

# FY27 Service Change LIFT Boundary Report



Report prepared February 24, 2026

## Overview of LIFT Service

As a public transit provider, TriMet is required by law to provide complementary ADA paratransit service to persons whose disabilities prevent independent use of the fixed-route system. This means, under **49 CFR §37.131(a)** of the ADA regulation, TriMet’s paratransit service, LIFT, is required to serve eligible riders within  $\frac{3}{4}$  of a mile of any fixed-route bus or MAX line. The boundary of this service area is designated in **Figure 1**, below, by the thick black line. According to **49 CFR §37.131(e)**, LIFT service must operate on the same days and during the same times as fixed-route service. Similarly, the **FTA ADA Circular 4710.1** states time on-board an ADA paratransit vehicle must be comparable to the time the same trip would take on fixed-route service, including walking time to and from stops.

An analysis was conducted to determine if the proposed Fiscal Year 2027 service changes impact the LIFT boundary. Any change that either eliminates or moves fixed-route service may result in a geographic adjustment to the LIFT boundary, resulting in more or less potential LIFT customers, depending on the change.

## Service Reduction Analysis Methodology

In order to evaluate the impact the proposed service changes to TriMet’s fixed-route network would have on LIFT service, a number of factors were considered dependent on whether the route was eliminated entirely, service was eliminated just on weekends, or service was modified by a decrease in frequency. Lines with service elimination, either along the entire route or just on weekends, were specifically evaluated for potential reductions to the LIFT boundary. Lines that only see reductions in frequency during regular service hours would have minimal impact because this change does not affect an individual’s eligibility to ride LIFT, nor does it change the boundary.

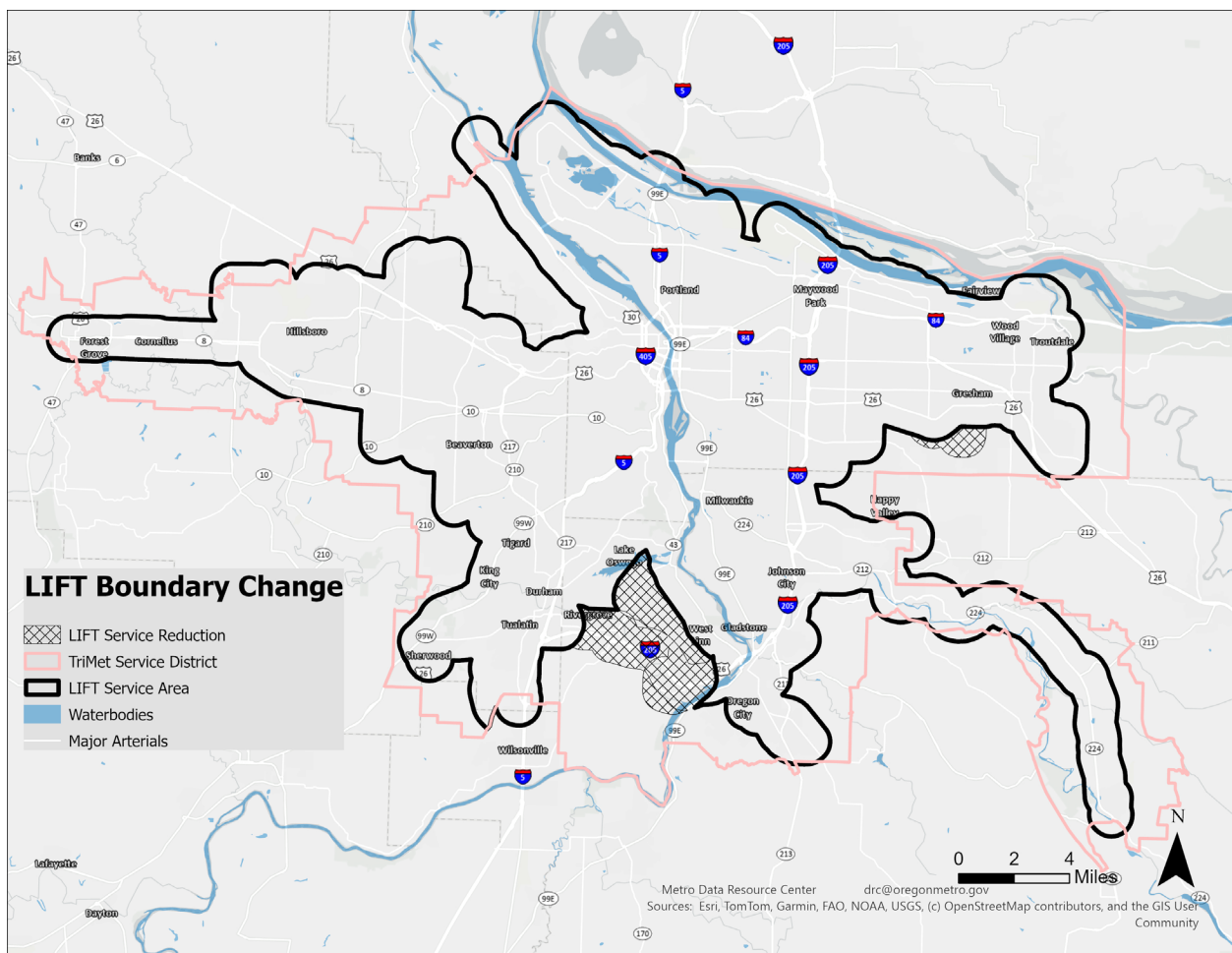
The lines with service elimination are 76, 82, and 153. Due to the geographical locations of these lines — at the edge of the LIFT boundary — each elimination impacts the boundary. By overlaying the current fixed-route system with the planned service changes, we were able to determine each coverage gap created. These areas are shown on the map in **Figure 1**, where locations falling outside the boundary are shown with black hatching. Plotting the specific longitude and latitude of every LIFT trip taken in 2024, originating at a client home address, we were able to develop an estimate of how many client addresses would fall outside the boundary with the proposed changes. Trips marked specifically for dialysis were considered in order to determine if designated “life-sustaining” trips would no longer be possible with the service change.

