



HB2017 Transit Advisory Committee Minutes

Date: June 26, 2026

Time: 10:00 to approximately 11:08 a.m.

Meeting Location: Zoom webinar

Meeting Recording: Recordings are available upon request by emailing bouchard@trimet.org.

Attendees

Committee Members

- April Bertelsen (City of Portland; Local Governments)
- Commissioner Vince Jones-Dixon (Multnomah County Board of Commissioners; Local Government)
- Jarvez Hall (TriMet District 6 representative; TriMet Riders)
- Commissioner Diana Helm (Clackamas County Board of Commissioners; Local Governments)
- Nansi Lopez (Centro Cultural; People With Limited English Proficiency)
- Andy Nelson (Ride Connection; Public Transportation Providers)
- Eve Nilenders (Multnomah County; Public Transportation Service Providers Outside the TriMet District)
- Andrew Plambeck (Portland Streetcar, Inc.; Public Transportation Providers)
- Mary Lou Ritter (Older Adults)
- Phil Selinger (TriMet District 2 representative; TriMet Riders)
- Commissioner Jason Snider (Washington County Board of Commissioners; Local Governments)
- Ian Stude (TriMet District 4 representative; TriMet Riders)

TriMet

- Kittie Kong (Community Engagement)
- Debbie Gregg
- Justin Trubiani
- Tom Mills
- Alex Page
- David Bouchard
- Charlie Clark
- Eileen Collins Turvey (Director of Accessible Transportation Programs)
- JP Gonzalez

Visitors

- Kelsey Lewis (Wilsonville SMART)
- Kelly Betteridge (Metro)
- Dyami Valentine (Washington County Land Use and Transportation)
- Diana Kotler (City of Wilsonville/SMART)
- Sara Wright (City of Portland)
- John Mira (Ride Connection)
- Dwight Brashear (SMART)
- Unidentified phone attendee (masked number ending 494)

Minutes

Public Comment and Agenda Overview

- Tom Mills facilitated the meeting. He reviewed the agenda, which included FY28-29 STIF Plan project presentations for TriMet LIFT and Regional Coordination, a STIF Discretionary Grant Process update, a STIF Plan outreach process discussion, Oregon Government Ethics Commission public meeting law training, and adjournment.
- Tom asked whether anyone wished to provide public comment. Kittie Kong reported that no hands were raised, and no public comments were received.

STIF Work Plan and Timeline

- Tom reviewed the STIF planning timeline. The committee remains in the advisory process, with TAC approval anticipated no later than November 2026, TriMet Board approval anticipated in December 2026, and plan submission to ODOT anticipated in January 2027.
- The July 2026 meeting is expected to include an ATFAC process update, further discussion of FY28-29 STIF Plan projects focused primarily on transit operations and bus service operations, STIF Discretionary Grant presentations from providers, and another STIF Plan outreach process discussion.
- The outreach process is planned to launch in August 2026. Tom noted that the work plan remains a living document that will continue to be adjusted as the process develops.

ATFAC Process Update

- Justin Trubiani provided an update on the Accessible Transportation Funds Advisory Committee process. ATFAC is currently working with two funding sources: STIF Population Funds and ODOT 5310 Funds.
- The FY28-29 STIF Population Funds projection is \$11,597,670. Those funds remain unallocated while ATFAC continues discussing a formulaic allocation approach and a methodology using several factors.
- The FY28-29 ODOT 5310 Funds total is \$7,312,213. ATFAC has allocated those funds to 12 projects serving older adults and people with disabilities. The combined total for STIF Population Funds and ODOT 5310 Funds is \$18,909,883, and ATFAC has awarded 37% of the total available funds for the biennium.

