

Accessible Transportation Funding

Update to the TriMet Board of Directors

May 27, 2026



STIF Payroll & STIF Population Funds

STIF Payroll Based Formula Funds (STIF Pay):

- Funds derived from the 0.1% payroll tax
- Allocated based on where payroll is generated
- Can't be used for light rail capital investments

STIF Population Based Formula Funds (STIF Pop):

- Funds derived from cigarette tax, ID card fees, non-auto. gas tax, & STIF Pay funds
- Funding allocation recommendations are made by the Accessible Transportation Funds Advisory Committee (ATFAC)
- Transportation programs for older adults and people with disabilities (i.e., ADA complementary paratransit and on demand transit programs)

STIF Funds Allocated by the ATFAC

STIF Funds	FY26-27 (current biennium)	FY28-29 (upcoming biennium)	Difference
STIF Population Funds	\$10,539,568	\$11,597,670*	\$1,058,102
STIF Payroll Based Formula Funds (Human Services Program)	\$4,000,000	\$0	(\$4,000,000)
Total	\$14,539,568	\$11,597,670	(\$2,862,542)

*projected amount

- The ATFAC has yet to allocate the FY28-29 STIF Population Funds
- TriMet is not pursuing STIF Population funds in FY28-29 – all funds to be allocated to Ride Connection, the counties, and Clackamas County transit providers
- TriMet to use the \$4,000,000 for LIFT operations and vehicles

ODOT 5310 Federal Funds

Provided by the state;
allocated by the ATFAC

- Funds for transportation programs for people over 65 and people with disabilities
- Allocation requires citizen input - ATFAC
- Recipients contract directly with the state



ODOT 5310 Federal Funds

Recipient	FY26-27 Budget (current biennium)	FY28-29 Budget (upcoming biennium)*	Difference
Canby Area Transit	\$195,000	200,850	\$5,850
Clackamas County	\$220,000	250,000	\$30,000
Ride Connection	\$4,944,147	\$5,976,533	\$1,032,386
Sandy Area Metro	248,074	400,678	\$152,604
South Clackamas Transportation District	\$200,000	\$120,000	(\$80,000)
TriMet LIFT	\$1,540,853	\$364,152	(\$1,176,701)
Total	\$7,348,074	\$7,312,213	(\$35,861)

*preliminary allocation

ATFAC Funding Availability

Fund	Awarded to Non-TriMet Providers FY26-27 Budget (current biennium)	Available to Non-TriMet Providers FY28-29 Budget (upcoming biennium)*	Difference
STIF Pop	\$10,539,568	\$11,597,670*	\$1,058,102
STIF Pay (Human Svcs)	\$4,000,000	\$0	(\$4,000,000)
ODOT 5310	\$7,348,074	\$7,312,213	(\$35,861)
Minus TriMet Award	-\$2,058,312	-\$364,152	\$1,694,160
Total Available to Non-TriMet Providers	\$19,829,330	\$18,545,731	(\$1,283,599)

