HB 2017 Transit Advisory Committee Minutes

Date: October 23, 2026

Time: 10:00–11:30 a.m. Pacific

Meeting Location: Virtual meeting via Zoom

Recording available by request to bouchard@trimet.org.

Attendees

Committee Members

- April Bertelsen, City of Portland
- Diana Helm, Clackamas County Board of Commissioners
- Michael Morrow, TriMet District 7 rider representative
- Andy Nelson, Ride Connection
- Eve Nilenders, Multnomah County
- Andrew Plambeck, Portland Streetcar, Inc.
- Mary Lou Ritter, older adult representative
- Phil Selinger, TriMet District 2 rider representative

Organizational Representatives

- Kelly Betteridge, Metro
- Lindsay Huber, The Street Trust
- Dyami Valentine, Washington County, attending on behalf of Commissioner Jason Snider

TriMet

- Charlie Clark
- Eileen Collins Turvey
- JP Gonzalez
- Tom Mills
- Alex Page
- John Serra
- Justin Trubiani

Visitors

- Kristina Babcock, Clackamas County
- Margi Bradway, Multnomah County
- Dwight Brashear, City of Wilsonville and SMART
- Teresa Christopherson, Clackamas County
- Alexander Kanso, Multnomah County

- Diana Kotler, City of Wilsonville and SMART
- Kelsey Lewis, City of Wilsonville and SMART
- John Mira, Ride Connection
- Emily Motter, Ride Connection
- Heidi Muller, City of Canby
- Dean Orr, Ride Connection
- Mike Strauch, South Clackamas Transportation District
- Talbot, Ride Connection, as listed in the attendance report
- Todd Wood, Canby Area Transit
- Sara Wright, City of Portland

Minutes

Opening and Public Comment

The meeting began at 10:00 a.m. There was no public comment.

Timeline and Work Plan

The committee reviewed the timeline and work plan for the FY 2028–2029 Statewide Transportation Improvement Fund (STIF) plan. The process calls for committee consideration of the final plan in November, TriMet Board approval in December, and submission to the Oregon Department of Transportation (ODOT) in January 2027.

ATFAC Process Update

Justin provided an update on the Accessible Transportation Fund Advisory Committee (ATFAC) funding process. He reported allocations of $12,034,210 in STIF population funds and $7,312,213 in federal Section 5310 funds, totaling $19,346,423 for FY 2028–2029. ATFAC recommended 21 projects for STIF population funding, with its recommendation coming to the HB 2017 committee for review. The Section 5310 application remained under state review.

Justin reviewed charts comparing providers' FY 2026–2027 and FY 2028–2029 awards. The charts separated STIF population funding from Section 5310 funding and showed changes in awards and shares of the overall funding available. Justin and Tom agreed to skip detailed provider tables because the public transportation service providers would discuss their programs in the presentations that followed.

Tom explained that changes in awards largely reflected the move to a formula. Funds were first divided among counties according to their populations of older adults and people with disabilities. Within each county, funding was distributed according to rides provided by existing programs, with an adjustment for rural programs serving longer distances. He said TriMet showed the largest decrease because it had chosen not to participate in the STIF population funding process.

Human Services Funding and the Proposed Contingency

Andy asked the committee to consider the broader funding picture when reviewing the comparison chart. He said the chart did not show the $4 million in STIF funding that TriMet proposed to retain for LIFT, although those funds had previously supported the human services allocation. He believed the comparison should make that funding visible to provide a complete understanding of the change between biennia.

Tom clarified that the chart showed Section 5310 and STIF population funds. The $4 million came from STIF payroll-based funds, which TriMet proposed to retain for LIFT service and vehicle purchases. Because TriMet was retaining those funds, it had not requested STIF population funding and had made only a small Section 5310 request. Tom said the combined change left approximately $1.4 million less available to the other providers than in the previous allocation.

Andy said he had requested a broader discussion at the previous meeting about STIF allocations beyond the ATFAC process. He expressed concern that the decision to retain the $4 million for LIFT had been made without sufficient public process or committee input. He acknowledged LIFT's needs but emphasized that the human services network met different transportation needs and also faced increasing demand.

