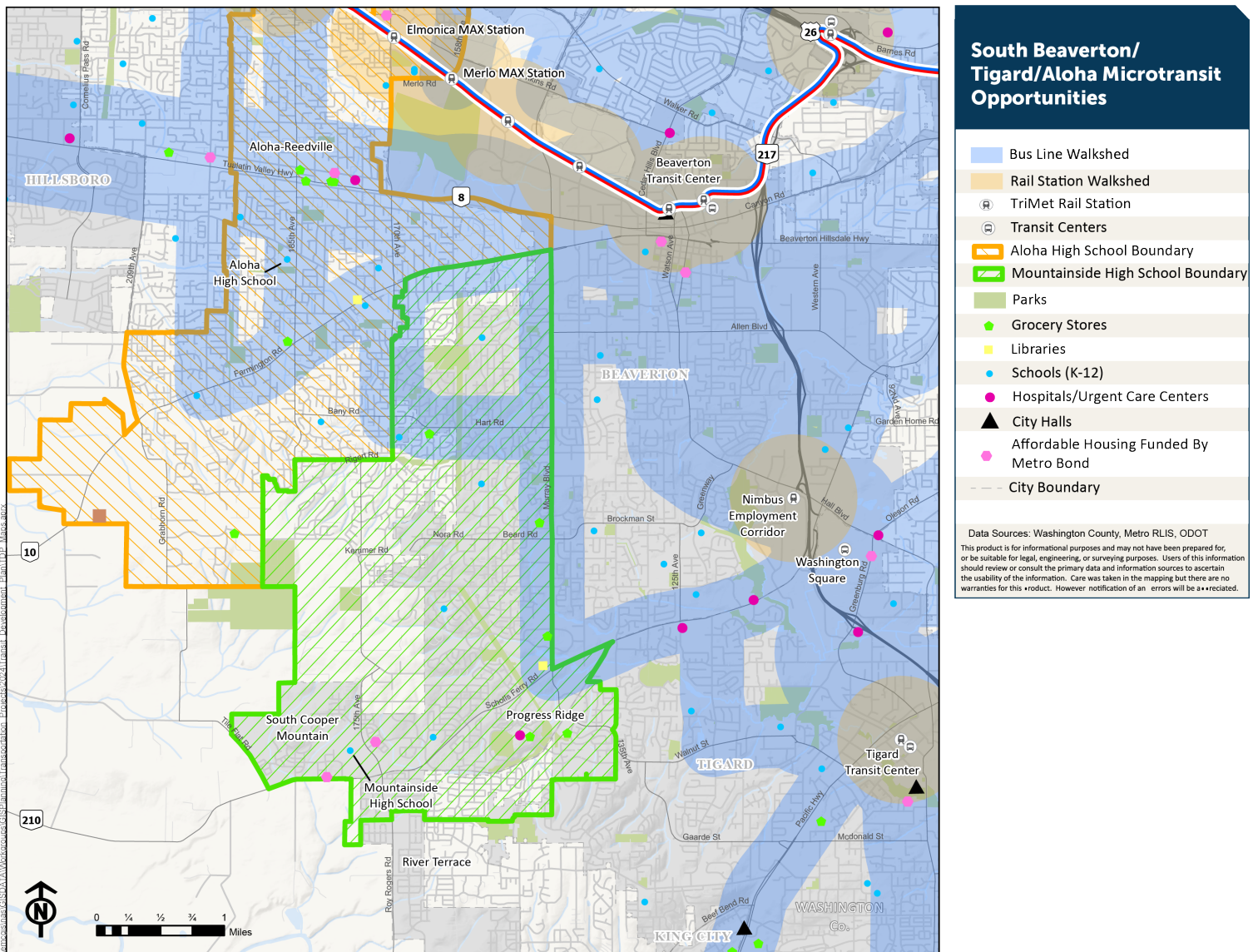
Ride Connection will evaluate various technology upgrades in the 2025-27 biennium, building on the work of the 2019-2022 STIF Discretionary grant that funded new scheduling software and on-vehicle hardware, including passenger counters and cameras. Priorities include technology upgrades that enable real-time arrival information; investments in trip-planning, including ongoing maintenance of a trip-planning website; on-vehicle technologies including LED bus destination displays; and/or software purchases for mobility planning. The goal for these investments is to provide the public with accurate and up-to-date information that makes Ride Connection’s shuttles and other programs easier to use.

Microtransit Pilot Project

Washington County was awarded a STIF Discretionary grant for FY 2023-25 to fund a microtransit pilot to serve the South Beaverton/Tigard/Aloha communities, an area which is currently transit-deficient and not scheduled to receive TriMet service until 2026 or 2027. Microtransit is a multi-passenger vehicle public transportation option that allows riders to use technology to schedule a ride from their location.

The pilot will be an opportunity for Ride Connection to test an on-demand rideshare service model in areas not currently served by fixed-route or demand response transit, as the microtransit software will allow for grouping of trips to provide efficient and timely service for riders. This pilot will serve the student population at Mountainside and/or Aloha high schools, along with two affordable housing developments in the area, providing connections to essential destinations as well as existing TriMet service hubs to allow community members to continue their journey on transit.

This project will provide Ride Connection and the County with insight into the cost-effectiveness of microtransit and its potential suitability for deployment elsewhere in Washington County where there are transit service needs, such as in the rural area to serve employment sites. Below is a map of the conceptual service area, which aligns with the school attendance boundaries of Aloha and Mountainside high schools and shows potential connections to the TriMet system, including the Washington Square and Tigard transit centers and the Merlo or Elmonica MAX light rail stations. The service area and TriMet access point will be refined through planning efforts and community engagement in early 2025. The pilot is expected to launch in late 2025 or early 2026 and run for a 12-to-18-month duration.



Washington County



Transit Development Plan

