

Accessible Transportation Funding Advisory Committee Meeting

August 7, 2026

Agenda

10:00 – 10:05

Item #1

Committee Introductions (Jan & Teresa)

10:05 – 10:10

Item #2

Public Comment (Jan & Teresa)

10:10 – 10:15

Item #3

Public Meeting Law Update (Justin)

10:15 – 11:25

Item #4

STIF Population Funding Methodology
(Justin/Committee)

11:25 – 11:30

Item #5

Closing (Jan & Teresa)

Public Meeting Law Update

ORS 192.650:

The governing body of a public body shall provide for the sound, video or digital recording or the taking of written minutes of all its meetings.

Neither a full transcript nor a full recording of the meeting is required, except as otherwise provided by law, but the written minutes or recording must give a true reflection of the matters discussed at the meeting and the views of the participants.

Step 1: STIF County Funding

Using the population of older adults and people with disabilities in each county within the TriMet district, a percentage is determined. This percentage will determine funding in each county.

County in TriMet District	Older Adults/ People with Disabilities in TriMet District	% of Total Population of Older Adults/People with Disabilities in the TriMet District
Clackamas	91,797	19.5%
Washington	149,395	31.7%
Multnomah	228,946	48.7%
Total	470,138	100.%

EXAMPLE

Step 1: STIF County Funding

Funding generated by county within the TriMet district is combined with funding generated by county outside the TriMet district to determine total funds generated.

STIF Pop Funds	
TriMet Dist.	\$10,872,482
Clackamas	\$857,556
Washington	\$266,393
Multnomah	\$37,778
<u>Total</u>	<u>12,034,208</u>

Step 1: STIF County Funding

Do STIF population funds need to be disbursed based on the County in which they were generated?

ODOT's Response:

Requirements when a QE is allocating population funds:

(1) The QE is required to use STIF Population funds on projects for older adults and individuals with disabilities “outside [its district boundaries] in the surrounding county(ies)” that make up its area of responsibility.

Step 1: STIF County Funding

Do STIF population funds need to be disbursed based on the County in which they were generated?

Requirements when a QE is allocating population funds:

(2) The QE is required to fund out-of-district STIF Population projects proportionately to the out-of-district population of its area of responsibility.

Step 1: STIF County Funding

Per ODOT:

“In sum, the rule requires that out-of-district STIF Population funds must be spent on Projects outside the boundaries of TriMet’s district proportionately to the out-of-district population. It does not require that those funds are distributed in the county in which they are generated.”

Step 1: STIF County Funding

Percentage of total population of older adults and people with disabilities in each county within the TriMet district is applied and added to the County's District funds.

Clackamas County

TriMet In Dist.	19.5% X 10.8M = 2.1M
County In Dist.	\$857,556
Total	\$2,980,467

Washington County

TriMet In Dist.	31.7% X 10.8M =3.4M
County In Dist.	\$266,393
Total	\$3,721,324

Multnomah County

TriMet In Dist.	48.7% X 10.8M =5.2M
County In Dist.	\$37,774
Total	\$5,332,417

Step 2: STIF Cost Per Ride Award

An NTD report cost per ride was not recommended for several factors.

- Duplicate Counts.
- Not all applicants report to NTD.
- Does not capture other components serving older adults and people with disabilities.
- Most recent reports are from FY2024.

Step 2: STIF Cost Per Ride Award

A cost per ride is determined using a combination of factors.

- **SPR Rides:** *Rides to older adults and people with disabilities reported in the FY26 STIF SPRs.*
- **Travel Training Rides:** *Rides offset from demand service through training.**
- **Initiated Rides:** *Rides that were not directly provided that resulted from training, planning or scheduling but do not appear in NTD or SPR reporting.***

Step 2: STIF Cost Per Ride Award

SPR Rides:

- FY26 rides to older adults and people with disabilities as reported by providers in the Fiscal Year 2026 STIF quarterly SPR report.
- Estimated FY27 rides to older adults and people with disabilities based reported on Fiscal Year 2026 rides reported in the STIF SPR quarterly report.

Step 2: STIF Cost Per Ride Award

Travel Training Rides:

- Estimated rides that were offset from demand response rides due to travel training allowing older adults and people with disabilities to utilize fixed route in FY26/27.
- Estimated rides must be from training and rides completed in FY26/27.

Step 2: STIF Cost Per Ride Award

Initiated Rides:

- Rides that the applicant did not provide transportation service for but resulted from training, planning or scheduling the applicant was responsible for.
- Rides are counted at $1/3^{\text{rd}}$ of a ride as provider is not responsible for providing total transportation.
- If a ride is shared with another applicant, rides will be split accordingly by $1/3^{\text{rd}}$ to applicant who initiated the ride and $2/3^{\text{rd}}$ to the applicant who provided the ride service. Both applicants must agree that ride counts will be split.