Andy proposed moving $2 million, described as half of TriMet's proposed contingency, to restore funding for already approved Ride Connection network partners. In response to Tom's questions, Andy said the intent was to use the partners approved through the ATFAC process. He was open to using the existing allocation percentages and working out the distribution details outside the meeting.

Phil asked what services would be affected by the reduction in human services funding. Tom explained that TriMet had historically added $4 million per biennium to the funding available for transportation serving older adults and people with disabilities. Andy said these funds had supported Ride Connection and its partners, whose services faced reduced resources while demand continued to grow.

Tom said the budget presented to the committee was a proposal open to comment and had first been outlined in July. He apologized if members had not understood that they could suggest changes. He agreed that, with only one meeting remaining, this was the time to discuss a different allocation.

Tom also raised concerns about the remaining schedule. The committee needed to act in November so the plan could go to the TriMet Board and then to ODOT. He identified January 16 as the submission deadline and said assembling and checking TriMet's and the providers' applications required close to a month. A change would require an allocation process and could prompt TriMet to seek a share of the reallocated funds. He said the existing ride-based formula could direct most or all of that amount to TriMet, potentially requiring a different distribution method.

Andy disagreed that the proposal necessarily required a complicated new process. He said the committee's role was to advise on a fair and equitable allocation and that his

request would restore part of an established funding category using the partners already approved through ATFAC.

Mary Lou said the discussion illustrated the need for additional state and federal support. She was interested in Andy's proposal and appreciated his advocacy, while also recognizing TriMet's funding limitations, LIFT capacity concerns, and the work involved in revising the allocation.

April clarified that the proposal would leave the $4 million allocation to LIFT intact and instead draw from the plan's general contingency. Andy confirmed that understanding. April was receptive to learning more and requested guidance on how contingency funds would be allocated, whether the committee would review those decisions, and how any reduction in contingency would affect that process.

Dyami said he would need to consult Commissioner Snider before formalizing a position. He reported that Washington County staff would recommend supporting such a motion. Related concerns had arisen during the county board's discussion of its STIF plan, particularly the effects on older adults and people with disabilities. He said programming available resources for identified needs could be a higher priority than leaving them unprogrammed as contingency.

Kelly requested more information about the tradeoffs and asked how the 3 percent contingency differed from the 10 percent plan overage. She wanted to understand which rides could not be provided without additional support and emphasized that the different providers offered complementary services.

Tom explained that the 10 percent overage was a planning allowance recommended by ODOT. Because spending could not exceed the amount authorized in an approved plan, the allowance would permit use of receipts above the revenue estimate. It was not revenue that TriMet assumed would materialize and should not be treated as available funding.

Tom described the 3 percent contingency as a reserve for actual program uncertainty. Examples included greater-than-expected use of TriMet's low-income fare program and increases in LIFT vehicle prices. He said TriMet expected to use the contingency. He contrasted the low-income fare program with LIFT, explaining that LIFT service was mandated and that a LIFT shortfall would require reductions elsewhere, while the low-income fare program could exhaust its available funding.

Lindsay thanked members for addressing the issue and emphasized the importance of these services to older adults and people with disabilities. She supported taking the time to examine the questions despite the additional work.

Tom asked whether Andy wished to make a motion. Andy preferred to defer a motion until the November 20 meeting, allowing time to provide more context, answer members' questions, and include members who were absent. No motion or vote on reallocating contingency funds occurred during this discussion.

April subsequently requested that Andy and Tom coordinate materials describing the alternative proposal before the next meeting. She asked that the materials show the effect on the overall plan, the tradeoffs, and the additional benefits for riders and communities so members could review them in advance.

Justin concluded the update by describing the pie charts showing each provider's share of combined STIF population and Section 5310 funding in the current and proposed biennia.

Public Transportation Service Provider Plan Presentations

Tom introduced the providers' proposed uses of STIF formula funds generated in their communities, regional coordination funds, Portland Streetcar funds, and STIF population funds allocated through ATFAC. He said allocations to other public transportation service providers, Ride Connection, and the City of Portland represented approximately 24 percent of the funds ODOT allocated to TriMet.

