

HB 2017 Transit Advisory Committee

March 27, 2026



Meeting Agenda

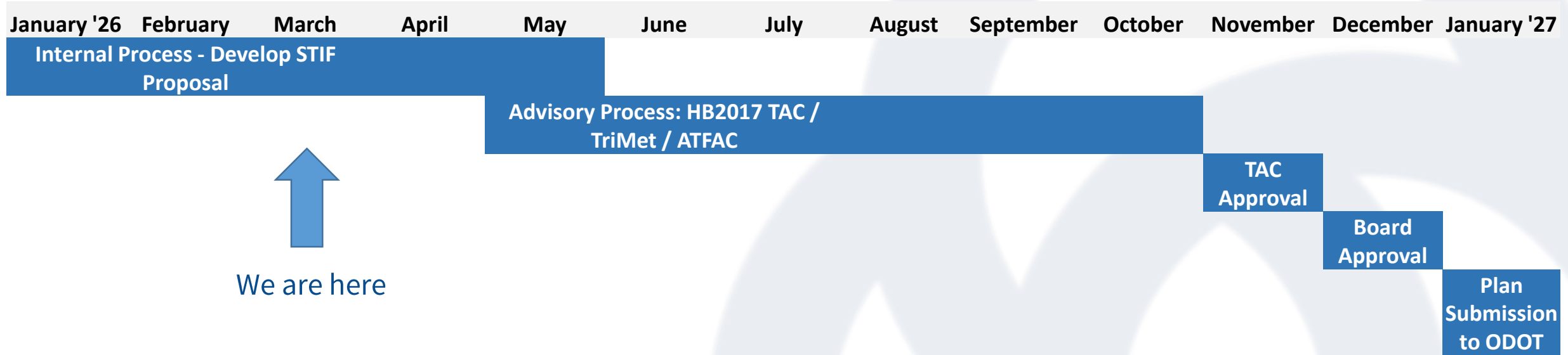
Public Comment	10:00 a.m.
Work Plan and Timeline	10:05 a.m.
ATFAC Appointments	10:10 a.m.
FY28-29 Equity Maps	10:20 a.m.
FY29-29 Sub-Allocation Factors	10:40 a.m.
STIF Discretionary Fund Process & Timeline	11:00 a.m.
HB 2017 TAC Guiding Statement	11:05 a.m.
Meeting Adjourns	11:30 a.m.

Public Comment



STIF Work Plan & Timeline

Timeline for STIF Planning Process



We are here

Tentative Work Plan for STIF

January '26	February	March	April	May	June	July	August	September	October	November	December	January '27
Update bylaws	Update bylaws	Approve 2026-27 ATFAC committee appointments.	Review FY26-27 plan	Discuss FY28-29 STIF Plan projects	Discuss STIF Plan projects	Discuss STIF Plan projects	STIF Plan Outreach	Review outreach results	Update PTIP	Approve STIF Plan	Board Approval	Submit to ODOT
STIF Orientation	2026-27 ATFAC committee appointments	Review equity map	Adopt equity map	Concurrent ATFAC Process	Concurrent ATFAC Process	Concurrent ATFAC Process	Concurrent ATFAC Process			Update PTIP		
Review ODOT estimates	Values discussion	Review disbursement factors	Adopt disbursement factors	STIF Discretionary Process	[TBD]	[TBD]						
Work plan review	Review revised workplan & timeline	Discuss STIF Discretionary Fund Application Changes	TriMet budget presentation									
	Review Amendment Process											

ATFAC Appointments

ATFAC Membership Requesting Approval

Membership Category Description	Committee Members	Committee Alternates
Those interested persons who are members of the TriMet Committee on Accessible Transportation (CAT), except the CAT member who is a Board member	Annadiana Johnson	Not Yet Identified
	Jan Campbell, Chair	Not Yet Identified
	Franklin Ouchida	Madeline Temple
Seniors or persons with disabilities who reside in Clackamas County	Julie Stephens	Not Yet Identified
Seniors or persons with disabilities who reside in Multnomah County	Dave Daley	Not Yet Identified
Seniors or persons with disabilities who reside in Washington County	Mary Lou Ritter	Not Yet Identified
Seniors or persons with disabilities who reside outside the TriMet District		
Staff representatives of the respective County Agencies on Aging and Disability; one per county	Rebecca Miller, Washington County	Randy Mifflin
	Lynn Schemmer-Valleau, Multnomah County	Not Yet Identified
	Teresa Christopherson, Clackamas County	Kristina Babcock
Staff representative of TriMet	Eileen Turvey, TriMet	Charlie Clark
Staff representative of Ride Connection	Andy Nelson, Ride Connection	Emily Motter
Staff representatives of public transit entities other than TriMet, including a rural transit entity representative	Mike Strauch, SCTD	Andi Howell
	Kelsey Lewis City of Wilsonville	Dwight Brashear
Seniors or Persons with Disabilities Living in the Service Area	Mike Foley	Not Yet Identified
	Rocky Bixby	Not Yet Identified

FY28-29 TriMet Equity Index

Equity Index Overview

The TriMet Equity Index identifies communities with the highest concentrations of populations experiencing historic and ongoing systemic inequities and transportation burdens.