Step 2: STIF Cost Per Ride Award

Provider	SPR Rides	Initiated Rides	Travel Training Rides	Total Rides
SCTD	1,152	-	-	1,152
Canby	17,909	-	-	17,909
SMART	3,456	-	-	3,456
Clackamas	84,853	-	-	84,853
Sandy	37,709	-	-	37,709
Multnomah	38,563	-	-	38,563
Ride Conn.	128,763	31,931*	1,000	161,694

* Rides counted at 1/3rd.

Step 2: STIF Cost Per Ride Award

Provider	SPR Rides	Initiated Rides	Travel Training Rides	Total Rides
Asian Health	11,232	-	-	11,232
Albertina Kerr	5,589	-	-	5,589
Impact NW	21,955	-	-	21,955
MFS	10,677	-	-	10,677
Neighborhood House	1,651	-	-	1,651
Centro Cultural	9,960	-	-	9,960

Step 2: STIF Cost Per Ride Award

Provider	Wash	Clack	Mult
SCTD	-	1,152	-
Canby	-	17,909	-
SMART	-	3,456	-
Clackamas	-	84,853	-
Sandy	-	37,709	-
Multnomah	-	-	55,086
Ride Conn.	71,370	4,514	85,810
RC Network	9,960	0	51,104

EXAMPLE



Total Rides	
Clack.	149,594
Wash.	81,330
Mult.	175,476

Step 2: STIF Cost Per Ride Award

County Cost per ride is determined by taking total STIF population funds generated in each county and dividing it by total reported rides to older adults and people with disabilities. This will be the rate at which STIF Population funding can be awarded to each provider.

County	Equation	Cost Per Ride
Clackamas	\$2,980,467/ 149,594 Rides	\$19.92
Washington	\$3,721,324/ 81,330 Rides	\$45.76
Multnomah	\$5,332,417/ 175,476 Rides	\$30.39

Step 2: STIF Cost Per Ride Award

The determined county cost per ride rate is applied to the provider's estimated rides to older adults and people with disabilities. This amount determines the initial FY28/29 award

Step 2: STIF Cost Per Ride Award

Provider Rides	FY26/27 Rides x Cost per Ride	Initial Award
SCTD	1,152 rides X \$19.92	\$22,952
Canby	17,909 rides X \$19.92	\$356,821
SMART	3,456 rides X \$19.92	\$68,856
Clackamas	84,853 rides X \$19.92	\$1,690,595
Sandy	37,709 rides X \$19.92	\$751,310
Multnomah	38,563 rides X \$30.39	\$1,171,851
Ride Connection	4,514 rides X \$19.92	\$5,963,134
	71,370 rides X \$45.76	
	85,810 rides X \$30.39	
	Total	\$10,025,519

Step 2: STIF Cost Per Ride Award

Provider Rides	FY26/27 Rides x Cost per Ride	Initial Award
Asian Health	11,232 rides X \$30.39	\$341,321
Albertina Kerr	5,589 rides X \$30.39	\$169,850
Impact NW	21,955 rides X \$30.39	\$667,164
MFS	10,677 rides X \$30.39	\$324,465
Neighborhood House	1,651 rides X \$30.39	\$50,161
Centro Cultural	9,960 rides X \$45.70	\$455,728
	Total	\$2,008,689

Step 3: Mileage Variable

A revenue mileage variable is applied to the cost per ride award. The mileage variable adjusts funds based on the average miles per trip provided to older adults and people with disabilities.

A trip is defined as:

- A single, one-way operation of a transit vehicle between two points—from its origin to its destination—while in revenue service (available to passengers).

Step 3: Mileage Variable

A service mileage variable is determined by:

- FY26 service miles to older adults and people with disabilities as reported by providers in the FY26 STIF SPR quarterly report.
- Estimated FY27 rides to older adults and people with disabilities based on reported on FY26 service miles reported in the STIF SPR quarterly report.

Step 3: Revenue Mileage Variable

The cost per ride award is decreased or increased by a percentage based on average revenue miles per trip provided to older adults and people with disabilities.

