

HB 2017 Transit Advisory Committee

November 22, 2024

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Chat

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- Chats are recorded

Participants

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Video On/Off

Reactions

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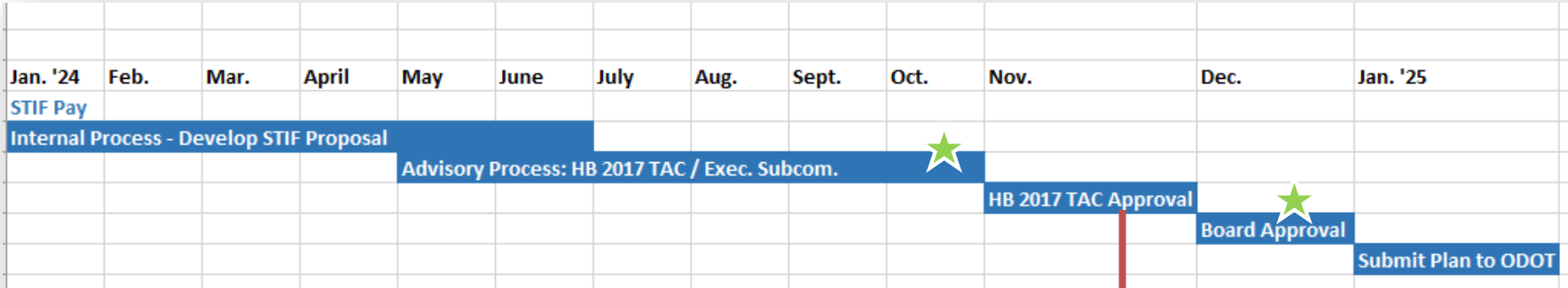
Meeting Agenda

Public comment	10:00 a.m.
Timeline Check-in	10:05 a.m.
Review ATFAC Recommendations	10:10 a.m.
Public Transportation Service Provider Presentations	10:25 a.m.
Final Review of TriMet STIF Plan Budget	11:10 a.m.
Vote on the Final FY26-27 STIF Plan	11:20 a.m.
Meeting Adjourns	11:30 a.m.

Public Comment



Timeline for STIF Plan Process



We are here

★ TriMet Board of Directors Review

Review ATFAC Recommendations

FY26-27 Projected Funding Available for the ATFAC Allocation

Projected Funding	FY26-27
STIF Population Funds Formula Funds	\$10,199,986
Human Services Funds (Payroll Based Formula Funds)	\$4,000,000
Unspent STIF Funds From Prior Biennium	\$480,130
Total STIF Funds Allocated by the ATFAC	\$14,680,116
 	
Federal 5310 Funds (disbursed by ODOT)	\$7,348,074
Total Funds Allocated by the ATFAC	\$22,028,190

FY26-27 ATFAC STIF Recommendations

Jurisdiction	Project	STIF Funding (Pop+Human Svc. & unspent funds)
Clackamas County	Demand response; senior/disabled fixed route service	\$1,646,927
Multnomah County	Demand response service	\$1,114,718
TriMet	Vehicle purchases	\$517,459
Canby Area Transit	Deviated fixed route service	\$253,606
Sandy Area Metro	Demand response; senior/ disabled fixed route service	\$423,491
SMART	Demand response service	\$288,000
South Clackamas Transportation District	Deviated fixed route service	\$154,052
Ride Connection & network partners	Demand response; senior/ disabled fixed route service; mobility management	\$10,281,863
Total		\$14,680,116

FY26-27 ATFAC Federal 5310 Recommendations

Jurisdiction	Project	Federal 5310 Funding (disbursed by ODOT)
Clackamas County	Preventative maintenance	\$220,000
TriMet	Vehicle purchases; mobility management	\$1,540,853
Canby Area Transit	Deviated fixed route service	\$195,000
Sandy Area Metro	Demand response; senior/ disabled fixed route service; preventative maintenance	\$248,074
South Clackamas Transportation District	Preventative maintenance	\$200,000
Ride Connection & network partners	Network coordination; preventative maintenance; mobility management; vehicle & technology purchases	\$4,944,147
Total		\$7,348,074



Public Transportation Service Provider Presentations

FY26-27 STIF Projected Revenue for PTSP's

(Outside TriMet District)

