HB2017 Transit Advisory Committee Minutes

Date: July 24, 2026

Meeting Time: 10:03-11:40 a.m.

Meeting Location: Virtual meeting via Webex

Meeting Recording: Recordings are available upon request by emailing bouchard@trimet.org.

Attendees

Committee Members

- April Bertelsen (City of Portland; Local Governments)
- Jarvez Hall, co-chair (TriMet District 6 representative; TriMet Riders)
- Commissioner Diana Helm (Clackamas County Board of Commissioners; Local Governments)
- Patricia Kepler (People With Disabilities)
- Andy Nelson (Ride Connection; Public Transportation Providers)
- Eve Nilenders (Multnomah County; Public Transportation Service Providers Outside the TriMet District)
- Andrew Plambeck (Portland Streetcar, Inc.; Public Transportation Providers)
- Mary Lou Ritter (Older Adults)
- Phil Selinger (TriMet District 2 representative; TriMet Riders)
- Commissioner Jason Snider (Washington County Board of Commissioners; Local Governments)
- Ian Stude (TriMet District 4 representative; TriMet Riders)

Committee Alternate

- Jessica Berry, alternate for Commissioner Vince Jones-Dixon (Multnomah County Board of Commissioners; Local Government)

TriMet Staff

- Alex Page; Crystal Loggins, Community Engagement; David Bouchard; Debbie Gregg; Eileen Collins Turvey; JP Gonzalez; Justin Trubiani; Luke Norman; Tom Mills.

Presenters and Other Attendees

- **Canby Area Transit and City of Canby:** Heidi Muller; Todd Wood.
- **Clackamas County:** Kristina Babcock.

- **Metro:** Kelly Betteridge.
- **Multnomah County:** Alexander Kanso.
- **PBOT and City of Portland:** Kate Scalet; Rich Eisenhauer; Sara Wright.
- **Ride Connection:** Dean Orr; John Mira.
- **Sandy Area Metro:** Andi Howell.
- **South Clackamas Transportation District:** Mike Strauch.
- **The Street Trust:** Lindsay Huber.
- **Washington County:** Dyami Valentine; Reza Farhoodi.
- **Wilsonville and SMART:** Diana Kotler; Dwight Brashear; Kelsey Lewis.
- Unidentified phone attendee (masked number ending 248).

Minutes

Call to Order and Agenda

- Tom confirmed that a quorum was present. Co-chair Michael Morrow was absent, and co-chair Jarvez Hall joined shortly after the meeting began. The meeting was called to order at 10:03 a.m.
- Because numerous applicants and presenters were attending, all participants were admitted. Observers were asked to send comments to their committee representatives rather than speak during committee deliberations.
- The agenda included public comment; the STIF work plan and timeline; an Accessible Transportation Funds Advisory Committee update; presentations on STIF discretionary, intercommunity discretionary, and related federal grant applications; TriMet's final two proposed STIF plan projects; the FY 2028-29 STIF plan budget; and authorization to begin public outreach.

Public Comment

- No public comments were offered.

STIF Work Plan and Timeline

- Tom reviewed the schedule leading to final plan approval no later than November. The August agenda was expected to include another ATFAC update and the launch of STIF plan outreach. Later agendas will be refined as the process advances.

Accessible Transportation Funds Advisory Committee Update

- Justin reported that the amount expected to be awarded through the STIF Population Fund had increased from approximately $11.6 million to approximately $11.9 million.
- ATFAC's next five meetings had been scheduled. At the July 29 meeting, the committee would begin reviewing a formula-based method for allocating STIF Population Funds. Once the method is finalized, the application will be updated

to reflect the HB2017 committee bylaws and the application process will open to eligible providers.

- The application will incorporate the considerations approved in May, including project eligibility, whether the project is existing, whether it meets a transportation need, and whether it is a responsible use of public funds. Applications for federal Section 5310 funding had also been revised after ODOT review and resubmitted.
- Tom explained that the developing formula would first distribute funds among counties based on the population of older adults and people with disabilities. Provider allocations would then reflect historical rides, an average cost per ride, and an adjustment for average trip distance. The formula had not yet been approved, but members had expressed interest in a more predictable and less subjective process.
- Diana asked how the formula would account for growing demand from an aging population. Tom agreed that the need is increasing and acknowledged the concern.