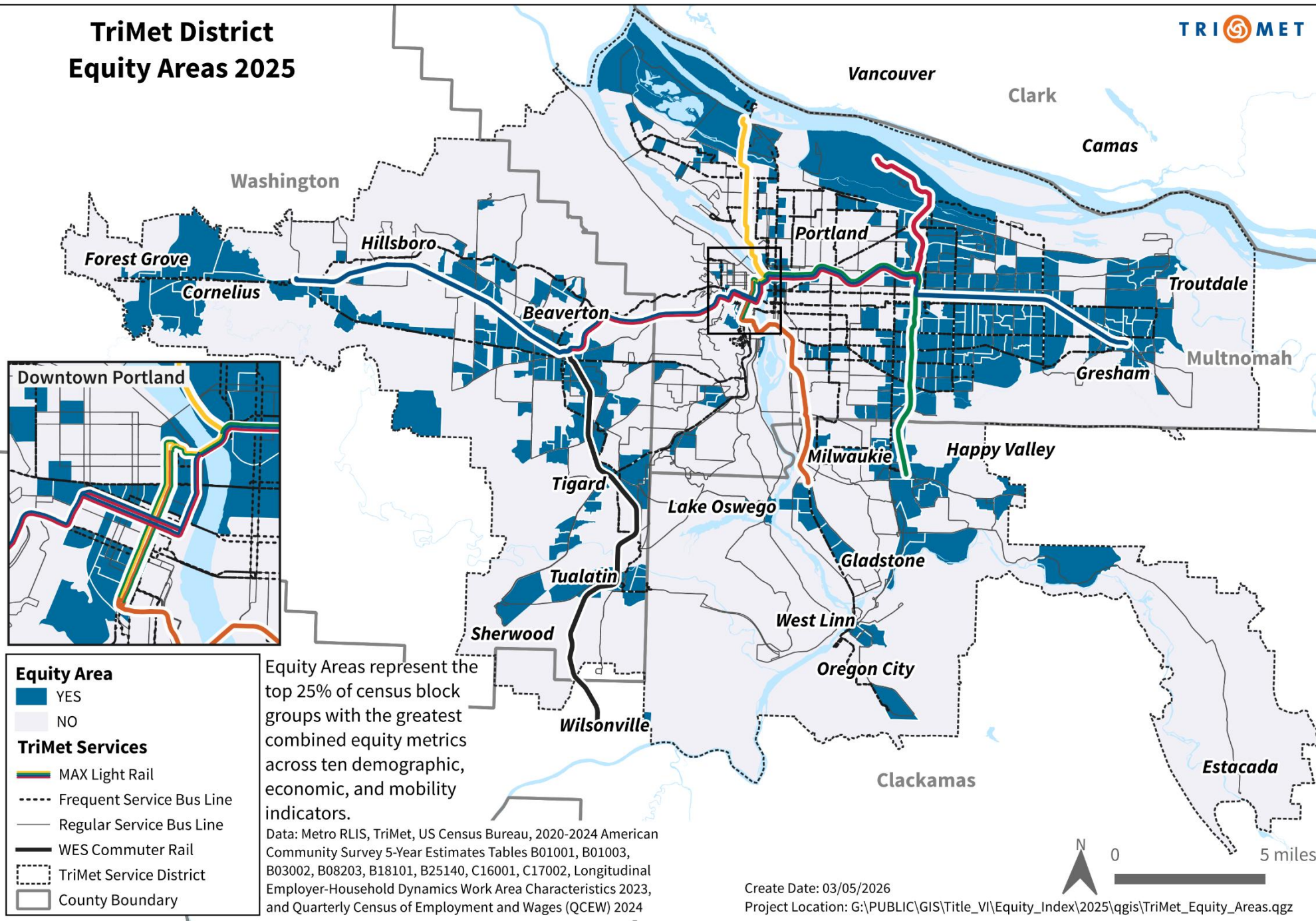
The index supports equity-focused transit planning, investment prioritization, and service evaluation.

TriMet Equity Index

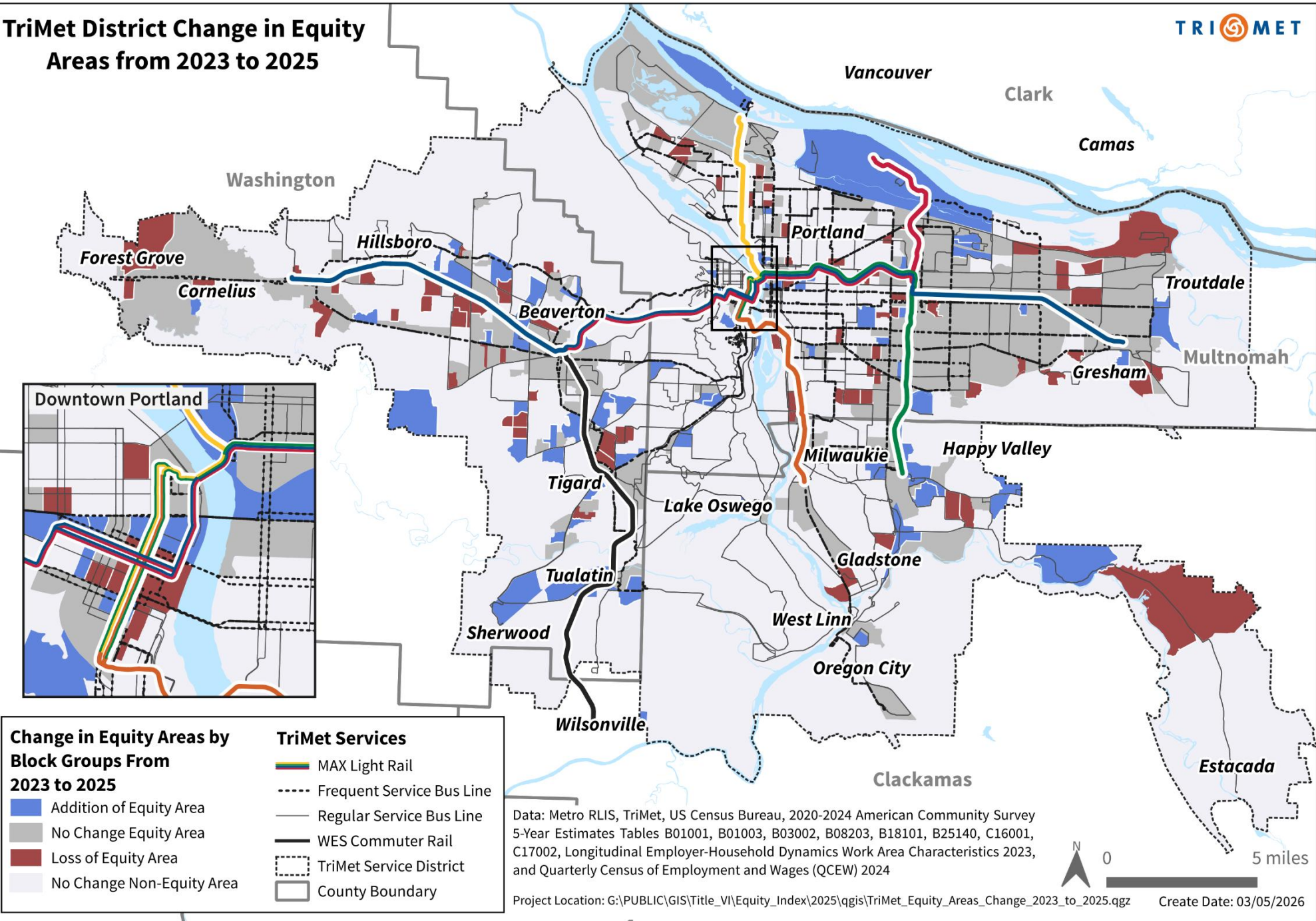
Equity Index 10 Factor Analysis:

- Low income population (200% of poverty)
- People of color
- Limited English proficiency
- People with disabilities
- Older adults (65+)
- Youth population (-22)
- Low & medium wage jobs
- Limited vehicle access
- Affordable housing units
- Key retail/human/social services

TriMet District Equity Areas 2025

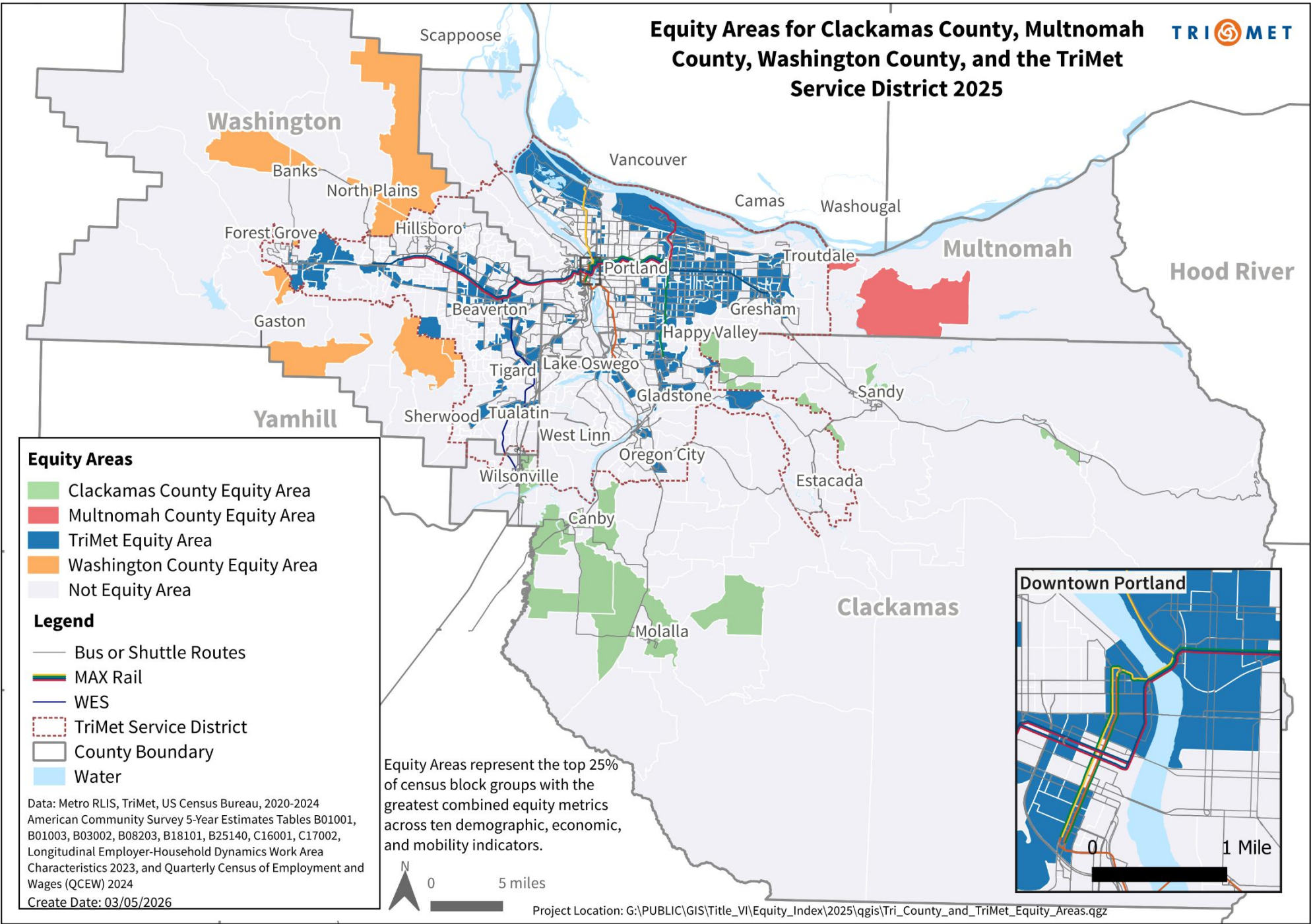


TriMet District Change in Equity
Areas from 2023 to 2025

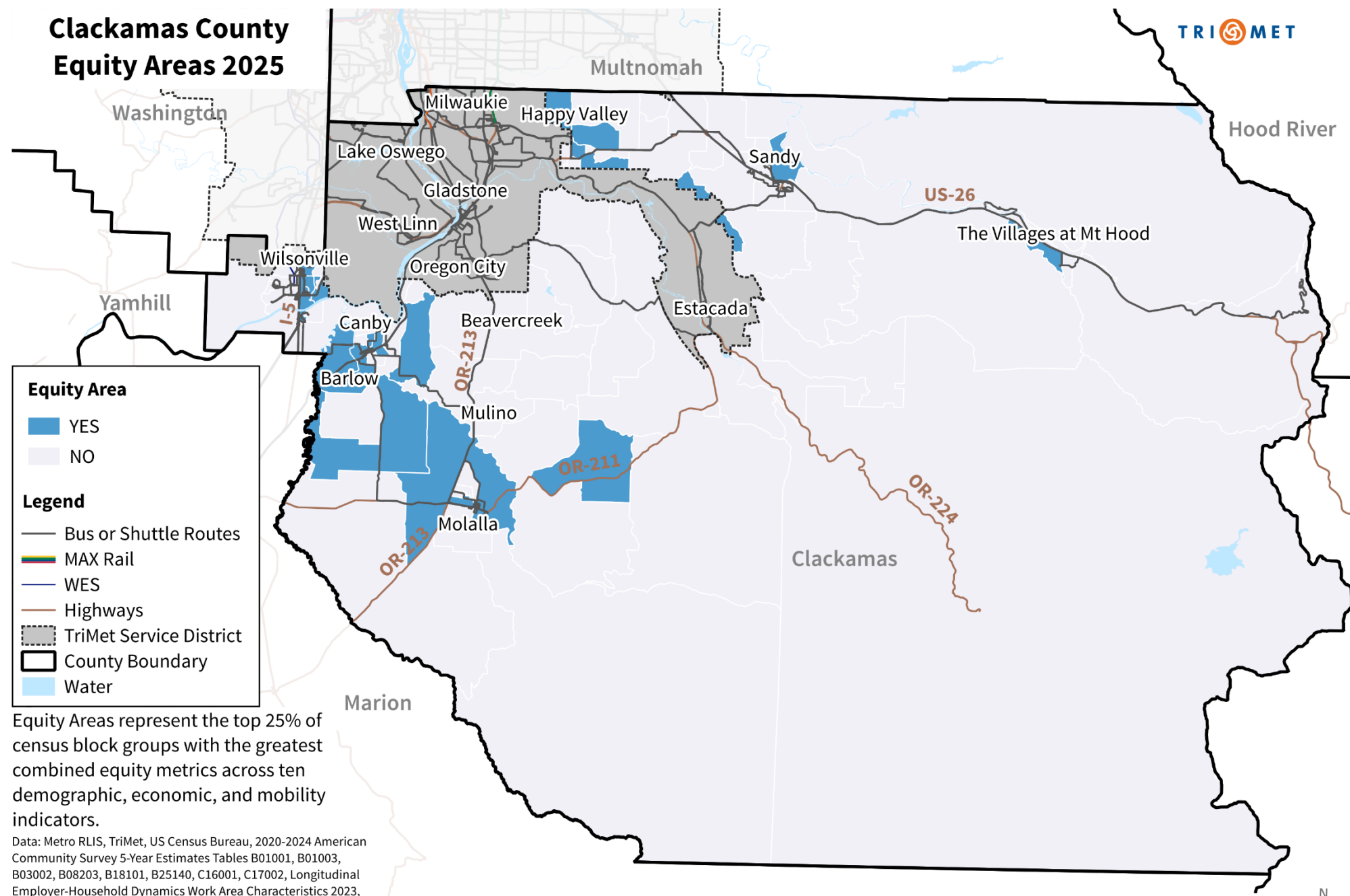


County Equity Areas

Equity Areas for Clackamas County, Multnomah County, Washington County, and the TriMet Service District 2025



