

HB 2017 Transit Advisory Committee

June 26, 2026

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Meeting Agenda

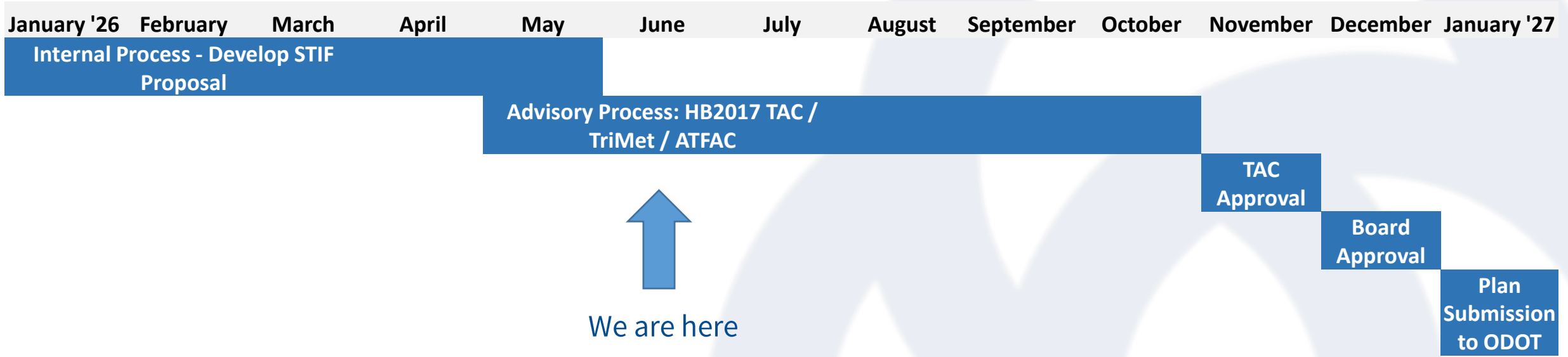
Public Comment	10:00 a.m.
Work Plan and Timeline	10:05 a.m.
ATFAC Process Update	10:10 a.m.
FY28-29 STIF Plan Projects – LIFT, Reg. Coord.	10:25 a.m.
STIF Discretionary Grant Process Update	10:55 a.m.
STIF Plan Outreach Process Discussion	11:05 a.m.
OGEC Public Meeting Law Training	11:25 a.m.
Meeting Adjourns	11:30 a.m.

Public Comment



STIF Work Plan & Timeline

Timeline for STIF Planning Process



ATFAC Process Update

ATFAC Update

STIF Funds	FY28-29 Projection	Status	Description
STIF Population Funds	\$11,597,670	Unallocated	<ul style="list-style-type: none">• Discussion on a formulaic approach for awarding funds will continue.• A methodology utilizing several factors for allocation will be reviewed.
ODOT 5310 Funds	\$7,312,213	Allocated	<ul style="list-style-type: none">• ATFAC has awarded ODOT 5310 funding to 12 projects serving older adults over the age of 65 and people with disabilities.
Total	18,909,883		<ul style="list-style-type: none">• ATFAC has awarded 37% of the total available funds for the FY28/29 biennium.

ODOT 5310 Approved Projects

Provider	Project	Award
SCTD	Transit Vehicle Preventive Maintenance	\$120,000
Clackamas Co.	Preventative Maintenance	\$241,263
Canby	Weekday Dial-A-Ride	\$200,850
TriMet	LIFT Revenue Replacement Vehicles	\$364,152
Ride Connection	Network Management	\$2,066,007
	Mobility Management: RideWise, Mobility for Health, and IT Infrastructure	\$1,885,307
	Preventative Maintenance and IT Capital	\$945,000
	Vehicle Replacements	\$420,129
	Purchased Service	\$660,000
Sandy	Preventative Maintenance	\$190,595
	Vehicle Acquisition	\$121,124
	SAM Medical Rides	\$97,696