- Tom clarified that ODOT 5310 recommendations go directly to ODOT and do not require a separate HB2017 Transit Advisory Committee approval. STIF Population Fund recommendations will come to the HB2017 committee for approval as part of the overall STIF Plan.
- Justin reviewed the ODOT 5310 approved projects: South Clackamas Transit District transit vehicle preventive maintenance; Clackamas County preventive maintenance; Canby weekday dial-a-ride; TriMet LIFT revenue replacement vehicles; Ride Connection network management, mobility management, preventive maintenance and IT capital, vehicle replacements, and purchased service; and Sandy preventive maintenance, vehicle acquisition, and SAM Medical Rides.
- April Bertelsen asked whether the allocation projections would change once ODOT releases updated projections. Tom said the current projections are from November 2025, that updated projections are expected within days or about a week, and that TriMet will share the updated projections with the committee once they are available.
- Tom noted that STIF Population Fund projections may remain close to the current estimate because that funding source is stabilized through statewide set-asides. He said payroll-based STIF revenue may be lower than the November projection because it is more directly tied to the economy and jobs.
- April also asked about changes in the 5310 award amounts. Justin explained that Clackamas County forfeited a portion of its funding to Sandy to increase Sandy preventive maintenance funding, and both providers agreed to the change. Tom and Justin noted that the ATFAC 5310 process was smooth and uncontentious, and ATFAC had heard presentations on the projects.

FY28-29 STIF Plan Projects - Accessible Transportation Program (LIFT)

- Eileen Collins Turvey, TriMet Director of Accessible Transportation Programs, presented two STIF-funded LIFT projects: LIFT Replacement Vehicles and LIFT Operations. Both projects are existing projects and are eligible for STIF funds.
- Eileen said the replacement vehicle project is a capital purchase for the provision of public transportation, and LIFT operations support the cost of delivering paratransit service during the biennium. One hundred percent of LIFT riders are people with disabilities.
- LIFT ridership is projected to surpass pre-COVID levels by FY27. Eileen noted recent year-over-year paratransit demand increases of 17% to 18%, consistent with population aging and increasing mobility needs in the Portland metro region.
- TriMet LIFT has a fleet of 284 vehicles. The program goal is to replace 30 vehicles per year that are beyond useful life. Useful life is a five-year minimum with 150,000 miles; the vehicles proposed for replacement are 12 years old, seven years beyond that minimum, and are expected to have approximately 310,000 miles by replacement.
- Eileen noted that ODOT funding of \$364,152 covers two vehicles. For the biennium, TriMet will need to piece together funding for approximately 60 vehicle replacements to keep the LIFT fleet in a state of good repair.

- Eileen explained that aging vehicles reduce reliability for riders who rely on paratransit for critical trips, including medical appointments, dialysis, work, and community access. Older vehicles increase the risk of missed trips, late pickups, service disruptions, and higher maintenance costs.
- For LIFT operations, Eileen noted that TriMet contracts with Transdev to deliver service and operate the call center and eligibility operations. LIFT paratransit service is a federally mandated ADA civil rights service, not a discretionary program. Insufficient funding creates legal, regulatory, and compliance risks for TriMet.
- Eileen said that when TriMet fixed route service boundaries shrink or grow, the LIFT service area also changes. Current service reductions will result in some LIFT service decreases, primarily in eastern Multnomah County and in the West Linn and Oregon City area.
- Eileen reviewed demographic and equity information from LIFT riders: 59% receive SNAP benefits, 71% live at or below 200% of the federal poverty level, 75.4% are age 65 or older, 27% have a cognitive disability, 26% are blind or low vision, and 68% are slow walkers or have mobility impairments.
- Phil Selinger asked whether alternative-fuel vehicles are available for the LIFT fleet. Eileen said electric vehicles are available, but current battery range is about 125 miles while LIFT operators drive approximately 250 to 300 miles per day. She also noted that electric vehicles would cost approximately \$410,000 compared with about \$188,000 for the buses currently being purchased.
- Eileen said diesel chassis are no longer available, renewable natural gas cannot be maintained safely in the current facility because of facility constraints, and propane does not produce sufficient savings for the fleet replacement program. For those reasons, TriMet is reverting to gasoline vehicles for this replacement cycle.
- Andy Nelson emphasized that Ride Connection and its network stand ready to help take pressure off LIFT as demand and costs continue to grow. Eileen acknowledged Ride Connection as a critical partner in serving community transportation needs.