Clackamas County Equity Areas 2025



Equity Area

YES

NO

Legend

Bus or Shuttle Routes

MAX Rail

WES

Highways

TriMet Service District

County Boundary

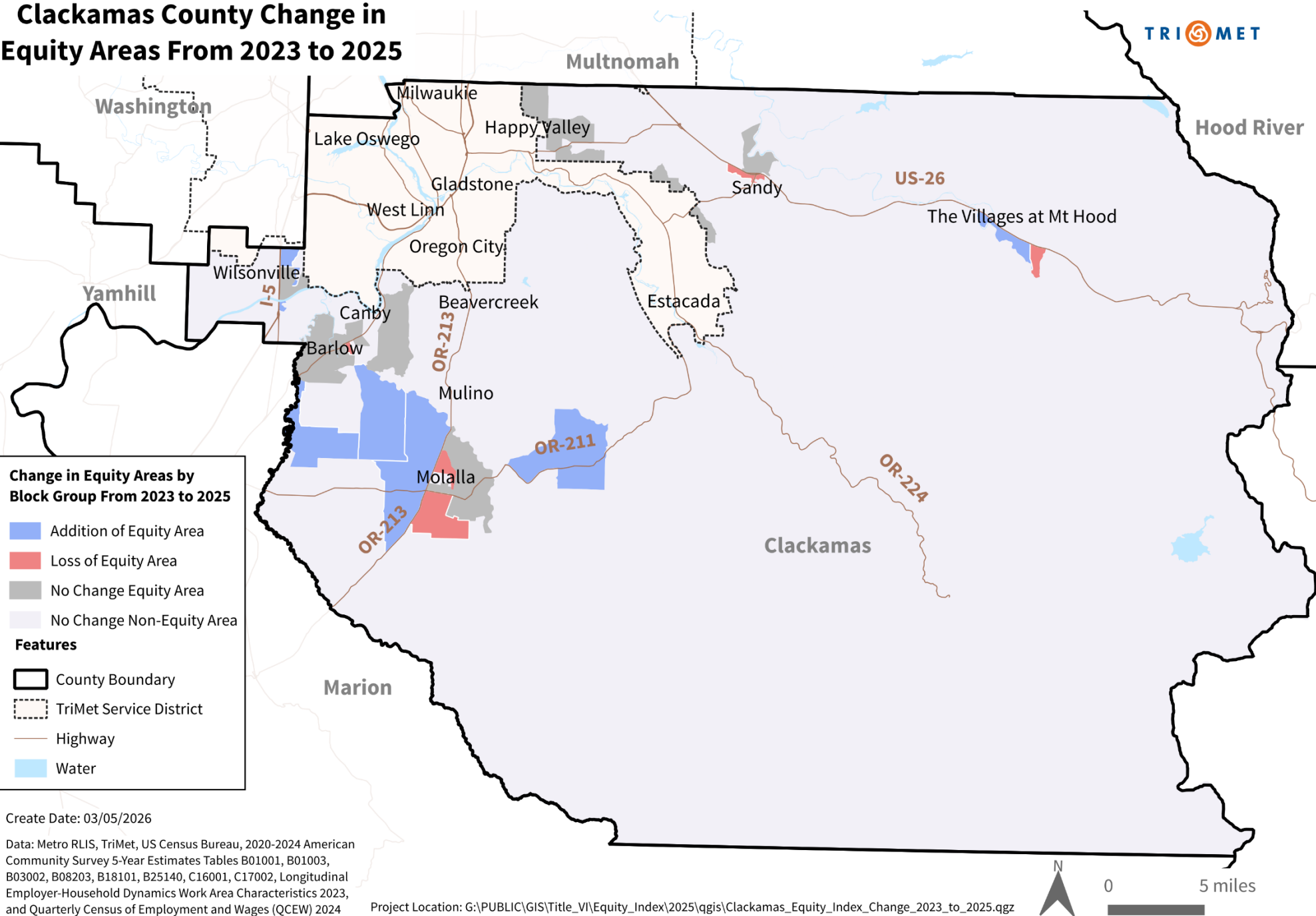
Water

Equity Areas represent the top 25% of census block groups with the greatest combined equity metrics across ten demographic, economic, and mobility indicators.

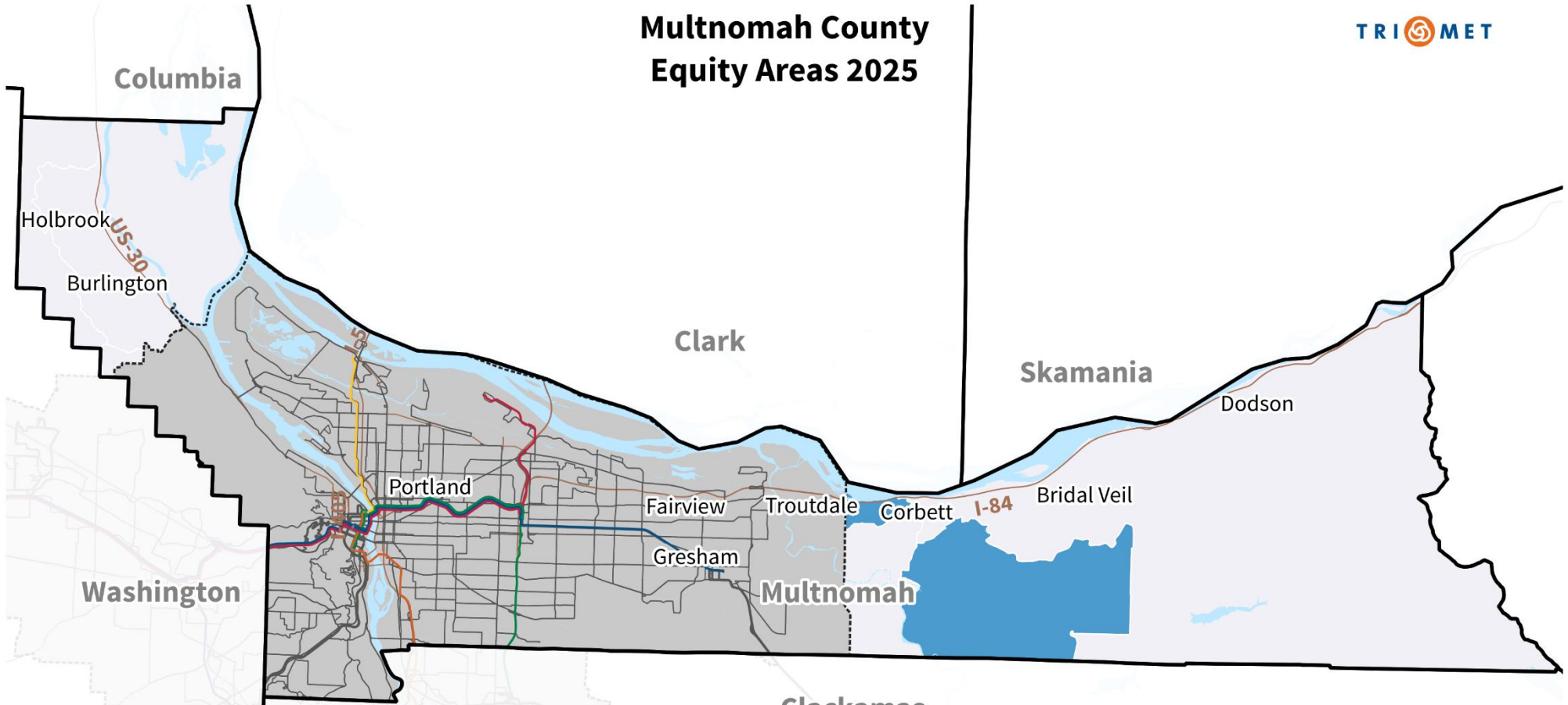
Data: Metro RLIS, TriMet, US Census Bureau, 2020-2024 American Community Survey 5-Year Estimates Tables B01001, B01003, B03002, B08203, B18101, B25140, C16001, C17002, Longitudinal Employer-Household Dynamics Work Area Characteristics 2023, and Quarterly Census of Employment and Wages (QCEW) 2024

Project Location: G:\PUBLIC\GIS\Title_VI\Equity_Index\2025\qgis\Clackamas_Equity_Areas.qgz

Clackamas County Change in Equity Areas From 2023 to 2025



Multnomah County Equity Areas 2025



Equity Area

YES

NO

Legend

Bus or Shuttle Routes

MAX Rail

WES

Highways

TriMet Service District

County Boundary

Water

Equity Areas represent the top 25% of census block groups with the greatest combined equity metrics across ten demographic, economic, and mobility indicators.

