

# HB 2017 Transit Advisory Committee

February 27, 2026

TRI  MET

# Meeting Agenda

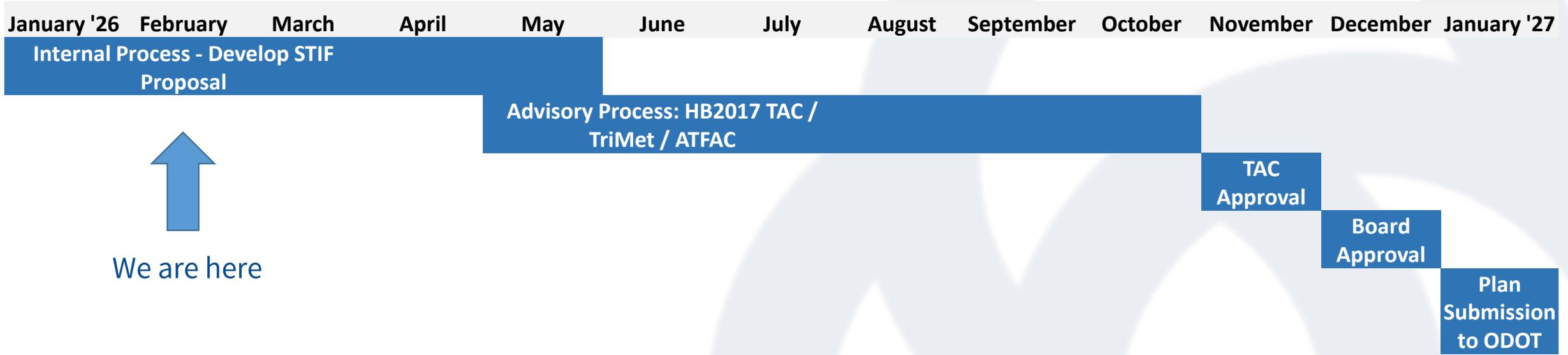
Public Comment	10:00 a.m.
Revised Work Plan and Timeline	10:05 a.m.
Committee Values	10:15 a.m.
Bylaws Update	10:30 a.m.
ATFAC Appointments	10:50 a.m.
FY26-27 STIF Plan Amendment Update	11:10 a.m.
Meeting Adjourns	11:30 a.m.

