

# HB 2017 Transit Advisory Committee

May 22, 2026

TRI  MET

# Meeting Agenda

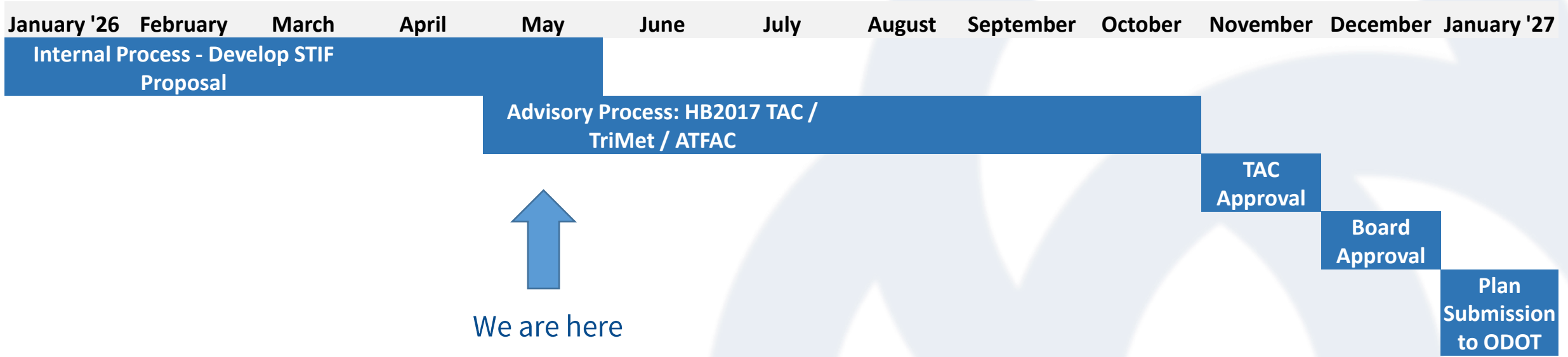
|  |            |
|--|------------|
| Public Comment                           | 10:00 a.m. |
| Work Plan and Timeline                   | 10:05 a.m. |
| ATFAC Process Update                     | 10:10 a.m. |
| Project Evaluation Considerations        | 10:20 a.m. |
| FY28-29 STIF Plan Projects – Fares, LIFT | 10:50 a.m. |
| Outreach Process Discussion              | 11:20 a.m. |
| Guiding Statement Vote                   | 11:25 a.m. |
| Meeting Adjourns                         | 11:30 a.m. |

# Public Comment



# STIF Work Plan & Timeline

# Timeline for STIF Planning Process





# ATFAC Process Update

# STIF Payroll & STIF Population Funds

## STIF Payroll Based Formula Funds (STIF Pay):

- Funds derived from the 0.1% payroll tax
- Allocated based on where payroll is generated
- Can't be used for light rail capital investments

## STIF Population Based Formula Funds (STIF Pop):

- Funds derived from cigarette tax, ID card fees, non-auto. gas tax, & STIF Pay funds
- Funding allocation recommendations are made by the Accessible Transportation Funds Advisory Committee (ATFAC)
- Transportation programs for older adults and people with disabilities (i.e., ADA complementary paratransit and on demand transit programs)

# STIF Funds Allocated by the ATFAC

| STIF Funds   | FY26-27<br>(current<br>biennium) | FY28-29<br>(upcoming<br>biennium) | Difference           |
|--|----------------------------------|-----------------------------------|----------------------|
| STIF Population Funds  | \$10,539,568                     | \$11,597,670*                     | <b>\$1,137,458</b>   |
| STIF Payroll Based Formula Funds<br>(Human Services Program) | \$4,000,000                      | \$0                               | <b>(\$4,000,000)</b> |
| <b>Total</b>   | <b>\$14,539,568</b>              | <b>\$11,597,670</b>               | <b>(\$2,862,542)</b> |

\*projected amount

- The ATFAC has yet to allocate the FY28-29 STIF Population Funds
- TriMet is not pursuing STIF Population funds in FY28-29 – all funds to be allocated to Ride Connection, the counties, and Clackamas County transit providers
- TriMet to use the \$4,000,000 for LIFT operations and vehicles

# ODOT 5310 Federal Funds

Provided by the state;  
allocated by the ATFAC

- Funds for transportation programs for people over 65 and people with disabilities
- Allocation requires citizen input - ATFAC
- Recipients contract directly with the state



# ODOT 5310 Federal Funds

| Recipient                                  | FY26-27 Budget<br>(current biennium) | FY28-29 Budget<br>(upcoming biennium)* | Difference        |
|--|--------------------------------------|--|-------------------|
| Canby Area Transit                         | \$195,000                            | 200,850                                | \$5,850           |
| Clackamas County                           | \$220,000                            | 250,000                                | \$30,000          |
| Ride Connection                            | \$4,944,147                          | \$5,976,533                            | \$1,032,386       |
| Sandy Area Metro                           | 248,074                              | 400,678                                | \$152,604         |
| South Clackamas<br>Transportation District | \$200,000                            | \$120,000                              | (\$80,000)        |
| TriMet LIFT                                | \$1,540,853                          | \$364,152                              | (\$1,176,701)     |
| <b>Total</b>                               | <b>\$7,348,074</b>                   | <b>\$7,312,213</b>                     | <b>(\$35,861)</b> |