Tom reviewed the evaluation criteria previously adopted by the committee. Members were to consider whether projects were eligible for STIF funding, whether they maintained existing service, how they met public transportation needs and used public funds responsibly, and their benefits or burdens for historically or currently marginalized communities. The providers organized their presentations around these criteria.

Clackamas County and Its Transit Providers

Kristina presented on behalf of Clackamas County, Canby Area Transit, Sandy Area Metro, South Clackamas Transportation District, and Wilsonville's South Metro Area Regional Transit. She reviewed formula, regional coordination, and population funding. Most proposed projects would preserve existing service and improvements made during FY 2026–2027.

Canby Area Transit

Kristina described Canby's Route 99X between Woodburn and Oregon City, the Canby Loop, demand-response and complementary paratransit services, and service outside the urban growth boundary provided through an agreement with Clackamas County. Reported weekday ridership was approximately 54,000 on Route 99X, 30,000 on the Loop, and 8,900 for demand-response service.

The proposal would maintain fareless Saturday service on Route 99X and demand-response and paratransit services. It would also continue the fareless Canby Loop, which began in October 2023, serves Canby High School and local parks and businesses, and operates Monday through Saturday for at least 12 hours per day. Kristina said Canby's limited STIF allocation made preservation of current service the priority.

Clackamas County Services

Kristina outlined the county's Mount Hood Express and Villages Shuttle, free last-mile shuttles supported by regional coordination funds, and transportation for older adults and people with disabilities supported by population funds.

Current-biennium improvements included a connection from Estacada via Redland Road to Clackamas Community College, where riders could reach education and transfer to other providers; changes to the Oregon City shuttle following TriMet's August service changes; and technology for real-time vehicle locations and route information. The county had also increased dialysis and other medical transportation and expanded coordination through Ride Clackamas. Kristina said electronic fare payment would launch November 1.

For FY 2028–2029, the county proposed to maintain existing service, further expand demand-response transportation where possible, and focus on areas outside the TriMet service district. STIF would provide matching funds for federally funded replacement vehicles. Work would also continue on Mount Hood transit hub development and connections identified in the county's Transit Development Plan.

Sandy Area Metro

Kristina described Sandy Area Metro's routes to Gresham, Estacada, and Clackamas Town Center; the in-town shopper shuttle; general public dial-a-ride; and out-of-town medical transportation. She reported approximately 102,000 rides in the prior fiscal year and said in-town routes and ADA rides were free, with a $1 fare for out-of-town medical rides.

The current biennium supported expanded hours on the Gresham, Estacada, and shopper routes and a new Clackamas Town Center connection through Damascus, operating six runs daily, six days per week. Funds were also being set aside to match federal support for an expanded operations facility.

The proposed plan would retain the expanded hours and increase the Clackamas Town Center service to nine daily runs with additional regional coordination funding. It would replace two shelters along Highway 26 and improve shelter access and lighting, particularly where rural conditions made waiting riders difficult to see. Maintenance, administration, and contingency funding would help preserve service and fleet condition if revenue fell or operating costs increased.

South Clackamas Transportation District

Kristina described the district's service across approximately 100 square miles, connecting Molalla with Canby and Clackamas Community College and providing the Molalla city route and City Express. The city route could deviate to serve people with mobility or other access needs. Service to Canby and the community college carried a $1 fare.

FY 2026–2027 improvements included more service to Clackamas Community College, the new weekday City Express, and earlier and later service to Canby. The district added real-time rider information through Passio GO and Ride Clackamas and purchased more efficient vehicles, including its first electric vehicle.

The FY 2028–2029 proposal would maintain these improvements and add rider amenities, including shelters and electronic schedule information. Kristina emphasized the value of shelter and timely information along rural roads and the role of the district's services in meeting older adults' and people with disabilities' transportation needs.

South Metro Area Regional Transit

Kristina said Wilsonville's SMART provided approximately 192,000 rides in FY 2026. Its nine routes included local service and connections to Canby, Salem, Tualatin, Clackamas, and Woodburn, along with dial-a-ride and transportation options programs. All service except the Salem route was fareless.

Recent work included the regional coordination connection to Clackamas Town Center introduced in May 2026, a customer service center at the Wilsonville transit center, electric vehicle purchases, and updated stop signage. The customer service center provided information about SMART and other regional transit agencies.