Data: Metro RLIS, TriMet, US Census Bureau, 2020-2024 American Community Survey 5-Year Estimates Tables B01001, B01003, B03002, B08203, B18101, B25140, C16001, C17002, Longitudinal Employer-Household Dynamics Work Area Characteristics 2023, and Quarterly Census of Employment and Wages (QCEW) 2024

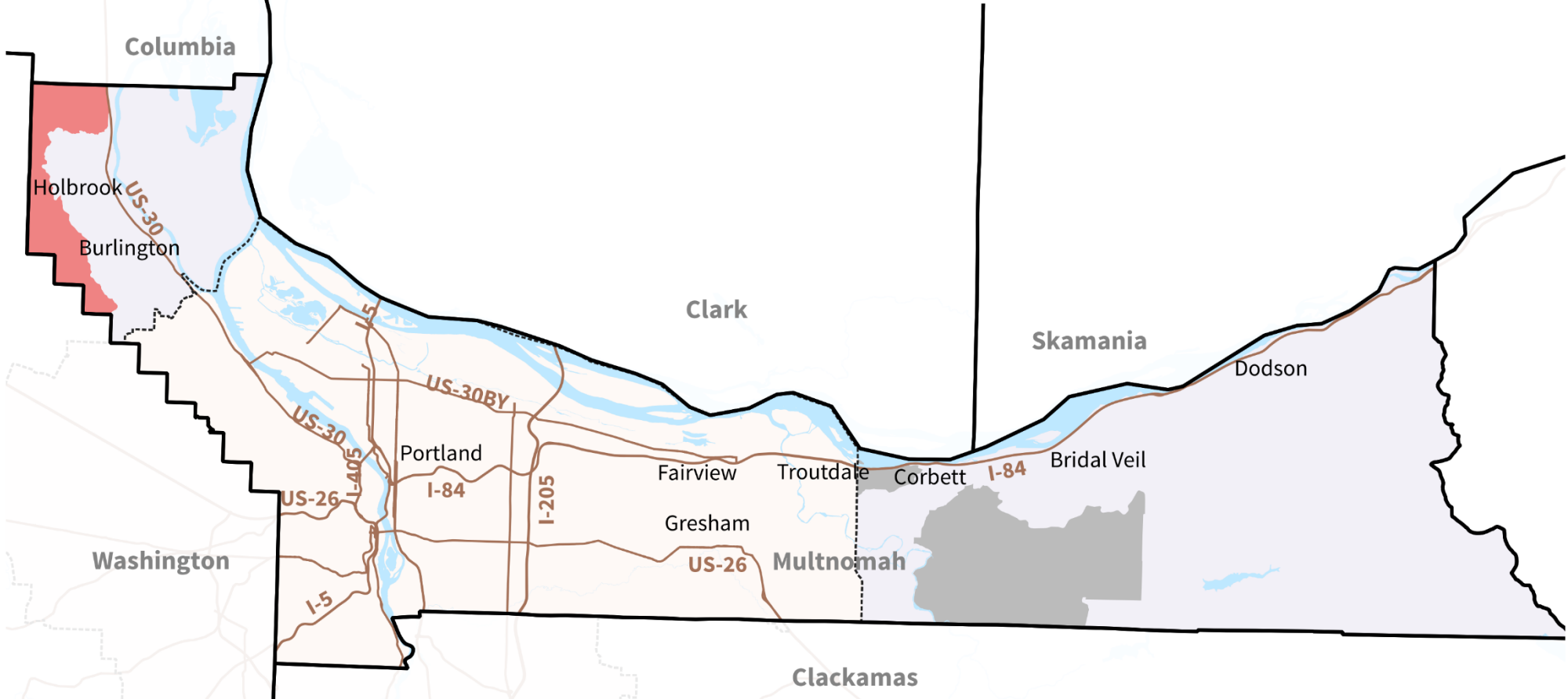
Project Location: G:\PUBLIC\GIS\Title_VI\Equity_Index\2025\qgis\Multnomah_Equity_Areas.qgz

N

0 5 miles

Create Date: 03/05/2026

Multnomah County Change in Equity Areas 2023 to 2025



Change in Equity Areas by Block Group From 2023 to 2025

- Addition of Equity Area
- No Change Equity Area
- Loss of Equity Area
- No Change Non-Equity Area

Features

- County Boundary
- TriMet Service District
- Highway
- Water

Data: Metro RLIS, TriMet, US Census Bureau, 2020-2024 American Community Survey 5-Year Estimates Tables B01001, B01003, B03002, B08203, B18101, B25140, C16001, C17002, Longitudinal Employer-Household Dynamics Work Area Characteristics 2023, and Quarterly Census of Employment and Wages (QCEW) 2024