\*preliminary allocation

# ADA Paratransit Service

## TriMet LIFT

Federal  
Mandate

+

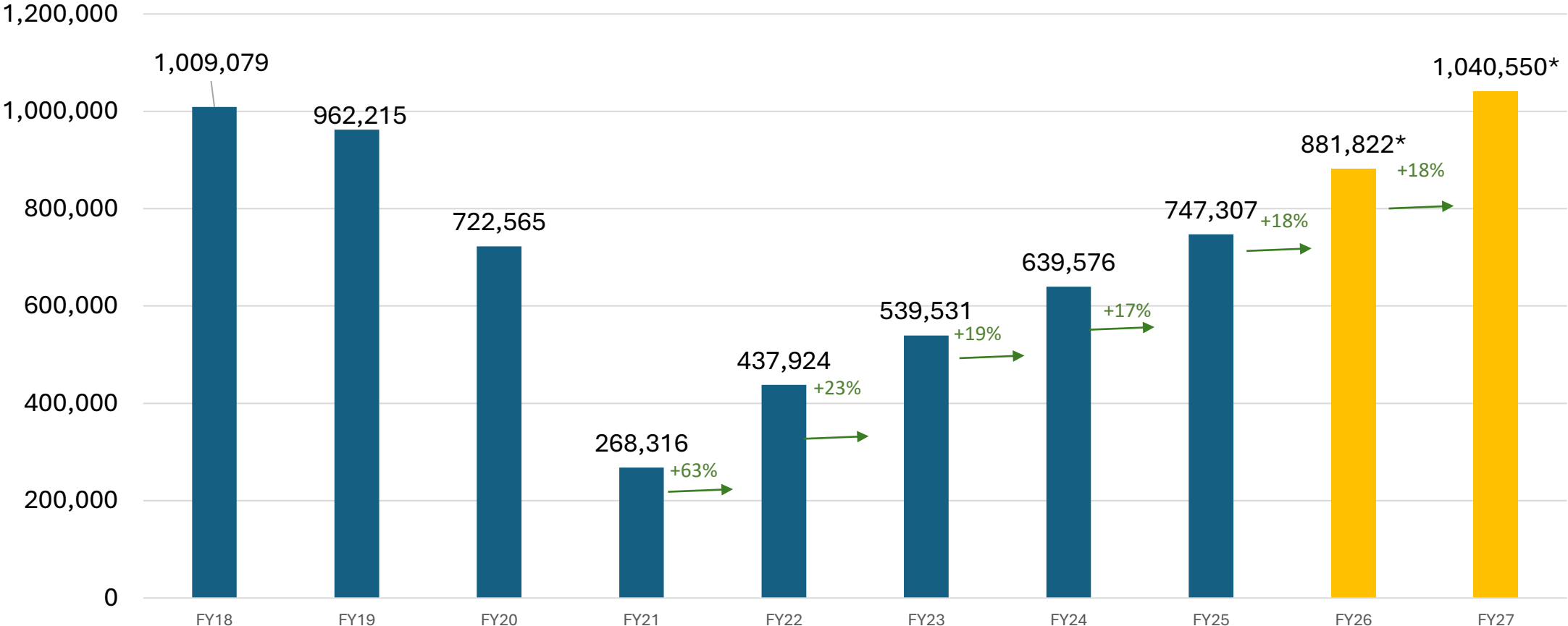
- Complementary Service
- $\frac{3}{4}$  mile from fixed route
  - Same hours/days as fixed route