LIFT policy prohibits the grandfathering of service for individuals who fall outside of the service area, when service changes are due to the fiscally-challenging nature of continued service in an area no longer served by fixed-route service. Additionally, while LIFT policy and ADA guidance does permit the closing of gaps created in the ADA boundary within the core service district, none of the impacts are less than the  $\frac{1}{3}$ -square-mile size threshold to be filled in and all are on the edge of the district.

## Overall Impacts

| Line                     | Action                  | Impact                                                                                      |
|--------------------------|-------------------------|---------------------------------------------------------------------------------------------|
| Line 76                  | Modified<br>(Shortened) | 35 Client home addresses, 488 trips in 2024 would be excluded, 8.5 sq/mi buffer reduction   |
| Line 82-South Gresham    | Eliminate               | 25 Client home addresses, 1,776 trips in 2024 would be excluded, 1.5 sq/mi buffer reduction |
| Line 153-Stafford/Salamo | Eliminate               | 11 Client home addresses, 162 trips in 2024 would be excluded, 6 sq/mi buffer reduction     |

FIGURE 1 | LIFT BOUNDARY CHANGE



## Impacts from Route 76, 82, and 153 elimination

The Line 76 route is changing, such that the route is shortened, eliminating service south of Lake Oswego near I-205, creating an 8.5-square-mile gap in the LIFT service area buffer. In 2024, 488 total

trips occurred from 35 client home addresses located in this area. Out of 642,374 annual trips LIFT provided in 2024, this represents less than 1% of all trips.

Line 82 service is being eliminated, creating a 1.5-square-mile gap in the LIFT service area buffer in Gresham, south of Powell Blvd. In 2024, 1,776 total trips occurred from 25 client home addresses located in this area; most of these were work trips, grocery trips, or medical provider trips. This represents less than 1% of all LIFT trips that occurred in 2024.

Line 153 service is being eliminated, creating a 6-square-mile gap in the LIFT service area buffer west and immediately south of Willamette Falls Drive. In 2024, 162 total trips occurred from 11 client home addresses located in this area. This represents less than 1% of all LIFT trips that occurred in 2024.

Life sustaining trips were also considered, and there were no direct impacts to these locations based on 2024 LIFT trips taken.

Altogether, the total number of trips affected by the proposed change in fixed-route service is 0.3% of all LIFT taken in 2024.