

New state funding not enough to stop TriMet funding cuts *By Jim Redden*

A \$4.3 billion transportation funding package approved by the special session of the Oregon Legislature will ease but not eliminate transit and road budget cuts facing North and Northeast Portland.

TriMet will have to reduce services as soon as November, even though House Bill 3991 doubles the 0.1% statewide tax that funds transit districts. The increase ends in 2027.

Reductions will impact three bus lines that serve North and Northeast Portland. Beginning Nov. 1, the 35-Macadam Greeley, 75-Cesar Chavez/Lombard and 77-Broadway/Halsey lines will only operate hourly after 9 p.m.

It is important to understand that HB 3991 is a band-aid, not a long-

term solution, to Oregon's public transportation funding shortfall, according to TriMet representatives. The last-minute amendment to the bill that was negotiated by House Republicans eliminates the 0.1% increase in the payroll tax after just two years.

This temporary increase in state transit revenue will delay, rather than avoid, deeper cuts to transit service. Even if the tax were permanent, the 0.1% increase is half of what was proposed in the 2025 (regular session) transportation package, and less than what TriMet needs to avoid more severe cuts that will affect thousands of riders. TriMet said the transportation funding package passed on Sept. 29.

TriMet is seeking public feedback at trimet.org and in-person on additional future service cuts. They include:

- Reducing how often buses or MAX trains arrive, all day or during specific hours
- Eliminating or reducing service during lower ridership times or in areas with fewer riders
- Removing lines that overlap with other service
- Ending support to other transit providers that connect with TriMet service

HB 3991 is intended to raise \$4.3 billion during its first 10 years to close a growing gap in the budget of the

Oregon Department of Transportation that is shared with local governments.

ODOT says that funding has been falling short of maintenance and construction needs for years, primarily because the state gas tax is not keeping pace with inflation, in part because of the growing popularity of fuel efficient and all-electric vehicles. The bill increases existing motor vehicle-related fees and taxes and also creates new user fees for all-electric vehicles.

Republicans are promising a petition drive to refer the package to the ballot. They will need to collect 78,116 valid voter signatures by Dec. 30, 2025, to secure a spot on the November 2026 ballot. ♦

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TRI MET

Green connection taking shape on N. PDX riverfront *By Barbara Quinn*

See www.NorthPeninsulaReview.com for more illustrations and details.

Steel Hammer

The 7-acre riverfront parcel of the property at 8504-8524 N. Crawford, is for sale.

The parcel on the other side of the tracks will be developed as housing according to realtor Todd DeNeffe.

"It would be best to use [the riverfront parcel] as a green space, or park. We are hoping the city or Metro would be interested in taking it on," he said. The proposal creates an opportunity for a continuous greenspace that would include the npGreenway Trail along the Willamette riverfront in North Portland.



Illustration of potential use

Willamette Cove

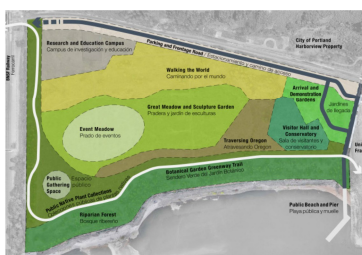
In late October, Metro presented a master plan for Willamette Cove Nature Park that shows high-level design. It lays out where people will park, where trails start, if they're soft or paved, and which habitats will go where. The plan is needed to prepare a budget for the project and create an engineering scheme.



Illustration from the Willamette Cove masterplan.

McCormick-Baxter

The Portland Botanical Garden, a private nonprofit started in 2020, would like to locate at the former McCormick & Baxter site just south of Willamette Cove. They propose a 50 ft. setback from the river planted with Oregon natives that would also hold the npGreenway Trail.



Conceptual masterplan for McCormick-Baxter

The site is large at 58 acres. It has been cleaned up and capped but has remained empty for 20 years. The PBG released a conceptual master plan for the project in mid September (above).

They have undertaken a public outreach campaign to present the conceptual master plan to the public including to tribal partners and others involved in the Superfund cleanup of the Willamette River. PBG hopes to open the botanical garden by Earth Day 2030. ♦