STIF Discretionary and Related Grant Applications

- Tom explained that 9% of STIF formula revenue supports statewide grant programs. The current funding round includes approximately $9 million for STIF Discretionary Grants, $8.2 million for STIF Intercommunity Discretionary Grants, and $4.4 million for federal Section 5339 grants. The committee's approval is required for the STIF discretionary and intercommunity applications before ODOT conducts its evaluation. The committee may also rank applications.
- **Clackamas County.** Kristina presented three applications: a $100,000 request to provide the required match for an $850,000 congressionally directed project that would build a public restroom in Government Camp and a park-and-ride below the snow line; a $125,000 replacement lift-equipped transit van for the Transportation Reaching People program; and Mount Hood corridor stop improvements, including coordinated signage, shelters, and lighting.
- **Washington County.** Reza requested funding to extend the Southwest Washington County microtransit pilot through June 2028. The scalable proposal would preserve weekday service at minimum and could add weekend service or improve weekday reliability. The pilot had recorded about 7,300 boardings since January 2026, roughly fivefold growth over six months, and a 61% pooled-ride rate. A second scalable request would replace one to three Category D vehicles for Ride Connection programs serving older adults and people with disabilities. The requested dollar amounts were not shown during the presentation.
- **South Clackamas Transportation District.** Mike presented a Section 5339 request for approximately $300,000 to replace two high-mileage gasoline Ford Transit buses with electric models. The district already operates two similar electric buses and has the needed Level 2 charging infrastructure.

- **Canby Area Transit.** Todd presented requests to replace two cutaway buses used on local routes and the 99 Express, as well as two coaches that had exceeded their useful lives. Canby submitted the applications for consideration under Section 5339 or the applicable STIF discretionary program.
- **Sandy Area Metro.** Andi described the combined city and Clackamas County services operated from Sandy's facility, including Mount Hood Express, the Village Shuttle, and three demand-response programs. Sandy requested a scalable minimum of $2.9 million to construct a designed and permitted maintenance and operations building. The project has $1 million in state match and nearly $700,000 in committed local funds. The new facility would include two drive-through maintenance bays, support in-house fleet maintenance, and provide space for drivers and dispatch. Sandy also requested approximately $190,000 at the minimum scale to replace the two remaining gasoline dial-a-ride vans with electric transit vans; one of the three planned replacements had already received funding from another source.
- **PBOT Portland Streetcar pilot.** April presented a $354,000 STIF request, with local match bringing the project total to approximately $442,000, to expand a fare-compliance and outreach pilot with The Peer Company. PBOT fare staff conduct routine checks, while peer staff use lived experience to connect non-destination riders and people experiencing houselessness, addiction, or mental-health challenges with services. During the pilot's first 71 days, PBOT staff boarded 559 streetcars and peer staff connected 174 people with services, reporting a 70% connection rate. Grant funds would support tablets, radios, training, and two additional code-enforcement specialists, allowing coordinated work to increase from one to two hours per day. The Peer Company plans to dedicate four full-time staff using separate funding.
- **TriMet Transit Priority Spot Improvements.** Luke requested just over $650,000 for targeted bus-priority improvements, with the City of Portland providing the full required match. Prior committee funding has supported more than 20 projects across the three counties. A recent Gresham transit-signal-priority project reduced delay for participating bus lines by more than 65% without increasing delay for FX2 riders and also reduced delay for general traffic. Metro, Multnomah County, Washington County, and the City of Portland supplied letters of support.
- **TriMet LIFT vehicle replacement.** Eileen requested $2.16 million for 15 replacement paratransit vehicles. The vehicles to be replaced were purchased in 2016 and are expected to exceed 300,000 miles by the time they leave service, compared with ODOT's minimum useful-life standards of five years and 150,000 miles. TriMet's LIFT fleet includes 284 vehicles and replaces 30 vehicles per year. LIFT ridership has been growing about 20% annually, average trip distance has grown about 22%, and roughly 20% of ridership has shifted toward Clackamas and Washington counties. Eileen emphasized that dependable

vehicles are essential for medical, dialysis, work, and other critical trips and reduce rising maintenance and service-disruption costs.
    - The most recent LIFT demographic survey found that 100% of riders are people with disabilities, 59% receive SNAP benefits, 71% live at or below 200% of the federal poverty level, and 75.4% are age 65 or older. Reported race and ethnicity were 3% American Indian or Alaska Native, 10% Black or African American, 11% Hispanic, Latino, or Spanish, 8% Asian, and 68% White or Caucasian. Disability responses included 27% with a cognitive disability, 26% who are blind or have low vision, and 68% with mobility impairments or who walk slowly; disability categories were not mutually exclusive.
- **Shared purchasing and specifications.** Phil asked whether providers could consolidate vehicle purchases to increase buying power and standardize equipment. Kristina explained that ODOT's statewide price agreement sets base prices and that coordinated orders can improve delivery timing. Mike and Todd described regular interagency coordination, use of shared specifications, and purchasing through state contracts.