The proposal would maintain regional connections and out-of-town medical dial-a-ride, replace electric and compressed natural gas vehicles as needed, and support bus stop amenities and rider information technology. It also included STIF administration and contingency funding for operations and capital needs.

Discussion of Fareless Service

Phil asked what providers gave up by operating fareless service when TriMet charged fares. Kristina said smaller providers made individual policy decisions to reduce barriers to transit and recognized that residents already contributed through the statewide employee payroll tax. She distinguished Mount Hood Express, where the length and cost of the service made fare revenue necessary to sustain operations.

Phil acknowledged the administrative cost of collecting fares on smaller services but noted that people within the TriMet service area also paid payroll taxes. He said fareless service would be desirable more broadly while recognizing that it was not available throughout the region. No change to fare policy was proposed or adopted.

Clackamas County Population Funded Programs

Kristina reviewed the programs serving older adults and people with disabilities. Canby proposed approximately $478,000 in combined STIF population and Section 5310 funding for weekday dial-a-ride and complementary paratransit, including approximately $277,000 in population funds and $200,000 in Section 5310 funds.

Clackamas County's Transportation Reaching People program would use population funding for volunteer mileage reimbursement, paid drivers, senior center transportation, Boring Lifeline, and the local match for Title XIX rides. Senior center transportation included access to meals, programs, medical appointments, and shopping. Boring Lifeline, coordinated with Sandy, served older adults and people with disabilities in an area outside TriMet's service district, including access to medical care.

South Clackamas Transportation District proposed slightly more than $159,000 to support service associated with the Molalla City Loop and access to shopping, pharmacies, medical care, and other destinations. Sandy's allocation would support SAM Rides dial-a-ride, which prioritized ADA transportation, and the deviated Estacada service, including access for residents of mobile home parks along the rural route.

SMART's population funding would support out-of-town medical dial-a-ride for older adults, people with disabilities, and low-income riders. Kristina cited trips from Wilsonville to Meridian Park Hospital in Tualatin as an example of access to necessary care beyond city boundaries.

Washington County

Dyami presented Washington County's formula and regional coordination programs. Formula funds supported the rural transit planning area outside the TriMet and SMART districts. Regional coordination funds supported local shuttles within the TriMet district in areas not well served by fixed-route transit. Ride Connection had been the county's contracted provider since 2019, bringing community partnerships and additional funding resources to the programs.

Dyami said regional coordination accounted for nearly 70 percent of the proposed budget. The program reserve represented the 10 percent revenue overage allowance discussed earlier. Because the budget also included unspent carryforward funds, the reserve did not equal 10 percent of the entire budget.

The proposal would maintain westLink at six weekday round trips linking Forest Grove, Banks, North Plains, and Hillsboro Transit Center. The county and Ride Connection would consider adjustments to serve more trips through westLink where feasible, improving efficiency by shifting appropriate trips from demand-response service.

Local shuttle funding would preserve GroveLink, CorneliusLink, North Hillsboro Link, BethanyLink, King City Link, and the Tualatin Shuttle, with adjustments to respond to demand. Dyami described connections to employment areas, PCC Rock Creek, Sunset Transit Center, and Bethany Town Center. Most local services operated as deviated fixed routes.

The plan also included matching funds to seek continued operation of SPOT, a grant-supported pilot serving South Beaverton and connecting riders to the TriMet network. Dyami said a proposal was in place to extend the program through 2028.

The rural demand-response program would remain free and open to the general public, with a limit of 10 trips per month. Staff would continue working with riders in Banks and North Plains to use westLink when it could meet their needs.

Other work included coordination with Tillamook and Yamhill counties, POINT, and SMART to improve connections and stops; service planning and an update to the Transit Development Plan; stop infrastructure improvements and maintenance; and matching funds for technology. Proposed technology work included dispatch and mobility software and on-bus route and destination signage. Marketing and administrative oversight would improve awareness and support compliance with STIF requirements.

Phil asked whether the earlier fare discussion also applied to Washington County. Dyami confirmed that all services funded through the county's program were free. He said connecting people to the regional network was a principal reason for that approach.