Questions

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

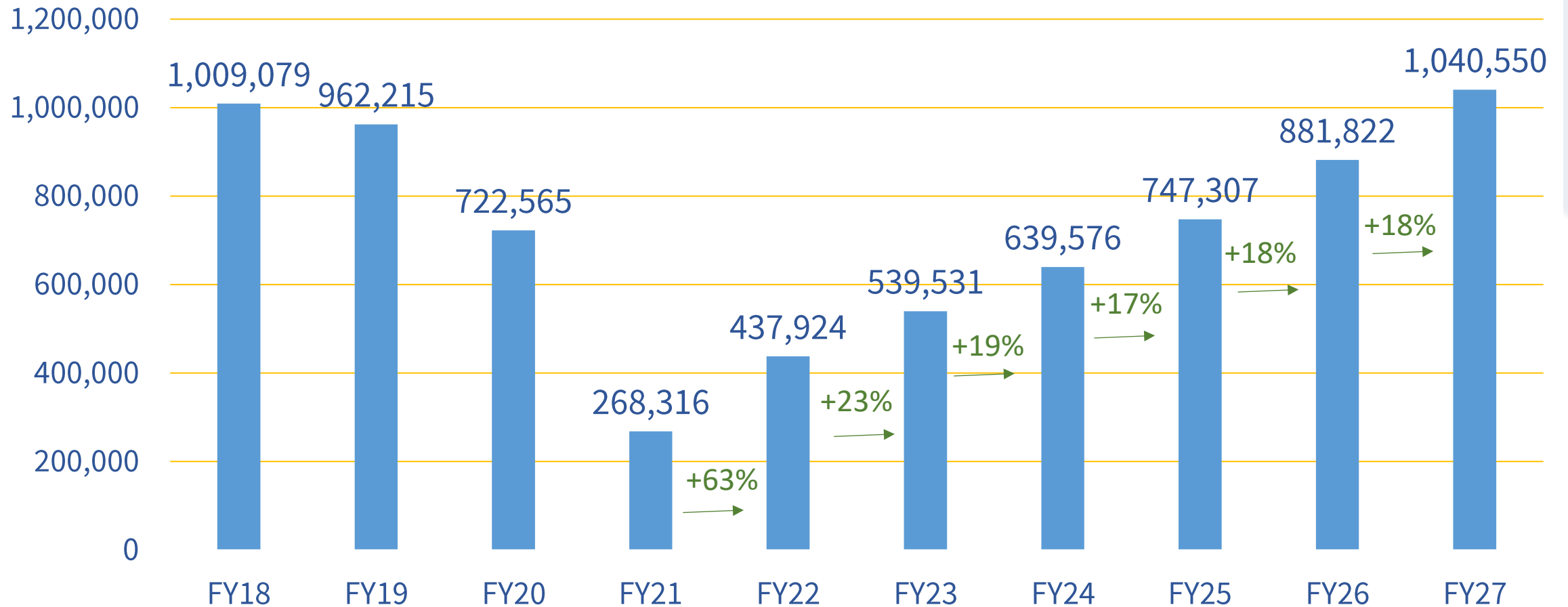
The extent to which this project meets a transportation need:

- **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 Projects

Regional Coordination Program

FY28-29 Regional Coordination Program

What is the Regional Coordination Program?

- Shuttles within the TriMet Service District
- Transit service between the TriMet Service District and other transit providers

STIF Legislation:

- Reducing fragmentation of services
- Improving connections between communities inside & outside the Qualified Entity's service area

FY28-29 Regional Coordination Program

Clackamas County

- Clackamas Industrial Shuttle
- Oregon City Shuttle
- CCC Express – Gateway to Clackamas Community College
- Estacada Shuttle – to Clack Comm. College

Multnomah County

- ACCESS Shuttle – serving Columbia Corridor

Washington County

- Bethany Link Shuttle
- Cornelius Link Shuttle
- Grove Link Shuttle – serving Forest Grove
- King City Link Shuttle
- North Hillsboro Link Shuttle
- Tualatin Shuttle

South Metro Area Regional Transit (SMART)

- Line 2X – Wilsonville to Tualatin
- Line 10X – Wilsonville to West Linn, Oregon City, Clackamas Town Center

Sandy Area Metro (SAM)

- Sandy to Clackamas Town Center



Questions

STIF Discretionary Funds

STIF Discretionary Funds

What are STIF Discretionary Funds?

- Funded through STIF Payroll. It represents roughly 5% of total STIF payroll funding.
- A flexible funding source to improve public transportation.
- Grant funds awarded through a competitive process.
- STIF Discretionary Funding received requires a match of 20 percent.

STIF Discretionary Funds

What is the HB2017 Committee's role in STIF discretionary funding?

- Each Qualified Entity shall provide a prioritized list of projects, if any, to ODOT. Qualified Entities must consult with their advisory committees prior to submitting feedback about projects.
- The Qualified Entity's advisory committee must choose to fund or not fund each project. The advisory committee may choose to rank each project. *

Upcoming Funding Cycle Changes

- This funding cycle federal and state grants have been combined into a single call for projects. Grant funds will be awarded at one time as part of the Competitive Transit Grant Phase 2 process.
- STIF Discretionary funding will be awarded for a single transition year. The new cycle will align biennium grants to begin in even-numbered years and will start for the 2028-30 period.