# Public Comment



# STIF Work Plan & Timeline

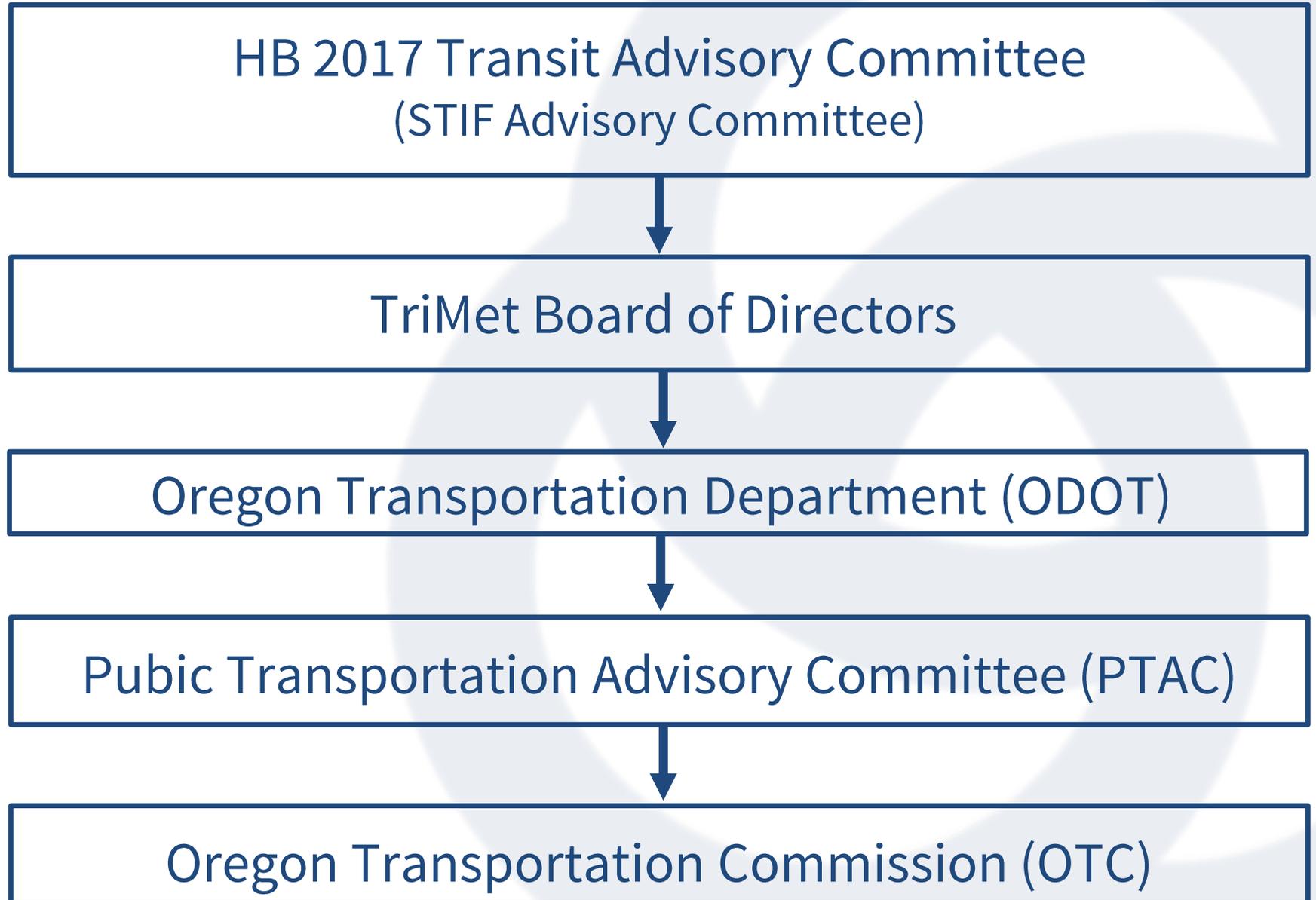
# Timeline for STIF Planning Process



# Tentative Work Plan for STIF

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

# STIF Approval Process



# HB 2017 Committee Values

# 2018 Advisory Committee Guiding Statement

HB 2017 provides much-needed investment in transit service. For the first time, employees in Oregon will be 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 pushed low-income residents to areas with lower transit services. 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 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 HB2017 funds for the following purposes:

- Expansion of existing and creation of new transit services (including 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 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,
- expansion of existing/creation of new transit services in communities outside the TriMet service district, but inside in Clackamas, Multnomah, and Washington counties, and
- regional coordination/reduction of fragmentation between TriMet and communities outside the TriMet service district, but inside Clackamas, Multnomah, and Washington counties.

# HB 2017 Bylaws Update

# 2025 Compliance Report

OR 732-040-0030(4)(a) – Adopted bylaws must include:

- Committee's name and purpose ✓
- The number of committee members ✓
- Committee membership criteria ✓
- The appointment process ✓
- The terms of office for the committee members ✓
- The committee meeting schedule ✓
- Committee procedures and member duties, including procedures to provide public notice to foster community engagement and comply with Oregon public meeting and public records law ✓
- The committee's process to review PTSPs' proposals for projects **X**

# Proposed Bylaw Changes

## Add a new section to Section “X. Eligible Projects and Process”

- C. The Advisory Committee shall consider the following when reviewing STIF Formula Fund Projects:
  - i. The extent to which the project is eligible per the eligible projects listed under X.A.i. through X.A.ix;
  - ii. Whether the project would maintain an existing service;
  - iii. The extent to which the project goals meet public transportation needs and are a responsible use of public funds;
  - iv. The extent to which the project might benefit or burden historically or currently marginalized communities both now and in the long-term; and
  - v. Other factors to be determined by the Qualified Entity or Advisory Committee.