=

No Fiscal Flexibility

# Growth in LIFT Service Demand

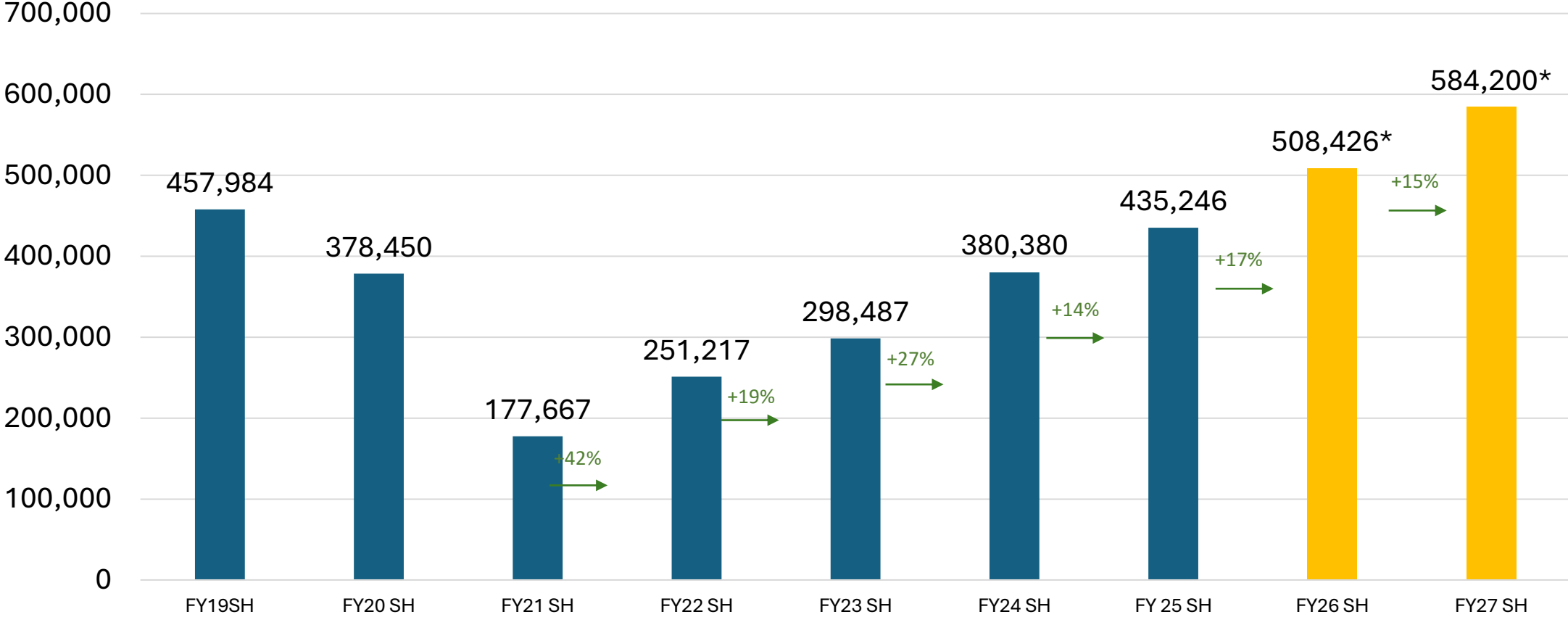
LIFT Ridership FY18 - FY26



\*anticipated volume, based on current travel patterns

# Increase in LIFT Service Hours

LIFT Service Hours FY19 - FY27



\*anticipated volume, based on current travel patterns

# Need for New LIFT Vehicles

- Most LIFT vehicles need to be replaced
- Current fleet being replaced is 7 years beyond their useful life



# A Difficult Choice

TriMet's Human Services Program Funds (STIF Pay) – \$4,000,000:

- Demand response services are valuable partners that defer some rides from LIFT
- Amount of deferred rides is unknown, but likely at a small scale compared to the overall demand for LIFT
- LIFT demand is rapidly growing - federally mandated service
- Most LIFT vehicles need to be replaced
- TriMet has a fiscal crisis

# Project Evaluation Considerations

# Updated Bylaws

## X. Eligible Projects and Process

- C. The Advisory Committee shall consider the following when reviewing STIF Formula Fund Projects:
- i. The extent to which the project is eligible per the eligible projects listed under X.A.i. through X.A.ix; - **Yes/No**
  - ii. Whether the project would maintain an existing service; - **Yes/No**
  - iii. The **extent** to which the project goals **meet public transportation needs** and are **a responsible use of public funds**;
  - iv. The **extent** to which the **project might benefit or burden historically or currently marginalized communities** both now and in the long-term; and
  - v. **Other factors to be determined by the Qualified Entity or Advisory Committee.**

# X.C.iii. Meets Public Transportation Needs

## Public Transportation Need

The project:

- provides a public transportation service
- increases access to public transportation
- is a capital purchase/project intended for the provision of or access to public transportation

## Examples

The project:

- is a bus, rail, shuttle or paratransit service
- subsidizes the cost of riding public transportation
- purchases/maintains vehicles to be used for public transportation
- purchases/installs/maintains bus stop amenities (e.g., benches, shelters, etc.)
- purchases/maintains/designs/constructs transit facilities (e.g., bus barn, transit center, etc.)
- provides security for public transportation customers (e.g., security staff, cameras, etc.)
- builds sidewalk or safe crossings connecting to public transportation
- provides marketing, planning, rider training, or administration for public transportation

# X.C.iii. Responsible Use of Public Funds

## Responsible Use of Public Funds

The project:

- is for a public agency or non-profit provider
- is intended for public use for any reason

## Examples

The project is available to the public for any trip purpose and:

