

Accessible Transportation Funding Advisory Committee Meeting

April 10, 2026

Agenda

10:00 – 10:05	Item #1 Introductions (Jan)
10:05 – 10:15	Item #2 Public Comment (Jan)
10:15 – 10:20	Item #2 Approval of ATFAC Membership by HB2017 Committee (Justin)
10:20 – 10:25	Item #3 Vice Chair Position Nominees (Justin)
10:25 – 10:30	Item #4 ODOT 5310 Timeline and Updates (Justin)
10:30 – 11:25	Item #5 Recommended Funding Award Methodology and Criteria (Justin)
11:25 – 11:30	Item #6 Closing (Jan)

Vice Chair Nominees

Vice Chair Nominees

- Julie Stephens
- Franklin Ouchida
- Teresa Christopherson

FY28/29 Award Processes

Based on a split in the funding timelines the ATFAC will do two funding processes.

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graph TD; A[Based on a split in the funding timelines the ATFAC will do two funding processes.] --> B[Process 1: State 5310 April to June]; A --> C[Process 2: STIF Population April to November];
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Process 1: State
5310
April to June

Process 2: STIF
Population
April to November

FY28/29 5310 Award Process

Providers were asked if they would like 5310 funding in FY28/29.

Providers were asked for a FY28/29 5310 request amount.

After review, there was enough funding to fulfill the requested 5310 awards.

ATFAC 5310 project review



FY28/29 5310 Award Process

After Providers are notified of their allocated funding awards they will complete an ATFAC application



ATFAC will review provider applications to determine that requested projects are appropriate for funding.



Approved ATFAC 5310 projects will be submitted to the ODOT.

FY28/29 STIF Pop Methodology

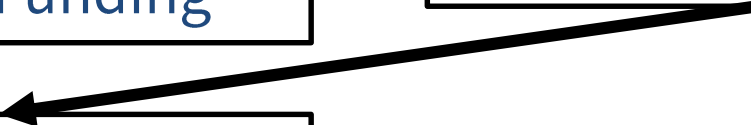
Process 2: STIF Population
April to November

Step 1: STIF
Population
County Funding

Step 2: STIF Population
Cost per Ride Award


Step 3: STIF
Population
Service Mileage
Variable

Step 4: STIF
Population Final
Award



Step 1: STIF County Funding

STIF population estimates are split between inside and outside TriMet's district. Using the population of older adults and people with disabilities within the counties and within the TriMet district, the funding generated in each county is determined.

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Funding generated by county within the TriMet district is combined with funding generated by county outside the TriMet district to determine total funds generated in each county.

Step 2: STIF Cost Per Ride Award

Providers asked to report completed and projected FY26/27 rides and service miles for older adults and people with disabilities from programs that received funding through the ATFAC process.



County Cost per ride is determined by taking total STIF population funds generated in each county and dividing it by total reported FY26/27 rides to older adults and people with disabilities. This will be the rate at which STIF Population funding can be awarded to each provider.

FY28/29 Cost per Ride

STIF Population Cost per Ride Allowance

- Total funds generated in each county was determined.
- Provider's were asked to report rides for older adults and people with disabilities completed and estimated in FY26/27. These ride numbers were applied to the their perspective county.

A cost per ride allowance was determined by using the following equation:

$(\text{STIF Pop Funds Generated in County}) / (\text{Rides for Older Adults and People with Disabilities in County})$

Step 2: STIF Cost Per Ride Award Continued

The determined county cost per ride rate is applied to the provider's reported and estimated remaining rides to older adults and people with disabilities in FY26/27. This amount determines the FY28/29 cost per ride award

FY28/29 Cost per Ride Award

STIF Population Cost per Ride Award

- Each provider's reported FY26/27 rides to older adults and people with disabilities, based on county, are utilized to determine an FY28/29 STIF population cost per ride award.

An FY28/29 STIF population cost per ride award was determined by using the following equation:

(County cost per Ride) X (Provider rides to older adults and people with disabilities in that County)

Step 3: Service Mileage Variable

A service mileage variable is applied to the cost per ride award. The mileage variable adjusts funds based on miles provided to older adults and people with disabilities.



The cost per ride award is decreased or increased by a percentage based on average service miles provided to older adults and people with disabilities. There can be no decrease in the cost per ride award over 15%.

Step 3: Service Mileage Variable

Average Miles per Trip

1	2	3	4	5	6	7	8	9	10	11	12
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Percentage Decrease/Increase

15	10	5	1	0	5	10	15	20	25	30	35
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FY28/29 Service Mileage Variable

STIF Population Service Mileage Variable

- The cost per ride award is decreased or increased by a percentage based on average service miles provided to older adults and people with disabilities.

An FY28/29 service mileage variable is determined by using the following equation:

$$\text{(Cost per Ride Award)} \times \text{(Mileage Variable Percentage)} = \text{Cost per Ride Award Change Amount}$$

Step 4: STIF Pop Final Award

The cost per ride award with the mileage variable applied is the provider's final STIF population award.



Providers are notified of the allocated funding awards. They will complete an ATFAC application detailing projects to be funded.

Step 4: STIF Pop Final Award Continued

ATFAC will review completed provider applications to determine that requested projects are appropriate for approval of funding per the HB2017 Transit Advisory evaluation criteria and Coordinated Transportation Plan.



Approved projects will be submitted to the HB2017 Committee.