FY28 STIF Discretionary Projects

Canby

- EOL Bus Replacement – 2 cut away buses
- EOL Bus Replacement - replace two (2) coach buses

Sandy

- Vehicle Replacement - Two electric category E1 vehicles will be procured to replace two gasoline category D vehicles.
- Sandy Operations Center Expansion Project

Clackamas County

- TRP Replacement Vehicle
- Mt. Hood Express Signs

TriMet

- ADA-Accessible Vehicle Replacement
- TriMet Transit Priority Spot Improvements

City of Portland

- Expand Pilot Program for Streetcar and Central City Recovery

Washington County

- Washington County Microtransit Pilot Project - FY27-28 Extension
- Ride Connection Washington County Demand Response Replacement Vehicles

SCTD

- Bus Replacement Project

Questions

FY28-29 STIF Plan Outreach Process

FY28-29 STIF Plan Outreach

Challenge:

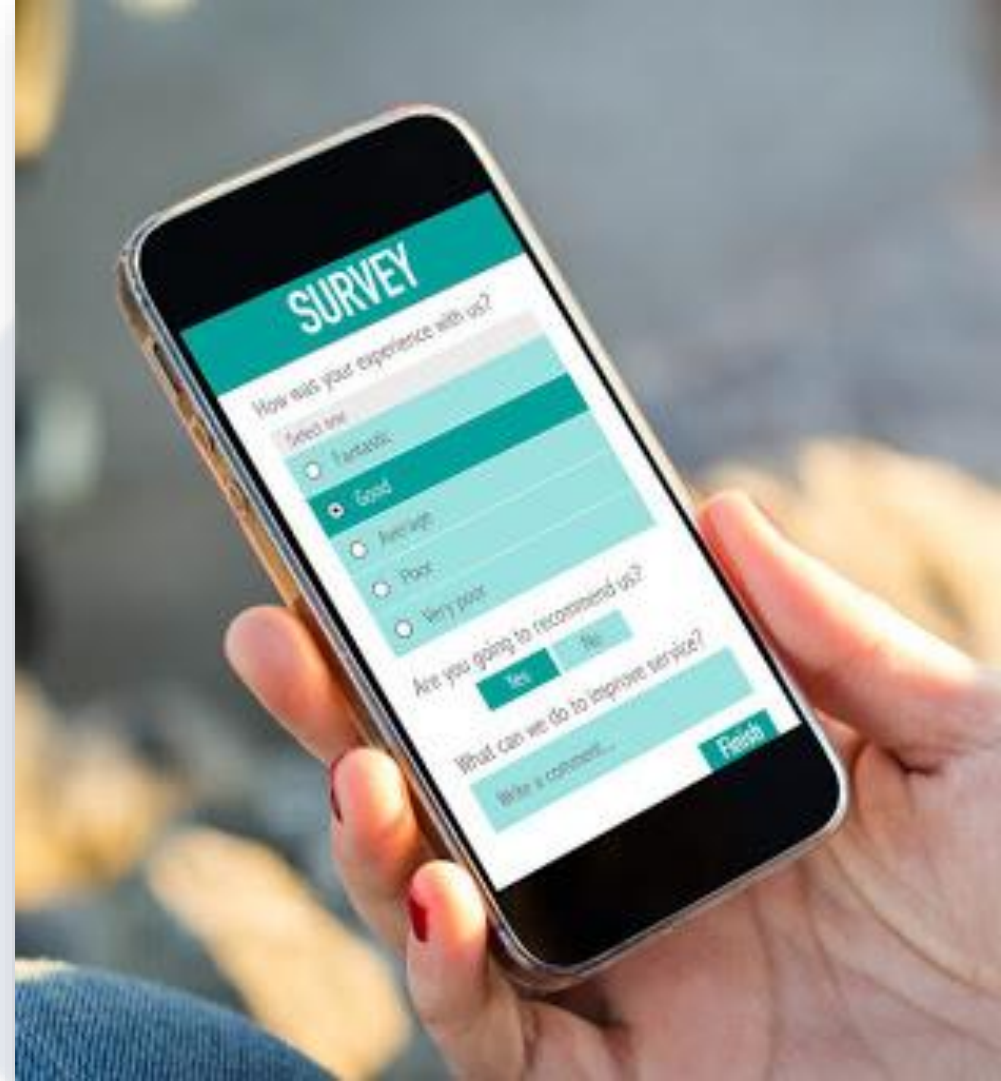
- Continued funding for operating programs
- Confusion about funding and service cuts



FY28-29 STIF Plan Outreach Approach

Approach:

- Post focus group priorities
- Post proposed STIF Plan program
- Request feed back about the proposed STIF Plan
- Request additional thoughts



FY28-29 STIF Plan Outreach Distribution

Distribution:

- HB 2017 TAC Webpage
- Email listservs (Riders Club, TriMet on the Move, etc.)
- News media
- CBOs
- Jurisdictional partners



Focus Group Results

April 2026:

- 52 participants
- All 3 counties

Participants highly valued:

- Reduced fare programs
- Student fare programs
- Transit service preservation



Questions

Oregon Government Ethics Commission Public Meeting Law Training

OGEC Public Meeting Law Training

As public officials on a public committee:

- You are required to follow Oregon's Public Meeting Laws to ensure transparency and compliance (See ORS 192.700).
- All committee members must complete the Oregon Government Ethics Commission (OGEC) Public Meeting Law training prior to the end of their term (Dec. 31, 2027).
- <https://www.Oregon.gov/ogec/training/pages/webinars.aspx>
Register for an upcoming live webinar or access available training materials.

Questions

Thank You

Next Meeting: July 24, 2026

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