- is a bus, rail, shuttle or paratransit service
- subsidizes the cost of riding public transportation
- purchases/maintains vehicles to be used for public transportation
- purchases/installs/maintains bus stop amenities (e.g., benches, shelters, etc.)
- purchases/maintains/designs/constructs transit facilities (e.g., bus barn, transit center, etc.)
- provides security for public transportation customers (e.g., security staff, cameras, etc.)
- builds sidewalk or safe crossings connecting to public transportation
- provides marketing, planning, rider training, or administration for public transportation

# X.C.iv. Benefit/Burden Historically/Currently Marginalized Communities

## Benefits Historically or Currently Marginalized Communities

The project

- is intended for low-income communities
- is intended for older adults and people with disabilities
- Exists within or is adjacent to at least one equity area on the adopted Equity Areas Map

## Examples

The project

- provides discounted passes for low-income individuals,
- purchases vehicles intended for public transportation for older adults and people with disabilities
- provides bus, rail, shuttle, or paratransit service that enters or is adjacent to at least one equity area on the adopted Equity Areas Map
- Facilitates transit service/ridership for marginalized communities or within/adjacent to at least one equity area on the adopted Equity Areas Map

# **X.C.v. Other Factors to be Determined by the Qualified Entity or Advisory Committee**

**Committee Discussion**

# FY28-29 STIF Plan Projects

## Reduced Fare Programs

# Income Qualified Honored Citizen Program

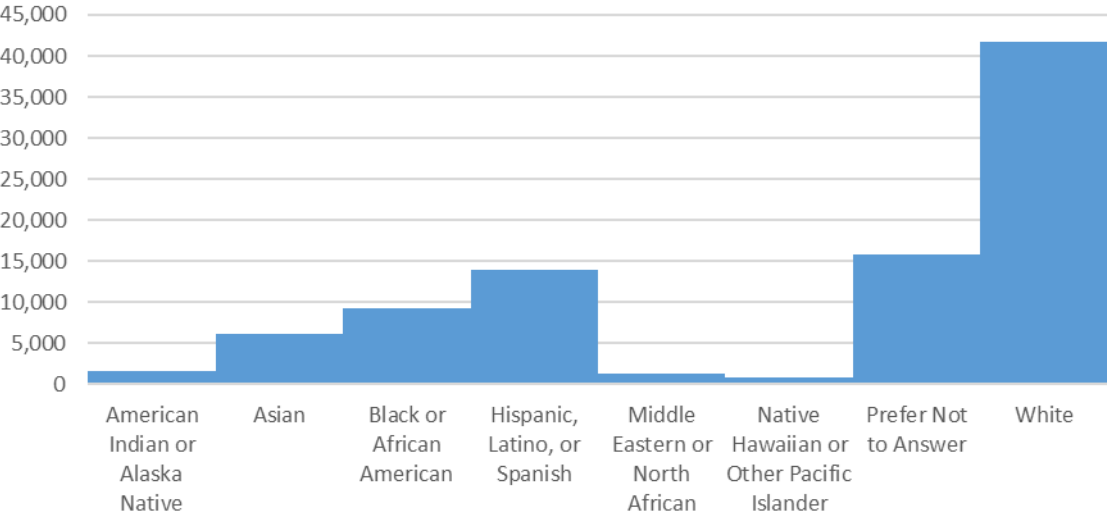
An existing STIF program that provides a 50% to 72% discount on fares for riders that meet the income qualifications and enroll in the program.

## Qualifications:

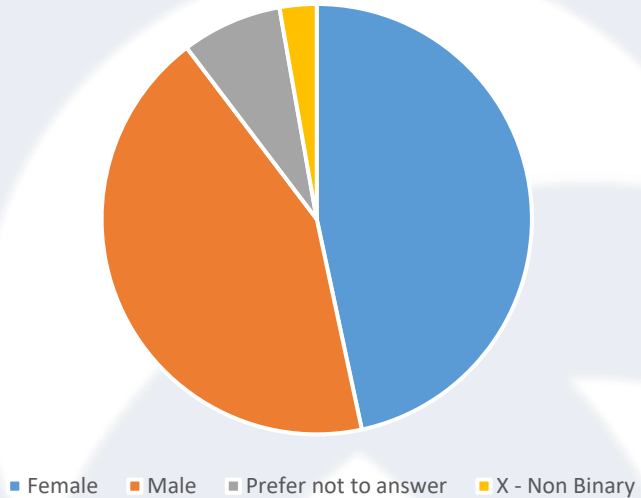
- Age 18-64
- Oregon Resident
- Income at or below 200% of the Federal Poverty Level (FPL)