*preliminary allocation

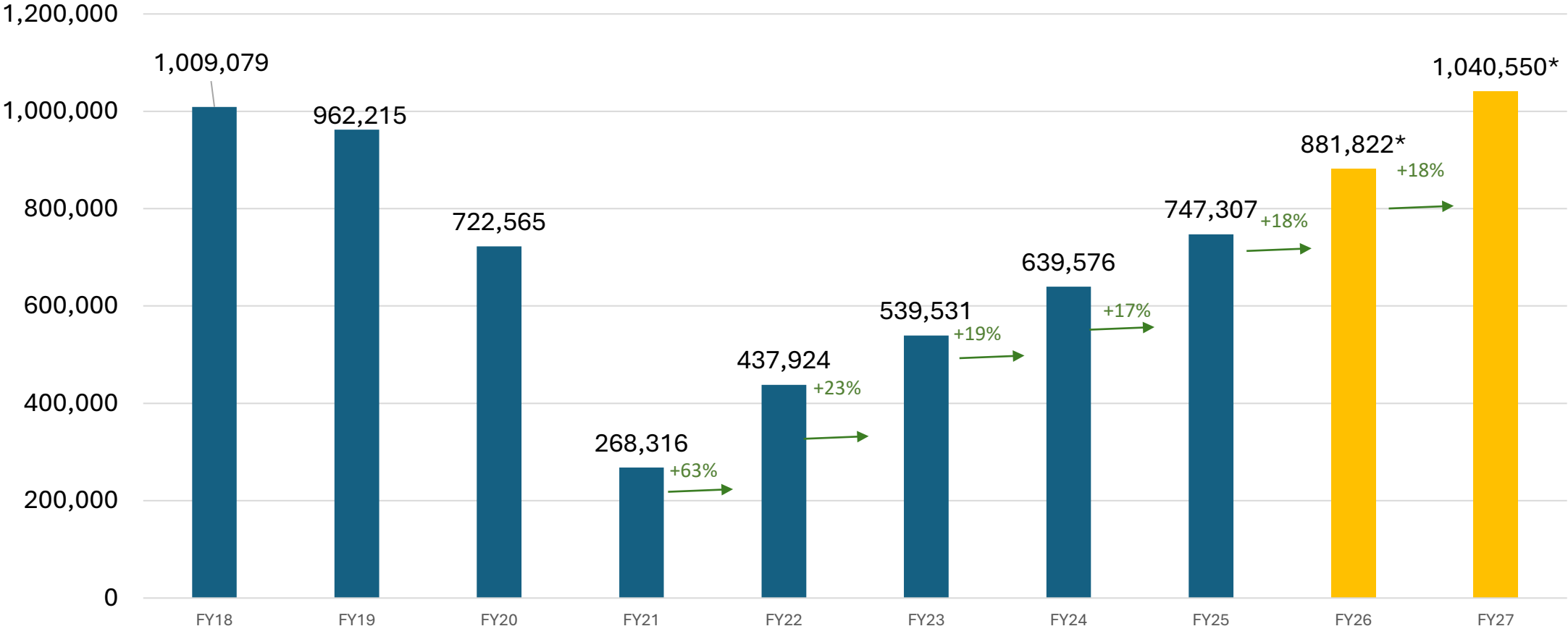
ADA Complementary Paratransit Service

TriMet LIFT



Growth in LIFT Service Demand

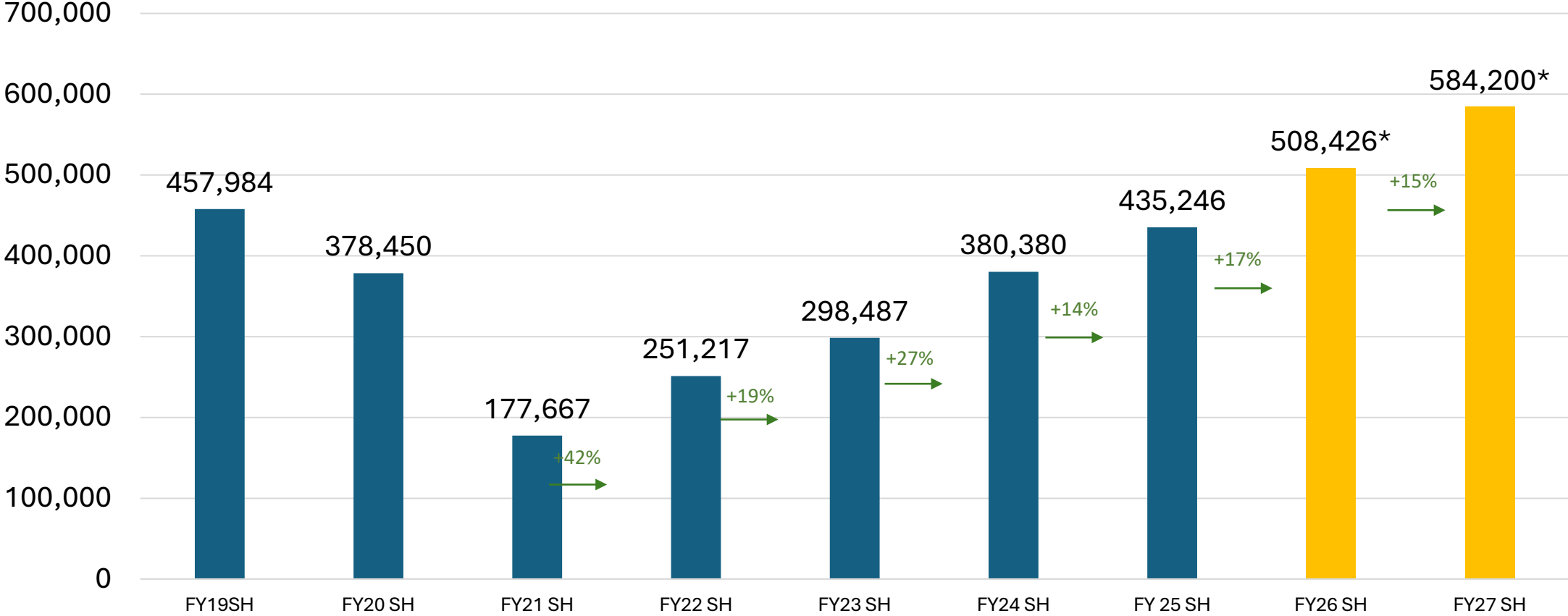
LIFT Ridership FY18 - FY26



*anticipated volume, based on current travel patterns

Increase in LIFT Service Hours

LIFT Service Hours FY19 - FY27



*anticipated volume, based on current travel patterns

Need for New LIFT Vehicles

- Most LIFT vehicles need to be replaced
- Current fleet being replaced is 7 years beyond their useful life



A Difficult Choice

TriMet's Human Services Program Funds (STIF Pay) – \$4,000,000:

- Demand response services are valuable partners that defer some rides from LIFT
- Amount of deferred rides is unknown, but likely at a small scale compared to the overall demand for LIFT
- LIFT demand is rapidly growing - federally mandated service
- Most LIFT vehicles need to be replaced
- TriMet has a fiscal crisis

Questions