# Proposed Bylaw Changes

## Bylaw cleanup suggestions:

### III. Committee Operations

D. “Committee votes will be the prevailing decision making procedure used at meetings”

***Replaces a consensus decision making process with a vote***

### VI. Committee Membership

D. “At a minimum the committee must have members that represent:”

***Add “Public Transportation Service Providers”***

### X. Eligible Projects and Process

A. “...Projects eligible for funding in the plan include:”

***Add A.xi. “and the preservation of existing transit operations.”***

B. “...the committee will review, discuss, revise if needed and approve:”

***Add “X.A.i through X.A.xi” to sections X.B.iv and X.B.v***

# Committee Voting Process

- Committee Chair calls for a motion
- Member makes a motion
- Member seconds the motion
- Committee Chair calls for discussion
- During discussion a member can ask to amend the motion
- If the member who made the motion accepts, then
  - the Committee Chair seeks a second
  - if seconded, the Committee Chair calls for discussion
- If the member denies the amendment, then the Chair calls a vote on the original motion after discussion
- Committee votes

# ATFAC Appointments

# What is the ATFAC?

- The Accessible Transportation Funds Advisory Committee (ATFAC) is TriMet's appointed sub-committee to assist the HB2017 Transit Advisory Committee in its duties to distribute funds to improve transit for older adults and individuals with disabilities.
- Members reside in the tri-county area, are knowledgeable about the transportation needs of older adults and individuals with disabilities, and are users of or familiar with public or community based transportation services serving older adults and people with disabilities.
- The ATFAC currently makes funding recommendations on the distribution of STIF population formula funds and the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310. The HB2017 Committee only reviews STIF population funding recommendations.

Membership Category Description	Committee Members	
	Name	Alternate
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	Not Yet Identified
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	Not Yet Identified
	Lynne Schemmer Valleau, Multnomah County	
	Teresa Christopherson, Clackamas County	Kristina Babcock
Staff representative of TriMet	Eileen Collins, TriMet	Charlie Clark
Staff representative of Ride Connection	Andy Nelson, Ride Connection	Not Yet Identified
Staff representatives of public transit entities other than TriMet, including a rural transit entity representative	Mike Strauch, SCTD	Not Yet Identified
	Kelsey Lewis City of Wilsonville	Not Yet Identified
Seniors or Persons with Disabilities Living in the Service Area	Mike Foley	Not Yet Identified
	Rocky Bixby	Not Yet Identified

# Funding Allocated by the ATFAC

STIF Pop:

	FY26	FY27	FY28	FY29
Tri County Metropolitan Transportation District	\$ 5,269,784	\$ 5,269,784	\$ 5,798,835	\$ 5,798,835
In district	\$ 4,761,446	\$ 4,761,446	\$ 5,239,464	\$ 5,239,464
Out of district Clackamas County	\$ 375,241	\$ 375,241	\$ 412,913	\$ 412,913
Out of district Multnomah County	\$ 16,530	\$ 16,530	\$ 18,190	\$ 18,190
Out of district Washington County	\$ 116,566	\$ 116,566	\$ 128,268	\$ 128,268

State 5310:

**Current FY28/29 Estimate**

Tri County Metropolitan Transportation District of Oregon	-	7,348,074
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# The HB2017 Committee's Role

## Approval of ATFAC Members and Bylaws

- ATFAC member terms, both new and existing, need to be approved by the HB2017 Committee. This is scheduled for the March HB2017 meeting.
- The ATFAC updated their bylaws in Fall 2025. These bylaws will need to be approved by the HB2017 Committee.

## Review and Approval of ATFAC funding Recommendations

- The ATFAC make recommendations on projects to be funded with STIF Population funds. This recommendation will need to be reviewed and approved by the HB2017 Committee before it can be included in TriMet's STIF Plan.

# FY26-27 STIF Plan Amendment Update

# FY26-27 STIF Plan Amendment: QE Governing Body Approval

- The FY 2026–27 STIF Plan was developed using revenue estimates provided by ODOT in August 2024.
- The Board adopted the Plan in December 2024, authorizing approximately \$223.7M in projects for the July 1, 2025–June 30, 2027 biennium.
- ODOT and the Oregon Department of Justice authorized QEs to submit a one-time STIF Plan amendment to incorporate updated revenue estimates and carryover funds from prior biennia.

# FY26-27 STIF Plan Amendment: Plan Update

- Revised FY 2026–27 STIF Plan total decreased by \$20.9M to \$202.7M.
- The amendment incorporates these items:
  - no increase to revenue received,
  - no new projects, and
  - updated actuals for funds carried over from prior biennia.
- Adopted by TriMet Board of Directors on February 25, 2026.

# FY26-27 STIF Plan Amendment:

## Summary

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

\*Adjustments of Carryover Funds

# Questions?

# Thank You

Next Meeting: March 27, 2026

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