# Program Data

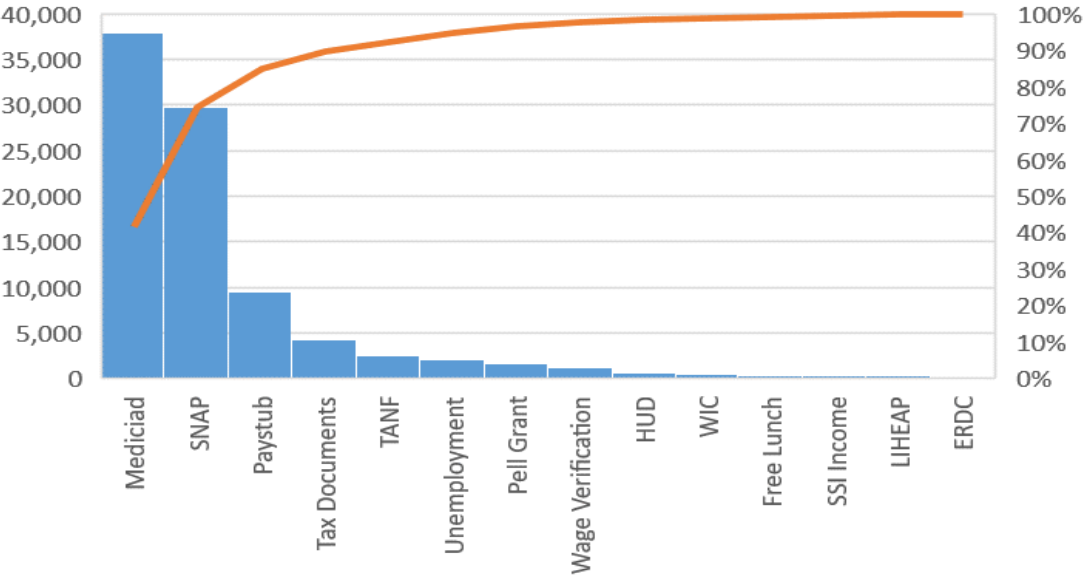
Program Enrollments By Race/Origin



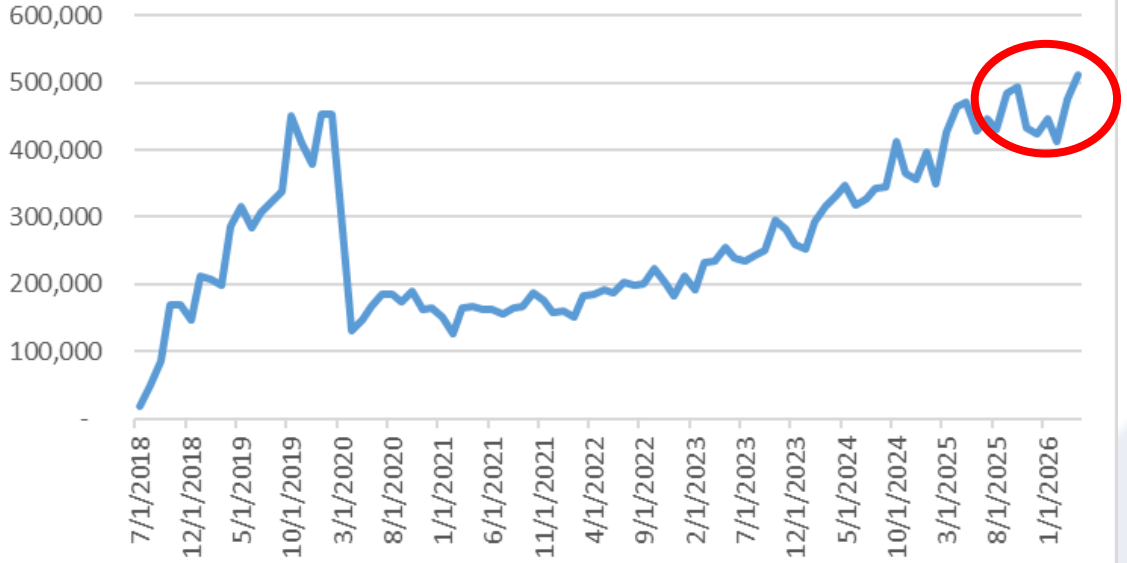
Enrollments By Gender



Enrollment By Qualification Method



Income Quailified Trips



# Fare Relief Grant Expansion

An existing TriMet program that was expanded using STIF funding. Provides grant funding in the form of free fare to over 161 local non-profit organizations supporting riders with limited income.