Grant Application Action

- Diana moved to advance all presented applications as a group, and Patricia seconded. At Jarvez's request, Diana amended the motion to specify that the applications would advance without ranking; Patricia agreed to the amendment as seconder.
- The motion carried unanimously, with 12 members in favor and no opposition or abstentions. Justin will compile the applications and submit them to ODOT on behalf of the applicants.

Final Proposed STIF Plan Projects

- **Fixed-route, LIFT, and Portland Streetcar operations.** Tom presented a service-preservation proposal for bus service originally expanded with STIF beginning in 2018, along with selected service that predates STIF. The identified bus lines serve equity areas across Clackamas, Multnomah, and Washington counties. Because most fixed-route service also creates a corresponding paratransit obligation, the plan would assign LIFT funding equal to approximately 13% of fixed-route operating costs. The project also includes $3 million per year for Portland Streetcar operations, as required for a transit provider located wholly within the TriMet district. April clarified that the Streetcar funding preserves existing service rather than expanding it.
- **STIF administration.** Tom described TriMet's responsibilities as the qualified entity, including plan development, application assembly, intergovernmental agreements, fund pass-through, monthly coordination, quarterly reporting, and compliance review for TriMet and the region's public transportation service

providers. The proposed budget includes $300,000 per year, or $600,000 for the biennium, for this work.

- Tom reviewed both projects against the considerations approved in May and found them eligible, pre-existing, responsive to a public transportation need, responsible uses of public funds, and supportive of equity communities.

FY 2028-29 STIF Plan Budget

- ODOT's updated projection provides approximately $66.2 million to TriMet in FY 2028 and $70.1 million in FY 2029. Outside the TriMet district, the projected annual amounts are about $2.4 million and $2.5 million for Clackamas County; $66,961 and $70,911 for Multnomah County; and approximately $768,958 and $814,327 for Washington County. Total projected regional revenue is approximately $69.4 million in FY 2028, $73.5 million in FY 2029, and $142.9 million for the biennium.
- ODOT advises qualified entities to authorize spending up to 10% above projected revenue because money received beyond a plan's approved ceiling cannot be spent. Including that overage, the regional plan ceiling would be about $157.2 million. TriMet's projected biennial revenue is approximately $136.3 million; its plan ceiling, including the 10% overage, would be $149,952,806. The $13.6 million overage would be held in reserve rather than committed to active projects unless the additional revenue is received.

Proposed TriMet allocations:

Program	Proposed allocation	Share
Fixed-route operations	$77.3 million	56.75%
LIFT operations	$11.5 million	8.48%
Subsidized fare programs	$14.9 million	11%
Student fare program	Required 1% allocation	1%
LIFT replacement vehicles	$4 million	2.9%
Regional coordination	$16.3 million	12%
Portland Streetcar operations	$6 million	4.4%
STIF administration	$600,000	0.44%
Contingency	3% of projected revenue	3%

- TriMet is limiting STIF capital commitments because capital delays have produced large biennial carryovers. Directing more STIF revenue to operations allows funds to be spent within the biennium and can free general-fund resources for capital needs. The plan also includes a separate 3% contingency for changes such as higher fare-program demand or increased vehicle prices.

Public Outreach

- The proposed outreach will be an open-ended online opportunity asking whether the plan meets community priorities. Materials will explain that STIF represents approximately 6% of TriMet's overall revenue and will show the proposed allocation by program. They will also reference April focus groups in which participants prioritized preserving service and fare programs.
- Outreach is scheduled for August 24 through September 9. Launch was placed after the August 23 service change to avoid confusion with communications about service reductions. TriMet expects to share results at the September 25 meeting and will promote the opportunity through email, social media, its website, community organizations, and partner channels.
- Diana noted that the short comment period overlaps the Labor Day vacation period. Phil observed that TriMet's usual communications may overrepresent frequent riders and miss occasional riders. Tom acknowledged both concerns and said social media and community-based organizations could help broaden participation.
- Eve requested that public transportation service providers review the outreach language that describes regional coordination. Tom agreed to circulate the draft language, which uses plain descriptions such as first- and last-mile shuttles and coordination with partner transit agencies rather than internal program jargon.
- Jason and April asked that the materials clearly compare the proposal with the current biennium, including changes in funding levels and whether projects are new or continuing. Tom agreed to share the draft materials for review and said TriMet is not proposing new projects. Although STIF revenue is projected to grow by an average of approximately $7.3 million per year, TriMet proposes using that growth to preserve current service and programs amid broader budget pressure, inflation, and increased fuel costs rather than add service.

STIF Plan Action

- Jason moved to advance the proposed STIF plan for public review, and Patricia seconded. After confirming that eight members remained and a quorum was present, the motion carried unanimously with eight affirmative votes and no opposition.

Next Meeting and Adjournment

The next meeting is Friday, August 28, 2026. The meeting adjourned at 11:40 a.m.