FY28-29 STIF Plan Projects - Regional Coordination Program

- Tom presented the Regional Coordination Program. He explained that the program supports shuttles within the TriMet service district and service between the TriMet service district and other transit providers.
- Tom said the program addresses STIF legislative goals of reducing fragmentation of services and improving connections between communities inside and outside the qualified entity service area.
- Tom described many of the shuttles as first and last mile services. They help connect riders from bus or MAX service to places that may be too low-density, too far from fixed route, or physically difficult for 40-foot buses to serve efficiently.
- The program includes 14 services: Clackamas Industrial Shuttle, Oregon City Shuttle, Clackamas Community College Express, Estacada Shuttle, ACCESS Shuttle serving the Columbia Corridor, Bethany Link Shuttle, Cornelius Link Shuttle, GroveLink Shuttle serving

Forest Grove, King City Link Shuttle, North Hillsboro Link Shuttle, Tualatin Shuttle, SMART Line 2X between Wilsonville and Tualatin, SMART Line 10X between Wilsonville, West Linn, Oregon City, and Clackamas Town Center, and Sandy Area Metro service between Sandy and Clackamas Town Center.

- Tom noted that he intended to describe the Clackamas Community College Express as operating between Clackamas Town Center and Clackamas Community College.
- Tom said counties and transit providers outside TriMet will have an opportunity later in the process to present their shuttle programs and review the applicable criteria.
- Phil asked whether TriMet fixed route service cuts could increase pressure to add more shuttles. Tom said the August 2026 approved service cuts do not prevent the currently funded shuttles from continuing to connect with existing TriMet service.
- Tom said the ability to grow the program depends on revenue projections. He noted that the current biennium dedicates 12% of STIF revenues to the Regional Coordination Program, and TriMet expects to remain around that same percentage if revenue projections allow.
- Commissioner Helm asked whether new areas have been identified for potential additions to the Regional Coordination Program. Tom referenced Metro's Community Connectors planning work from 2025 into 2026, which identified a range of possible future shuttle areas. He said future additions ultimately depend on available funding.
- April offered to share the Metro Community Connectors study page in the chat and noted that additional information may be coming to TPAC and JPACT.

STIF Discretionary Grant Process Update

- Tom introduced the STIF Discretionary Grant process, explaining that ODOT sets aside approximately 5% of STIF funds statewide for a competitive grant program.
- Justin explained that STIF Discretionary Funds are a flexible funding source intended to improve public transportation. They are generally not allowed for operations, but ODOT has made a temporary rule change allowing operations in this upcoming fiscal year.
- Justin noted that STIF Discretionary Funds are awarded through a competitive process and generally require a 20% local match. If a project is awarded, ODOT typically pays 80% of project costs and the provider supplies the remaining 20%.
- Justin explained the committee's role: TriMet, as the qualified entity for Region 1, must consult with the HB2017 Transit Advisory Committee before submitting feedback on projects. The committee must decide whether projects should be considered for funding and may choose whether to rank them.
- Tom said the committee will be asked next month whether the projects should move forward for funding consideration and whether the committee wants to rank them. He noted that the committee has previously chosen not to rank projects to avoid disadvantaging any application before ODOT's statewide process.
- Justin described funding cycle changes. ODOT has combined STIF Discretionary Funds, Federal 5339 vehicle funds, and STIF Intercommunity Funds into a single Competitive

Transit Grant process. The single transition year will align biennium grants with even-numbered years, with a new FY28-30 cycle after that.

- Justin said ODOT will award 5339 funds first. Projects that are not eligible for or not selected for 5339 funds will move into the second competitive phase for STIF Discretionary and STIF Intercommunity funding.
- Justin reviewed the Region 1 projects expected to come back for more detailed presentations next month: Canby end-of-life bus replacement for two cutaway buses; Canby replacement of two coach buses; Sandy vehicle replacement for two electric Category E1 vehicles replacing gasoline Category D vehicles; Sandy Operations Center Expansion; Clackamas County TRP Replacement Vehicle; Clackamas County Mt. Hood Express Signs; TriMet ADA-Accessible Vehicle Replacement; TriMet Transit Priority Spot Improvements; City of Portland Expand Pilot Program for Streetcar and Central City Recovery; Washington County Microtransit Pilot Project FY27-28 Extension; Ride Connection Washington County Demand Response Replacement Vehicles; and South Clackamas Transit District Bus Replacement Project.
- Andy asked whether sufficient funds are available to cover all projects. Tom said the STIF Discretionary program is typically oversubscribed. Justin said it will likely still be oversubscribed; he estimated STIF Discretionary funding at roughly \$9 million, while the 5339 and STIF Intercommunity amounts were not known during the meeting.
- Tom clarified that STIF Intercommunity Funds are generally intended to connect communities over longer distances, such as intercity or medical-access travel between communities. He noted that TriMet typically does not pursue those funds because some examples fall outside the TriMet district or outside TriMet eligibility.