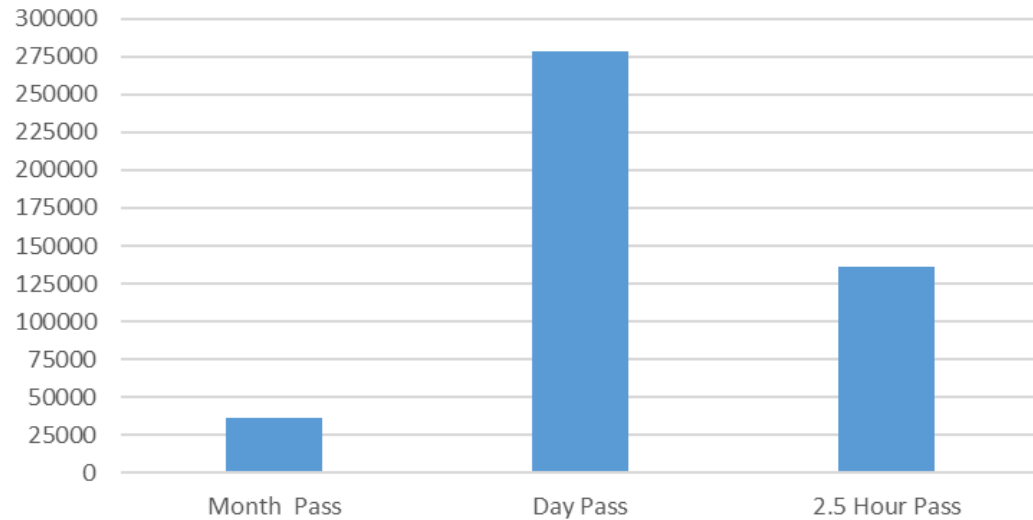
\$1 million funded by TriMet 2.4 Million funded by STIF

## Qualifications:

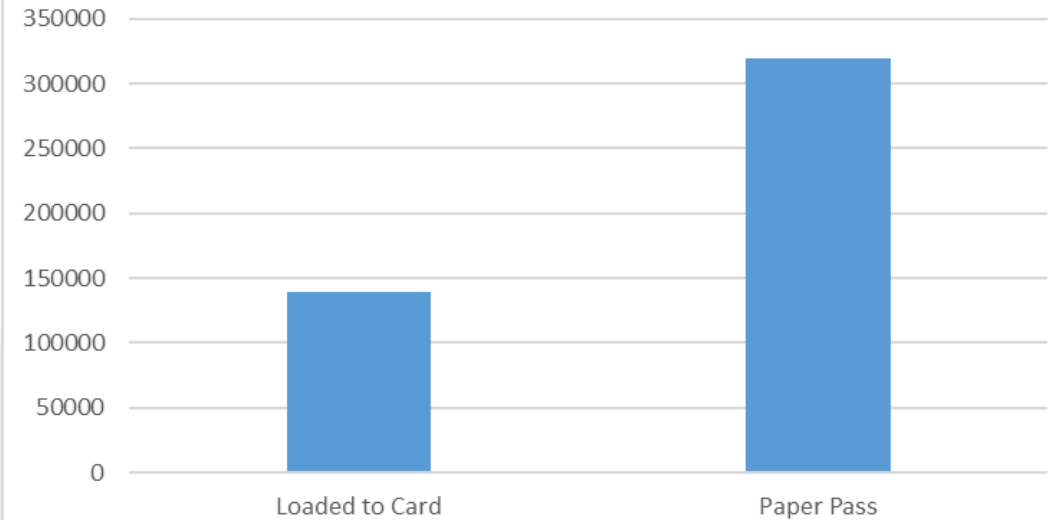
- 501C3
- Provide services within TriMet's service area
- Works primarily with low-income clients
- Fares must go to low -ncome riders

# Program Data

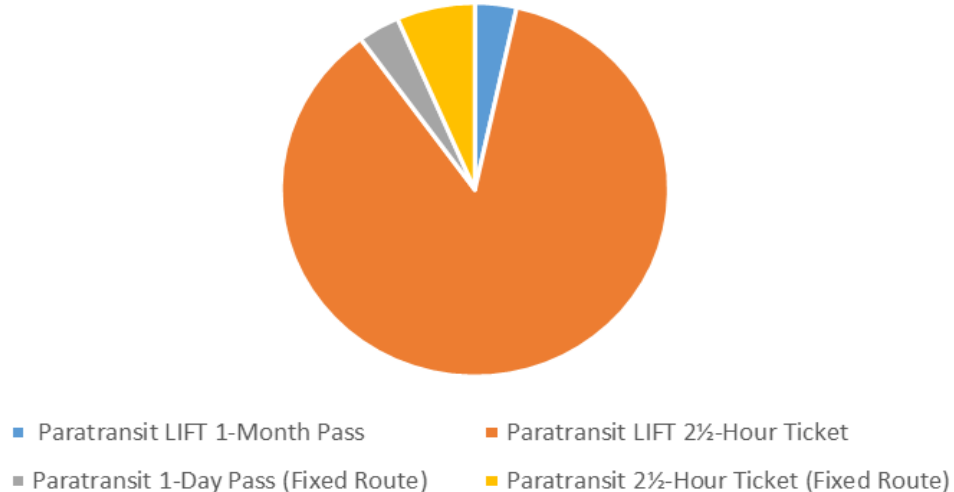
### Passes Distributed by Type



### Pass Distribution Method



### Paratransit Passes



- Helps Non-profit agencies provide fares for low income riders regardless of whether a rider is enrolled in TriMet's discount program.
- Provides a safety net for riders that cannot qualify for the discounted fares
  - Unhoused individuals with no qualifying documents
  - Undocumented residents
- Provides real time fare assistance for riders in need
- Many grant recipients are also able to enroll riders into the income qualified Honored Citizen program

