

**Date:** February 25, 2026

**To:** Board of Directors

**From:** Sam Desue, Jr. 

**Subject:** **RESOLUTION NO. 26-02-08 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) APPROVING AN AMENDMENT TO THE FY 2026-2027 STATEWIDE TRANSPORTATION IMPROVEMENT FUND PLAN**

**1. Purpose of Item**

This Resolution requests the TriMet Board of Directors (Board) approve an Amendment to the FY 2026-2027 Statewide Transportation Improvement Fund (STIF) Plan for the tri-county region.

**2. Type of Agenda Item**

- Initial Contract
- Contract Modification
- Other: Resolution Approving an Amendment to the FY 2026-2027 STIF Plan

**3. Reason for Board Action**

The Board must approve the Amendment to the FY 2026-2027 STIF Plan before submitting the amended STIF Plan to the Public Transportation Advisory Committee and the Oregon Transportation Commission for approval.

**4. Type of Action**

- Resolution
- Ordinance 1<sup>st</sup> Reading
- Ordinance 2<sup>nd</sup> Reading
- Other \_\_\_\_\_

**5. Background**

At its December 11, 2024 meeting, the Board approved Resolution No. 24-12-66 adopting the FY 2026-2027 regional STIF Plan, which was composed of more than \$223.7 million in projects. The plan included transit investments in the TriMet District and in areas outside the District boundary but within the tri-county area, including rural Clackamas, Multnomah, and Washington counties, as well as the Clackamas transportation districts of South Metro Area Regional Transit (SMART), Canby Area Transit (CAT), Sandy Transit, South Clackamas Transportation District (SCTD) (collectively “Public Transportation Service Providers” or “PTSPs”), and Ride Connection.

The plan was submitted to the Oregon Department of Transportation (ODOT) in January 2025 and approved by the Oregon Transportation Commission in May 2025. The new STIF biennium began on July 1, 2025, at which time the FY 2026-2027 STIF Plan was enacted.

Pursuant to OAR 732-042-0045, Qualified Entities – like TriMet – may amend their STIF Plans during the biennium, but those amendments are limited to either: (1) adjusting the total amount of funding sought in the STIF Plan based on ODOT’s most recent STIF Formula allocation estimate; or (2) adjusting the amount of prior biennium funding included in the STIF Plan.

TriMet is amending our portion of the STIF Plan to adjust the amount of the prior biennium funding carryover we estimated in the FY 2026-2027 STIF Plan. When TriMet submitted the FY 2026-2027 STIF Plan in January 2025, we had to estimate the amount of TriMet carryover funds at the end of FY 2025 because there were still six months left in the fiscal year. After FY 2025 closed, we reconciled our carryover funds and found the actual carryover amount was \$24,439,913 less than projected. An amendment to the STIF Plan is necessary to accurately reflect prior biennium funding.

The PTSPs and Ride Connection also have amendments to the regional FY 2026-2027 STIF Plan. TriMet, as the Qualified Entity for the tri-county area, is responsible for submitting the amendment for the region. The original FY 2026-2027 STIF Plan totaled \$223,715,285. After the amendments, the STIF Plan is \$20,958,006 less than originally estimated, bringing the total FY 2026-2027 STIF Plan to \$202,757,279.

The table below shows the actual adjustments for each PTSP and Ride Connection and is attached as Exhibit A.

<b>Provider</b>	<b>Original STIF Plan</b>	<b>Adjustment</b>	<b>Amended STIF Plan</b>
TriMet	\$175,267,410	\$(24,439,913)	<b>\$150,827,497</b>
City of Canby	\$1,229,335	\$150,000	<b>\$1,379,335</b>
City of Portland, Streetcar	\$6,000,000	\$0	<b>\$6,000,000</b>
City of Sandy	\$1,903,406	\$(42,439)	<b>\$1,860,967</b>
Clackamas County	\$6,095,811	\$1,265,000	<b>\$7,360,811</b>
Multnomah County	\$4,639,397	\$0	<b>\$4,639,397</b>
South Clackamas Transit District	\$1,052,220	\$0	<b>\$1,052,220</b>
South Metro Area Regional Transit (City of Wilsonville)	\$9,628,969	\$1,485,000	<b>\$11,113,969</b>
Ride Connection	\$10,281,863	\$0	<b>\$10,281,863</b>
Washington County	\$7,616,874	\$624,346	<b>\$8,241,220</b>
<b>Totals</b>	<b>\$223,715,285</b>	<b>\$(20,958,006)</b>	<b>\$202,757,279</b>

TriMet is requesting the Board approve this Amendment to reflect a \$20,958,006 decrease in the FY 2026-2027 STIF Plan and amend the total FY 2026-2027 STIF Plan amount to \$202,757,279. Per statute, the Board must approve the Amendment and, per ODOT’s request the Amendment should be submitted to ODOT on or before March 2, 2026.