Washington County Equity Areas 2025



Equity Area

- YES
- NO

Legend

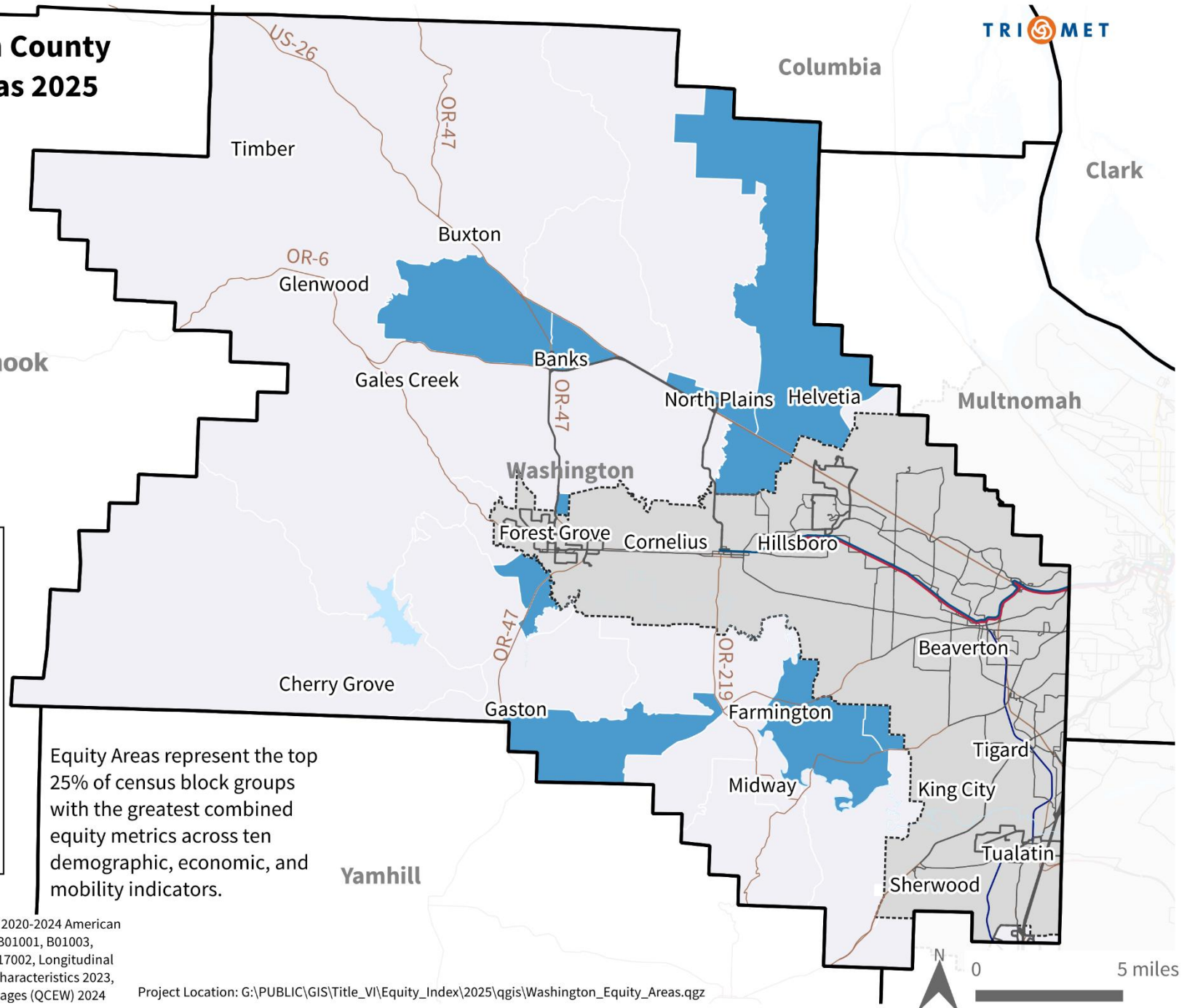
- Bus or Shuttle Routes
- MAX Rail
- WES
- Highways
- TriMet Service District
- County Boundary
- Water

Create Date: 03/05/2026

Data: Metro RLIS, TriMet, US Census Bureau, 2020-2024 American Community Survey 5-Year Estimates Tables B01001, B01003, B03002, B08203, B18101, B25140, C16001, C17002, Longitudinal Employer-Household Dynamics Work Area Characteristics 2023, and Quarterly Census of Employment and Wages (QCEW) 2024

Equity Areas represent the top 25% of census block groups with the greatest combined equity metrics across ten demographic, economic, and mobility indicators.

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Washington County Change in Equity Areas 2023 to 2025



Change in Equity Areas by Block Group From 2023 to 2025

- Addition of Equity Area
- No Change Equity Area
- Loss of Equity Area
- No Change Non-Equity Area