Multnomah County

Eve presented Multnomah County's proposed plan, which emphasized maintaining current work with flat funding. The county used STIF for the ACCESS employment and community shuttle, rural transit outside the TriMet service area, and a Title XIX match for non-medical transportation supporting older adults and people with disabilities.

ACCESS, the Alderwood–Cornfoot–Columbia Employment Shuttle Service, connected Parkrose and Cully with employers near Portland International Airport, including the U.S. Postal Service, FedEx, and Boeing. It also provided access to supermarkets and smaller Asian- and Latino-owned grocery stores. During the current biennium, the county doubled weekday peak frequency to every 30 minutes and introduced real-time vehicle tracking, rider communication, and improved stop-level data.

Eve described ACCESS's relationship to equity priority areas. Within one-quarter mile of its stops, 37 percent of residents were within 200 percent of the poverty threshold, 19 percent were below the poverty line, and 55 percent were nonwhite or of Hispanic or Latino origin. Seven affordable housing communities were located within that distance of the shuttle.

Rural service covered the eastern and western portions of the county outside the TriMet district. The free dial-a-ride program was open to the public, with priority for older adults, people with disabilities, and people without vehicles. Outreach in Corbett and Sauvie Island informed a pilot shopping shuttle with four routes, two at each end of the county. Eve noted that rural areas also included communities identified by ODOT as having high proportions of low-income residents.

The Title XIX program provided non-medical trips to help eligible residents maintain independence and community connections. Eve described eligibility as being age 60 or older or having a disability, receiving an active Medicaid benefit, being within 200 percent of the poverty level, and having limited transportation alternatives. The program

provided nearly 20,000 rides in FY 2026 through a mix of ambulatory transportation, bus tickets, and rides requiring additional assistance.

Approximately 66 percent of the county's STIF allocation supported regional coordination, somewhat less than one-third supported population-funded transportation, and a small share supported rural service. Eve emphasized that much of the funding helped people connect with services within the TriMet district, while the rural area accounted for approximately 2 percent of the county's population.

For FY 2028–2029, Multnomah County would continue these programs and required compliance work, complete a transit access to jobs study, and adjust rural service to better meet residents' needs. The study would inform future transit planning.

Portland Streetcar

April presented the City of Portland's proposal for Portland Streetcar, which the city owned and operated in partnership with TriMet and Portland Streetcar, Inc. The proposed allocation was approximately $3.4 million annually, or $6.8 million for the biennium, to preserve service. It would pay a portion of the city's daily operating costs and support frequency and reliability for approximately 9,000 daily riders.

April said the allocation would help address inflation and increasing electricity and labor costs, including negotiated Amalgamated Transit Union wage increases. Streetcar met the committee's criteria as an eligible, existing public transportation service that met transportation needs and served adopted equity areas.

April cited the spring 2026 rider survey: 55 percent of respondents did not own a car, 68 percent rented their homes, 36 percent identified as having a disability, 35 percent were over age 65, 31 percent earned less than $33,000 annually, and 69 percent rode daily or several times per week.

She also reported that 40 percent of affordable housing units built in Portland since 2001 were along streetcar routes. The system connected housing with health care, schools, colleges, and other destinations and served multiple areas identified in the committee's adopted equity map.

Ride Connection Presentation

With the meeting at its scheduled end time, Tom proposed moving Ride Connection's presentation to the next meeting. He noted that the earlier funding discussion could result in changes to the proposal. Michael agreed to the deferral.

Next Meeting and Adjournment

Tom and Michael confirmed that the next meeting will take place on Friday, November 20, 2026, on the third Friday of the month because the fourth Friday falls the day after Thanksgiving. It will be the final meeting of the planning cycle, with a vote planned on forwarding the STIF plan to the TriMet Board of Directors.

Items for November include the Ride Connection presentation, further consideration of Andy's contingency proposal and the requested information on tradeoffs, and committee action on the overall plan. The committee did not approve the final plan at this meeting.

Mary Lou thanked the presenters and said the information had been helpful. Michael thanked participants and closed the meeting at approximately 11:30 a.m. The Zoom attendance report shows the session ended at 11:31 a.m.