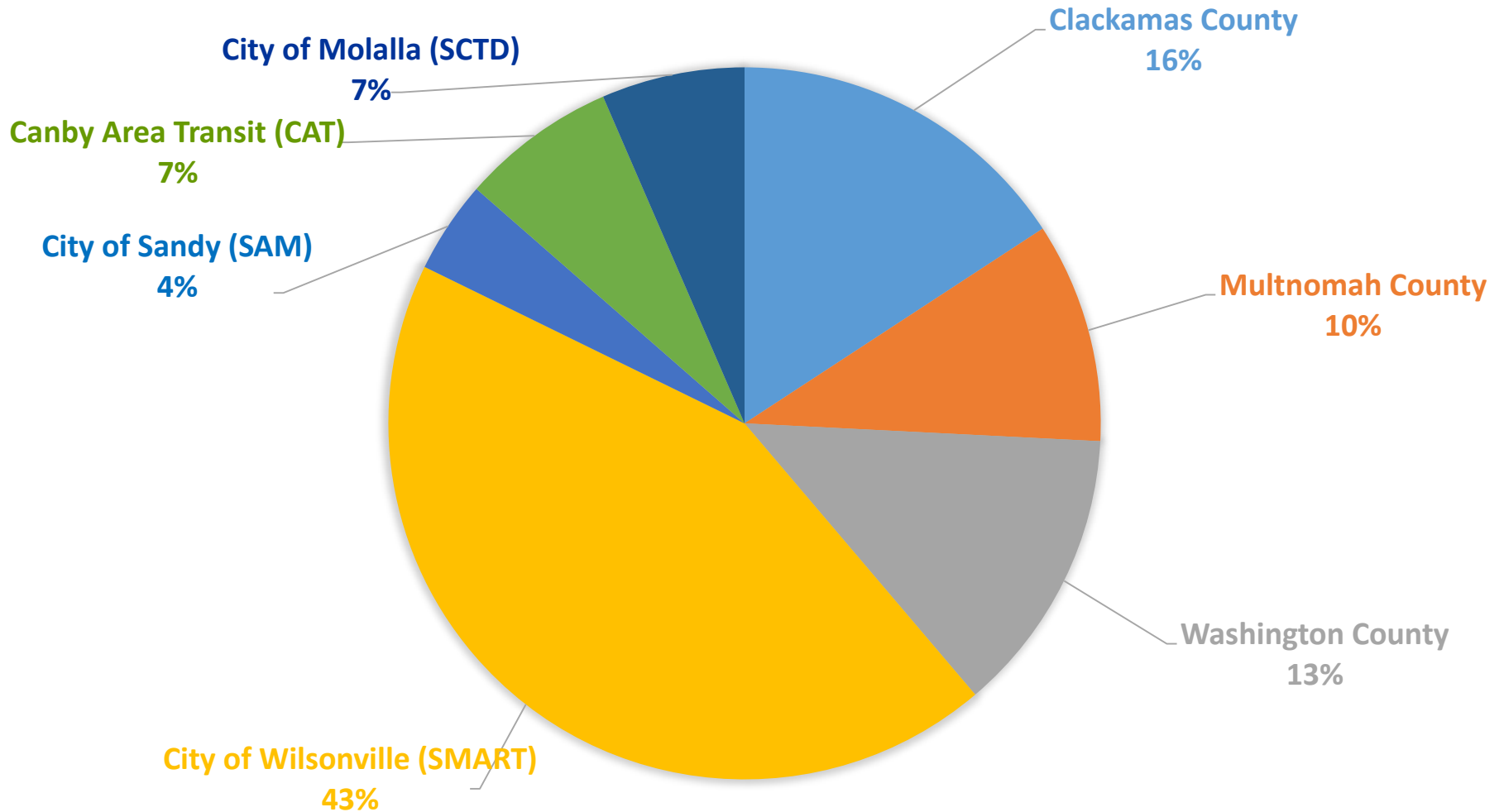
Program	FY26-27 Total*	Unspent Funds & Interest from Prior Biennia**	Total
Clackamas County	\$1,340,370	\$825,001	\$2,165,371
Multnomah County	\$141,739	\$1,241,940	\$1,383,679
Washington County	\$933,960	\$860,600	\$1,794,560
City of Wilsonville (SMART)	\$3,116,969	\$2,600,000	\$5,716,969
City of Sandy (Sandy Area Metro)	\$336,016	\$243,899	\$579,915
Canby Area Transit	\$762,111	\$213,618	\$975,729
South Clackamas Transportation District (City of Molalla)	\$598,168	\$300,000	\$898,168
FY26-27 Total	\$7,229,333	\$6,285,058	\$13,514,391

*Includes ODOT recommended 20% over-estimation

**Includes unspent Regional Coordination Funds from prior biennia

FY26-27 STIF Project Amounts – Counties/PTSPs

(Outside TriMet District; includes 20% over-estimate, interest, and unspent funds)



The background features abstract, overlapping geometric shapes in various shades of blue, ranging from light to dark, creating a modern and dynamic visual effect. The shapes are primarily triangles and polygons, some with thin white outlines, set against a white background.