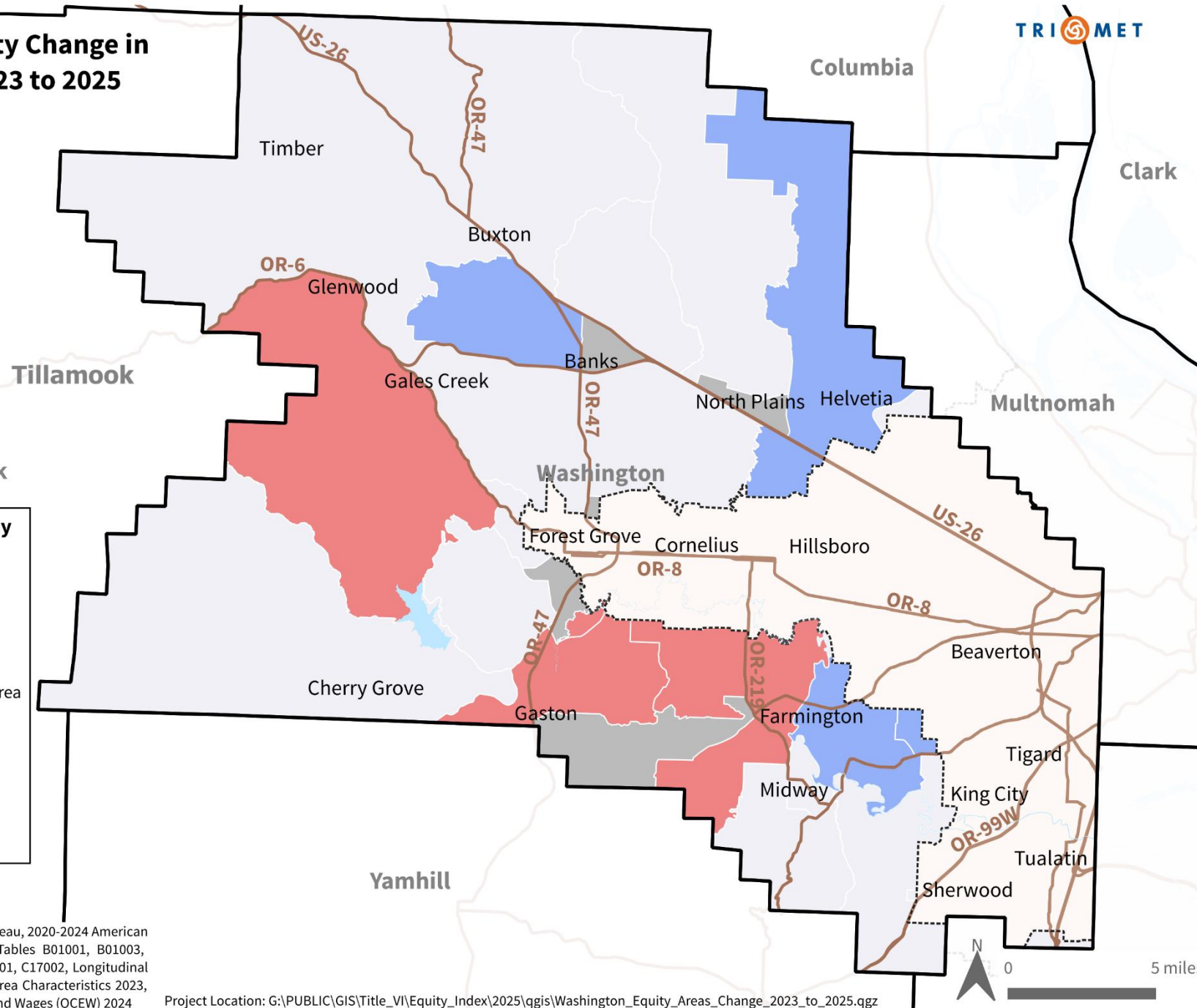
Features

- County Boundary
- TriMet Service District
- Highway
- Water

Create Date: 03/05/2026

Data: Metro RLIS, TriMet, US Census Bureau, 2020-2024 American Community Survey 5-Year Estimates Tables B01001, B01003, B03002, B08203, B18101, B25140, C16001, C17002, Longitudinal Employer-Household Dynamics Work Area Characteristics 2023, and Quarterly Census of Employment and Wages (QCEW) 2024

Project Location: G:\PUBLIC\GIS\Title_VI\Equity_Index\2025\qgis\Washington_Equity_Areas_Change_2023_to_2025.qgz



FY28-29 Sub-Allocation Factors

FY28-29 County Sub-Allocations	2024 QCEW		Projected Sub-Allocations		
	Total Pay	Percent of County Payroll	FY28 Estimated STIF Payroll Based Formula Funds (Nov. '25 Estimate)	FY29 Estimated STIF Payroll Based Formula Funds (November '25 Estimate)	Total FY28-29 Estimated Payroll Based Formula Funds (November '25 Estimate)
Clackamas County Total					
Within TriMet Service District	\$9,373,741,717				
Outside TriMet Service District	\$2,967,855,167		\$2,354,623	\$2,494,047	\$4,848,670
	\$12,341,596,884				
Sub-County Allocation					
Clackamas County	\$826,142,022	27.84%	\$655,527	\$694,343	\$1,349,870
So. Clackamas Trans. District	\$296,803,809	10.00%	\$235,462	\$249,405	\$484,867
City of Wilsonville	\$1,208,256,209	40.71%	\$958,567	\$1,015,326	\$1,973,893
City of Canby	\$435,100,319	14.66%	\$345,188	\$365,627	\$710,815
City of Sandy	\$201,552,808	6.79%	\$159,879	\$169,346	\$329,225
Subtotal	\$2,967,855,167		\$2,354,623	\$2,494,047	\$4,848,670
Washington County Total					
Within TriMet Service District	\$27,097,977,228				
Outside TriMet Service District	\$894,274,398		\$759,215	\$804,170	\$1,563,385
	\$27,992,251,626				
Sub-County Allocation					
Washington County	\$528,168,037	59.06%	\$448,392	\$474,943	\$923,335
City of Wilsonville	\$366,106,361	40.94%	\$310,823	\$329,227	\$640,050
Subtotal	\$894,274,398		\$759,215	\$804,170	\$1,563,385
Multnomah County Total					
Within TriMet Service District	\$40,154,599,225				
Outside TriMet Service District	\$95,599,995		\$66,112	\$70,027	\$136,139
	\$40,250,199,220				

FY28 STIF Discretionary Funds Process & Timeline

STIF Discretionary Funds:

What are STIF discretionary Funds:

- STIF discretionary funds are intended to provide a flexible funding source to improve public transportation in Oregon. 5% of STIF revenues are allocated to STIF discretionary funds.
- STIF discretionary funds support a wide variety of project types but cannot be used to fund ongoing operations. The Oregon Transportation Commission finalizes award decisions using criteria derived from statutes and the Oregon Public Transportation Plan.
- Applicants are required to provide a match of 10% to 20% of the project's total cost depending on the project and the communities served.

STIF Discretionary Funds:

In FY28 ODOT will be updating the STIF discretionary process with the following changes:

- STIF discretionary funds will now be awarded as part of the Competitive Transit Grant process. To prevent lapsing federal funds, and due to uncertainty around state funds, the 2027-2028 Competitive Transit Grant process will be split into two phases.
- Grant agreement periods will be updated to begin in even-numbered years. The single fiscal year funding cycle for FY27-28 will cover the transition to the new two-year cycle which will start for the 2028-30 period.
- STIF discretionary funds will be awarded in Phase 2 of the Competitive Transit Grant process. Phase 2 will award up to \$9 million in STIF discretionary funds.
- Phase 2 will consist of submitting an initial and final application. Initial applications are due on April 20th and final applications will be due on June 15th.
- After the initial application review by ODOT, projects submitted for consideration for STIF discretionary funding will be reviewed by the HB2017 committee with the possibility of being ranked.

HB 2017 Transit Advisory Committee Guiding Statement

2026 Advisory Committee Guiding Statement

Preamble

~~HB 2017 STIF~~ provides much-needed investment in transit service. ~~For the first time,~~ employees in Oregon ~~will be~~ are taxed to pay for transit, and low-income workers will contribute proportionately more of their incomes as a result. Annual per capita income in the Portland metropolitan areas is below the U.S. average, and ~~a lack of affordable housing~~ has a host of affordability issues pushed low-income 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 to have affordable, reliable, convenient transit service that connects them to jobs and services. A modern, well-funded 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 toxics, carbon output, and congestion, and shape our region for generations to come. Therefore, the committee will advise TriMet on a public transportation improvement plan to spend ~~HB 2017~~ STIF funds for the following purposes:

2026 Advisory Committee Guiding Statement

Goals

- ~~maintenance and~~ **Expansion** of existing and creation of new transit services (including **first/last mile** services), except for light rail, with consideration for communities with a high percentage of low-income households ~~and responsible contracting and workforce utilization,~~
- programs to reduce transit fares for ~~communities with a high percentage of~~ low-income households,
- procurement of buses powered by natural gas or electricity,
- 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, **and**
- **maintenance and** expansion of existing and creation of new **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. **and**
- ~~regional coordination/reduction of fragmentation between TriMet and communities outside the TriMet service district, but inside Clackamas, Multnomah, and Washington counties.~~

Questions?

Thank You

Next Meeting: April 24, 2026