**6. Financial/Budget Impact**

Approving this Resolution allows TriMet and the rest of the region to receive and spend all available STIF funds pursuant to House Bill 2017 – The Keep Oregon Moving Act.

7. **Impact if Not Approved**

If the Board chooses not to approve this Resolution, TriMet, as the Qualified Entity, will not be able to submit the FY 2026-2027 STIF Plan Amendment and account for any plan changes. ODOT administrative rules require that STIF money may only be used to pay for services that are included in the STIF Plan adopted by the region's Qualified Entity. If the Amendment is not submitted to ODOT by March 2, 2026, TriMet and the rest of the region will have to wait to account for any plan changes until the FY 2028-2029 STIF Plan application process.

**RESOLUTION NO. 26-02-08**

**RESOLUTION NO. 26-02-08 OF THE TRI-COUNTY METROPOLITAN  
TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING  
AN AMENDMENT TO THE FY 2026-2027 STATEWIDE TRANSPORTATION  
IMPROVEMENT FUND PLAN**

**WHEREAS**, the Oregon Legislature passed HB 2017, Or Laws 2017 Chapter 750, which dedicates revenue for mass transit to be allocated through the Statewide Transportation Improvement Fund (STIF); and

**WHEREAS**, TriMet is the designated Qualified Entity for the tri-county area of Clackamas, Multnomah and Washington counties, and

**WHEREAS**, by Resolution No. 24-12-66 dated December 11, 2024, the TriMet Board of Directors (Board) approved adoption of the FY 2026-2027 STIF Plan for the TriMet region; and

**WHEREAS**, changes occurred to the STIF funds for TriMet and Clackamas, Multnomah, and Washington counties, the Clackamas transit providers, the City of Portland, and Ride Connection that were included in the original FY 2026-2027 STIF Plan; and

**WHEREAS**, OAR 732-042-0045 allows a Qualified Entity to submit an amendment to their FY 2026-2027 STIF Plan to include additional funds derived from new revenue estimates and/or adjust carryover funds from prior biennia; and

**WHEREAS**, TriMet, as the Qualified Entity, proposes an amendment (Amendment) to the FY 2026-2027 STIF Plan to allow for the expenditure of the revised revenue estimates and/or carryover funds from the prior biennia, as set forth in the attached Exhibit A; and

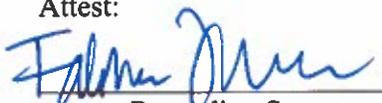
**WHEREAS**, the Board serves as the approving body for the Qualified Entity;

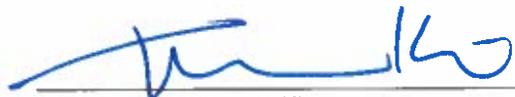
**NOW, THEREFORE, BE IT RESOLVED:**

1. That the Board hereby approves the Amendment to the FY 2026-2027 STIF Plan set forth in the attached Exhibit A.
2. That the General Manager or his designee is authorized to take all actions necessary and appropriate to implement this Resolution.

Dated: February 25, 2026

Attest:

  
\_\_\_\_\_  
Recording Secretary

  
\_\_\_\_\_  
Presiding Officer

Approved as to Legal Sufficiency:

  
\_\_\_\_\_  
Legal Department

**EXHIBIT A TO RESOLUTION NO. 26-02-08**

The proposed changes to the FY 2026-2027 STIF Plan amounts are described below.

<b>Provider</b>	<b>Original STIF Plan</b>	<b>Adjustment</b>	<b>Amended STIF Plan</b>
TriMet	\$175,267,410	\$(24,439,913)	<b>\$150,827,497</b>
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