Clackamas County Transit Providers HB 2017



KRISTINA BABCOCK

Clackamas County

- Clackamas County Transportation Programs
 - Public Transportation
 - Mt Hood Express
 - Village Shuttles
 - Last Mile Shuttles
 - Free public use
 - Elderly and Disabled Transportation
 - Demand response services
 - 65+ and/or experiencing a disability
- Health, Housing and Human Services (H3S)

FY24-25 STIF Impact

- Expansion of transit service in Clackamas County
 - Last mile shuttles w/Regional Coordination Dollars
 - CCC Xpress
 - Estacada
 - Shuttle purchases
- Increased demand response services for Dialysis and Medical Rides
- Increased coordination of services between transit providers (fare integration / integrated website)
- Mt Hood area:
 - Continued additional service on the Mt Hood Express
 - New vehicles
 - Transit Hub Study

FY26-27 STIF Plans

- Continued funding for existing MHX service
- Provide increased demand response services for Seniors and Persons with disabilities (TRP and Senior Centers and Small Providers)
- Match funds for purchase of two buses (1 for MHX and 1 for TRP)
- Transit Hub Development
- Address missing connections identified in the Transit Development Plan (TDP)
- Regional Coordination Projects



DWIGHT BRASHEAR



- SMART is owned and operated by the City of Wilsonville
- Gave 195,288 rides in FY2024
- Nine routes: Six in town and connections to Canby, Salem, & Tualatin
- Programs: Dial-A-Ride, SMART Options; Vanpool
- All service is free except to Salem and medical trips out of town



FY24-25 STIF Impact

Service Accomplishments

- Continued regional connectivity to Tualatin Park & Ride and Salem Downtown Transit Center
- Continued local service on neighborhood shuttles
- Continued out of town Dial-a-Ride service for medical appointments
- Provided federal grant match for 3 new CNG cutaway buses
- Will provide construction match for operations yard expansion



FY26-27 STIF Plans

- Continue regional service to Tualatin and Salem
- Continue administering the STIF program and providing a program reserve for projects that may exceed total planned expenses
- Continue out of town Dial-a-Ride service for medical appointments
- Electric and CNG vehicles for replacement and service expansion
- Regional service to Clackamas Town Center
- New regional service to Woodburn and Keizer in coordination with Cherriots' Route 80X
- SMART Transit Center TOD customer service employees to provide regional transit information
- Bus stop and amenities to improve access and connections



CANBY
AREA
TRANSIT

TODD WOOD

Canby Area Transit

A division of the City of Canby



- Population: 18,171 (2020)
- Services:
 - 99x from Woodburn to Oregon City Monday through Saturday
 - Canby Loop service Monday through Saturday
 - Demand response and paratransit service Monday through Saturday
- Ridership:
 - Weekday: 99x - 53,656 / Loop - 20,891 / DR - 10,510
 - Weekend: 99x - 5,283 / Loop - 2,045 / DR - 1,279

FY24-25 STIF Impact



- Saturday Services (Fareless):
 - Continued to operate services on Saturday
 - Includes fixed route from Woodburn to Oregon City
 - Includes demand response and paratransit services

- Canby Loop (Fareless):
 - Began October 2023
 - Operates Monday through - Saturday
 - Serve Canby High School as well as most Canby Parks and businesses

FY26-27 STIF Plans

- ▶ Continuation of Saturday services at current levels
 - ▶ Route 99X
 - ▶ Demand response and Paratransit
 - ▶ Fareless

- ▶ Continuation Local Canby Loop Route
 - ▶ Monday through Saturday
 - ▶ Operate at least 12 hours per day
 - ▶ Serve Canby High School as well as most Canby Parks and businesses
 - ▶ Fareless



MIKE STRAUCH



- Operating in Clackamas County since 1989
 - Serving a large rural area of 100 square miles, with a population in excess of 20,000
- 3 Routes Serving:
 - Clackamas Community College (5:00am - 8:30pm, M-F; 7am - 5:00pm, Sat)
 - Canby Area Transit Center (6:30am - 6:15pm, M-F)
 - City of Molalla (7:30am - 5:30pm, M-F; 9:30am - 4pm, Sat)
- Deviated Fixed-Route service open to the public
 - City Bus Route deviates from the regular fixed-route, with advanced reservation. Service is free.
 - \$1 fare for service to Canby and Clackamas Community College.