# Considerations

## Income Qualified Honored Citizen Program & Fare Relief Grant Program

| Considerations                   |   |
|----------------------------------|---|
| Eligible Project?                | Yes                                     |
| Existing Project?                | Yes                                     |
| Meets a transportation need?     | Improves access to transit              |
| Responsible use of public funds? | Transit program available to the public |
| Serves a marginalized community? | People earning low-incomes              |

# FY28-29 STIF Plan Projects

## Student Fare Programs

# Mandated STIF Program

## 9<sup>th</sup>-12<sup>th</sup> Grade Students

- ▶ Language in HB2017 requires TriMet to allocate 1% of received STIF funds to high school transit
- ▶ Specifically for 9<sup>th</sup>-12<sup>th</sup> Grade students
- ▶ Services transit dependent youth
- ▶ A supplement to school transportation benefits

# Funding

## TriMet's 1% Allocation

- ▶ FY27 program funding will be ~\$600K
- ▶ Distributed across participating schools
- ▶ Funding fluctuates year over year as it is based on TriMet's total collected STIF revenue

# Program Transit Need & Benefits

## Transit Dependent Youth

- ▶ Participating high schools distribute transit passes to transit dependent students
- ▶ Supports access to schools, employment, social services, after school activities

# Participating Schools

## School & Education Districts

Beaverton SD

Centennial SD

David Douglas SD

Forest Grove SD

Gresham-Barlow SD

Hillsboro SD

MESD

Lake Oswego

North Clackamas

NWESD

Oregon City SD

Parkrose SD

Reynolds SD

Sherwood

Tigard-Tualatin

# Considerations

## Student Fare Program

| Considerations                   |  |
|----------------------------------|--|
| Eligible Project?                | Yes  |
| Existing Project?                | Yes  |
| Meets a transportation need?     | Improves access to transit                 |
| Responsible use of public funds? | Transit program available to the public    |
| Serves a marginalized community? | Students from families earning low-incomes |

# FY28-29 STIF Plan Projects

## Accessible Transportation Program (LIFT)

# TriMet LIFT – STIF Funded Projects

## 1. LIFT Replacement Vehicles

## 2. LIFT Operations

- **Eligible for STIF Funds:** Yes
- **Existing Project:** Yes

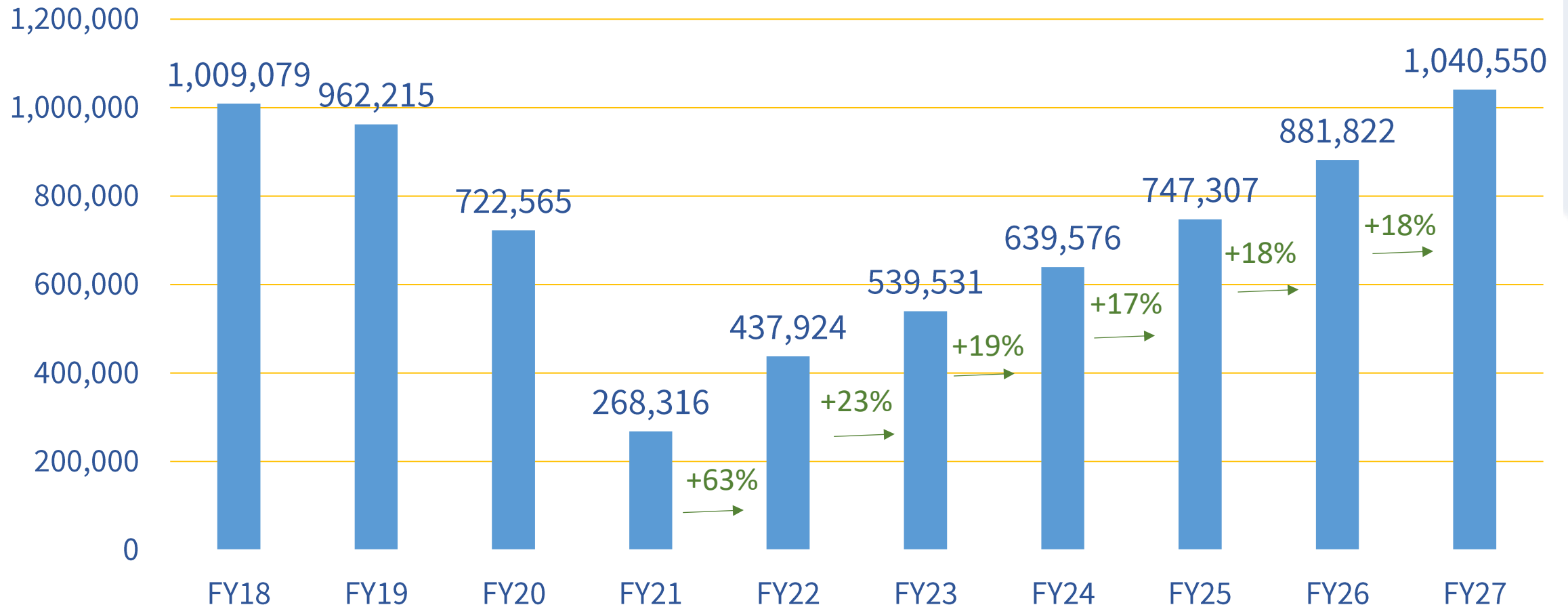
### The extent to which this project meets a transportation need:

- **The Replacement of LIFT Revenue Vehicles** project is a capital purchase or project intended for the provision of public transportation
- **The LIFT Service Operations project** is a public transportation service



# Growth in LIFT Service Demand

## LIFT Ridership FY18 - FY26



\*anticipated volume, based on current travel patterns

# TriMet LIFT – STIF Project 1: Vehicles

- **The extent to which this project is a responsible use of public funds:**  
TriMet LIFT's Vehicle Replacement project is a capital purchase or project intended for the provision of public transportation

The vehicles being purchased are replacing vehicles **7 years BEYOND useful life minimums** (Useful life = 5 years, these vehicles are 12 years old)

- Aging vehicles reduce reliability for riders who depend on paratransit for critical trips like medical appointments, work, and dialysis.
- Older vehicles increase missed trips, late pickups, and service disruptions.
- Maintenance costs continue to rise as the fleet ages, pulling limited resources away from service improvements.
- Replacing vehicles now helps avoid even greater future maintenance costs and service reliability issues

# TriMet LIFT – STIF Project 2: Operations

**The extent to which this project is a responsible use of public funds:** TriMet LIFT Operations are federally mandated under the Americans with Disabilities Act

- LIFT paratransit service is a federally mandated ADA civil rights service — **not a discretionary program.**
- TriMet is legally required to provide paratransit service for riders who cannot use fixed-route transit due to disability.
- Demand for paratransit service continues to grow 15-20% annually, as the population ages and mobility needs increase.
- Inadequate funding for LIFT creates significant legal, regulatory, and compliance risks for TriMet.
- LIFT provides essential access to healthcare, work, education, groceries, and community activities for people with disabilities.
- When resources are limited, transit agencies are required to prioritize mandated ADA services before discretionary programs.

# TriMet LIFT – STIF Funded Project

The extent to which your project benefits historically and currently marginalized communities

- **100% of LIFT Riders are people with disabilities**

## Ethnicity:

- 3% American Indian, Alaska Native
- 10% Black or African American
- 11% Hispanic, Latino or Spanish
- 8% Asian
- 68% Caucasian

- SNAP Beneficiary: 59%
- Low-Income: 71%  
(200% of the FPL)
- Age 65+: 75.4%
- Disability:
  - 27% Cognitive
  - 26% Blind/Low-Vision
  - 68% Slow Walker/Mobility



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Questions?

# FY28-29 STIF Plan Outreach Process

# FY28-29 STIF Plan Outreach

## Discussion

- Continued funding for operating programs
- Confusion about funding and service cuts



# HB 2017 Transit Advisory Committee Guiding Statement

# 2026 Advisory Committee Guiding Statement

## Preamble

STIF provides much-needed investment in transit service. Employees in Oregon are taxed to pay for transit, and low-income workers contribute proportionately more of their incomes as a result. Annual per capita income in the Portland metropolitan area is below the U.S. average, and a host of affordability issues push residents to areas with lower transit services. Additionally, TriMet is facing a funding shortfall that will result in transit service cuts across the region. It is therefore critical that investment of this funding serve the needs of low-income people, older adults, and people with disabilities to have affordable, reliable, and convenient transit service that connects them to jobs, medical facilities, social services and everyday needs. A modern, well-funded, and fiscally responsible transportation system that is planned, built, and operated with equity as a guiding principle will benefit everyone through increased access to work and school opportunities and reduced air toxins, carbon output, and congestion, shaping our region for generations to come. Therefore, the committee will advise TriMet on a public transportation improvement plan to spend STIF funds for the following purposes:

# 2026 Advisory Committee Guiding Statement

## Goals

- sustaining existing and expanding transit services (including first/last mile services), except for light rail, with consideration for communities identified as equity areas on the Equity Areas Map,
- sustaining existing and expanding first/last mile transit services in communities inside and outside the TriMet service district, but inside in Clackamas, Multnomah, and Washington counties to increase regional coordination and reduce fragmentation of transit services.
- programs to reduce transit fares for low-income households,
- procurement of zero emission buses,
- capital projects required for the maintenance, creation, expansion and improvement of transit services, including projects intended to improve speed and reliability, with consideration for communities with a high percentage of low-income households and responsible contracting and workforce utilization.

# Thank You

Next Meeting: June 26, 2026

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