STIF Plan Outreach Process Discussion

- Tom described the challenge of conducting outreach for a plan that primarily continues existing operating programs. Unless revenue grows, new ideas would likely require reducing currently funded programs.
- Tom noted that TriMet's service cuts may create public confusion because STIF funds are already assumed in TriMet's financial forecast and are not new funds that can simply be redirected to prevent service reductions.
- Tom presented the proposed outreach approach: post the priorities learned from spring 2026 focus groups, post the proposed STIF Plan programs and projects, connect the proposed programs to those priorities, and ask the public for feedback and additional thoughts.
- Outreach channels may include the HB2017 webpage, Riders Club, TriMet on the Move email list, social media, news media, community-based organizations, and jurisdictional partner websites. The outreach is planned to launch in August 2026.
- Tom reviewed focus group results from April 2026. The focus groups included 52 participants across all three counties. Participants highly valued reduced fare programs, student fare programs, and transit service preservation, which generally align with the programs being proposed for the STIF Plan.

- Phil recommended that outreach materials include a big-picture context, such as a pie chart showing TriMet's funding sources and how funds are distributed.
- Commissioner Snider recommended that outreach materials be brief, plain-language, and accessible, describing how STIF supports transit and the associated benefits rather than simply presenting the full plan. He suggested aiming for a fifth-grade reading level and offered Washington County support to distribute materials through its summer Transit Development Plan outreach.
- April recommended clearly identifying what changes from the current STIF Plan, including increases, decreases, continuation of existing programs, reasons for changes, preservation benefits, and trade-offs. She said this would help the public understand why the changes matter and focus their feedback.
- Eve Nilenders asked whether the committee could see draft outreach materials at the July meeting. Tom said TriMet would try to bring draft materials to the committee.
- April emphasized that the committee should see the draft proposal or allocation inputs before outreach goes public. Tom confirmed that the proposal will not go to the public until the committee sees it and approves releasing it for public input.
- Mary Lou Ritter recommended including information about how many people benefit from each service, in addition to financial numbers and charts, to humanize the data. Tom said past ridership and impact information is available for operating programs, although future projections are harder to provide.

Oregon Government Ethics Commission Public Meeting Law Training

- Tom introduced the Oregon Government Ethics Commission public meeting law training item. He explained that committee members are considered public officials on a public committee for this purpose and must follow Oregon public meeting laws under ORS 192.700.
- Tom said all committee members must complete OGEC Public Meeting Law training before the end of their term, December 31, 2027. He recommended completing the training sooner while the committee is actively meeting.
- Kittie said the responsibility for completing training rests with committee members. TriMet does not manage or collect the training completion requirement but can help connect members to OGEC if needed.
- Kittie explained that OGEC offers live trainings during business hours and off hours, and committee members may request other training times if scheduled options do not work. If a member has already completed the training for another public role, they do not need to repeat it for this committee.
- Commissioner Helm asked whether TriMet needs a copy of the completion certificate for members who have already completed training. Kittie said TriMet does not need the certificate and will trust members to complete the requirement.
- April asked for the training link to be placed in the chat because there can be a gap between current meeting materials coming down and past meeting materials being posted. Tom and Kittie worked to provide the link.

Adjournment and Follow-Up

- Tom acknowledged a chat note from Ian Stude that the prior month's meeting minutes and presentation had not yet been posted. Tom said he would ensure those materials and the current meeting materials are posted.
- Tom thanked committee members and noted that the meeting was ending early. The meeting adjourned at approximately 11:08 a.m.