Average Miles per Trip									
1	2	3	4	5	6	7	8	9	10+
Percentage Decrease/Increase									
3	2.5	1.5	1	0	3	10	15	18	20

EXAMPLE

Step 3: Revenue Mileage Variable

(Provider Revenue Miles) / (Provider rides to older adults and people with disabilities in that County) = Average Mile per Trip

Provider Rides	Revenue Miles divided by Rides	Avg. Mile/Trip
SCTD	8,170 miles/6,432 rides	7 mile/trip
Canby	108,901 miles/19,716 rides	6 miles/trip
SMART	35,613 miles/3,641 rides	10 miles/trip
Clackamas	446,357 miles/81,136 rides	5 miles/trip
Sandy	237,405 miles/29,686 rides	6 miles/trip
Multnomah	50,000 miles/55,086 rides	1 miles/trip
Ride Connection	2,096,419 miles/331,335 rides	5 miles/trip

EXAMPLE

Step 3: Revenue Mileage Variable

(Provider Revenue Miles) / (Provider rides to older adults and people with disabilities in that County) = Average Mile per Trip

Provider Rides	Revenue Miles divided by Rides	Avg. Mile/Trip
Asian Health	8,443 miles/ 11,232 rides	1 mile/trip
Albertina Kerr	10,624 miles/ 5,589 rides	2 miles/trip
Impact NW	71,893 miles/ 21,955 rides	3 miles/trip
MFS	65,712 miles/ 10,677 rides	6 miles/trip
Neighborhood House	5,280 miles/ 1,651 rides	3 miles/trip
Centro Cultural	49,901 miles/ 9,960 rides	5 miles/trip

EXAMPLE

Step 3: Revenue Mileage Variable

Provider Rides	Avg. Mile/Trip	Cost per Ride Award	Change %	Final Award
SCTD	7	\$22,952	10%	\$25,247
Canby	6	\$356,821	3%	\$367,525
SMART	10	\$68,856	20%	\$82,628
Clackamas	5	\$1,690,595	0%	\$1,690,595
Sandy	6	\$751,310	3%	\$773,850
Multnomah	1	\$1,171,851	-3%	\$1,136,696
Ride Connection	5	\$5,963,134	0%	\$5,963,134

EXAMPLE

Step 3: Revenue Mileage Variable

Provider Rides	Avg. Mile/Trip	Cost per Ride Award	Change %	Final Award
Asian Health	1	\$341,321	-3%	\$331,081
Albertina Kerr	2	\$169,850	-2.5%	\$165,604
Impact NW	3	\$667,164	-1.5%	\$657,156
MFS	6	\$324,465	3%	\$334,199
Neighborhood House	3	\$50,161	-1.5%	\$49,408
Centro Cultural	5	\$455,728	0%	\$455,728

EXAMPLE

Step 3: Revenue Mileage Variable

Provider Rides	Final Award
SCTD	\$25,247
Canby	\$367,525
SMART	\$82,628
Clackamas	\$1,690,595
Sandy	\$773,850
Multnomah	\$1,136,696
Ride Connection	\$5,963,134
Total	\$10,039,674

EXAMPLE

*In current model there is slight underspend of \$1,357 Variable percentages can be adjusted to best account for mileage traveled.

Step 3: Revenue Mileage Variable

Provider Rides	Final Award
Asian Health	\$331,081
Albertina Kerr	\$165,604
Impact NW	\$657,156
MFS	\$334,199
Neighborhood House	\$49,408
Centro Cultural	\$455,728
Total	\$1,993,177

*In current model there is slight underspend of \$1,357. Variable percentages can be adjusted to best account for mileage traveled.

EXAMPLE

EXAMPLE

Total Biennium Changes

Provider	FY26/27 STIF Total	FY28/29 STIF Award	Total Change
SCTD	\$154,052	\$25,247	(\$128,805)
Canby	\$253,606	\$367,525	\$113,919
SMART	\$288,000 (Carryover)	\$82,628	(\$205,372)
Clackamas	\$1,630,927	\$1,690,595	\$59,668
Sandy	\$423,491	\$773,850	\$350,359
Multnomah	\$1,114,718	\$1,136,696	\$21,978
Ride Connection	\$8,069,933*	\$5,963,134	(\$2,106,798)
Total	\$12,164,186*	\$10,025,519	(\$2,138,667)

***Includes STIF Payroll or Carryover**

EXAMPLE

Total Biennium Changes

Provider	FY26/27 STIF Total	FY28/29 STIF Award	Total Change
Asian Health	\$115,443*	\$331,081	\$215,638
Albertina Kerr	\$165,598* (Carryover)	\$165,604	\$6
Impact NW	\$728,776*	\$657,156	(\$71,620)
MFS	\$718,947*	\$334,199	(\$384,748)
Neighborhood House	\$153,480*	\$49,408	(\$104,072)
Centro Cultural	\$329,686*	\$455,728	\$126,042
Total	\$2,107,800	\$1,993,177	(\$114,623)

*Includes STIF Payroll or Carryover

Step 4: STIF Pop Final Award

The cost per ride award with the mileage variable applied is the provider's final STIF population award.



Providers are notified of the allocated funding awards. They will complete an ATFAC application detailing projects to be funded.

Step 4: STIF Pop Final Award

ATFAC will review completed provider applications to determine that requested projects are appropriate for approval of funding per the HB2017 Transit Advisory evaluation criteria and Coordinated Transportation Plan.



Approved projects will be submitted to the HB2017 Committee.