FY24-25 STIF Impact

- Additional service:
 - Clackamas Community College - more service during morning commute
 - Molalla - new Saturday service, 9:30am - 4pm
 - Canby - extended service morning and evening
- Improved rider safety and comfort with updated amenities and services, including simme seats and solar lighting
- Introduce tools to improve rider information, simplify trip planning, and provide riders access to real-time vehicle arrival information through Passio Go.
- Continue to pursue new vehicles to maintain service reliability and make them more efficient.

FY26-27 STIF Plans

- Maintain current service levels
- New service:
 - City Express Service from 10am - 4pm
- Improve rider safety and comfort with updated amenities and services, making transit more convenient - adding 6 more simme seats to what has already been installed
- Adding 4 new e-readers
- Purchase two smaller transit buses to update the fleet





ANDI HOWELL

Celebrating over 20 Years of Service

- Department in Sandy, OR
- Sandy Population: 11,000
- Known as Sandy Area Metro (SAM)
- Ridership: 111,714
- All in-town fixed routes, free of charge
- \$1.00 dial-a-ride
- \$2.00 out-of-town medical rides
- Routes:
 - SAM Gresham Route
 - **SAM Clackamas Town Center**
 - SAM Estacada Route
 - SAM In-town Shopper Shuttle **(Saturday)**
 - SAM rides General Public Dial-A-Ride
 - Out-of-town Non-Emergency Medical rides



FY24-25 STIF Impact

- **CONTINUED SERVICE ENHANCEMENTS:**

- Continued expanded hours on 3 routes:
 - SAM Gresham (1 hour/Mon-Friday)
 - SAM Estacada (1 hour/Mon-Saturday)
 - SAM Shopper (2 hours/Mon-Friday)

- **NEW SERVICE**

- SAM Shopper Saturdays

- **REGIONAL COORDINATION**

- SAM Clackamas Town Center (6 runs day/6 days per week)

- **CAPACITY PLANNING/CONSTRUCTION PROJECT**

- Funding set aside for future expansion planning and construction of driver training/break area and maintenance bay at the Sandy Operations Center

- **PROGRAM RESERVE**

- Approved category to cover cost of preserving service.

- **ADMINISTRATIVE COSTS**

- Cover costs of administering STIF program, including project/plan development, ongoing operating costs, procurement, surveys of services, expand facilities and audit

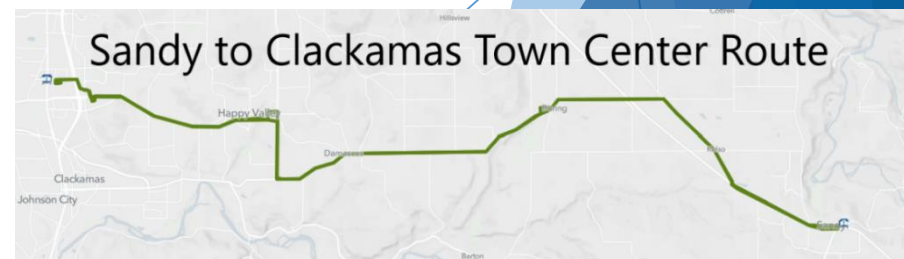
- **ADMINISTRATIVE COSTS**

- Cover costs of administering STIF program, including project/plan development, ongoing operating costs, procurement, surveys of services, expand facilities and audit



FY26-27 STIF Plans

- CONTINUED SERVICE ENHANCEMENTS:
 - Continue expanded hours on 3 routes:
 - SAM Gresham
 - SAM Estacada
 - SAM Shopper
- CONTINUED NEW SERVICE ENHANCEMENTS:
 - Saturday Shopper Shuttle (5 runs)
- CONTINUED REGIONAL COORDINATION
 - SAM Clackamas Town Center Route (6 runs per day/6 days per week)
- PROGRAM RESERVE:
 - Approved category to cover cost of preserving service if revenue sources fall or operation costs rise.
- ADMINISTRATIVE COSTS:
 - Cover costs of administering STIF program, including project/plan development, ongoing operating costs, procurement, surveys of services, expand facilities and audit



Questions / Comments?

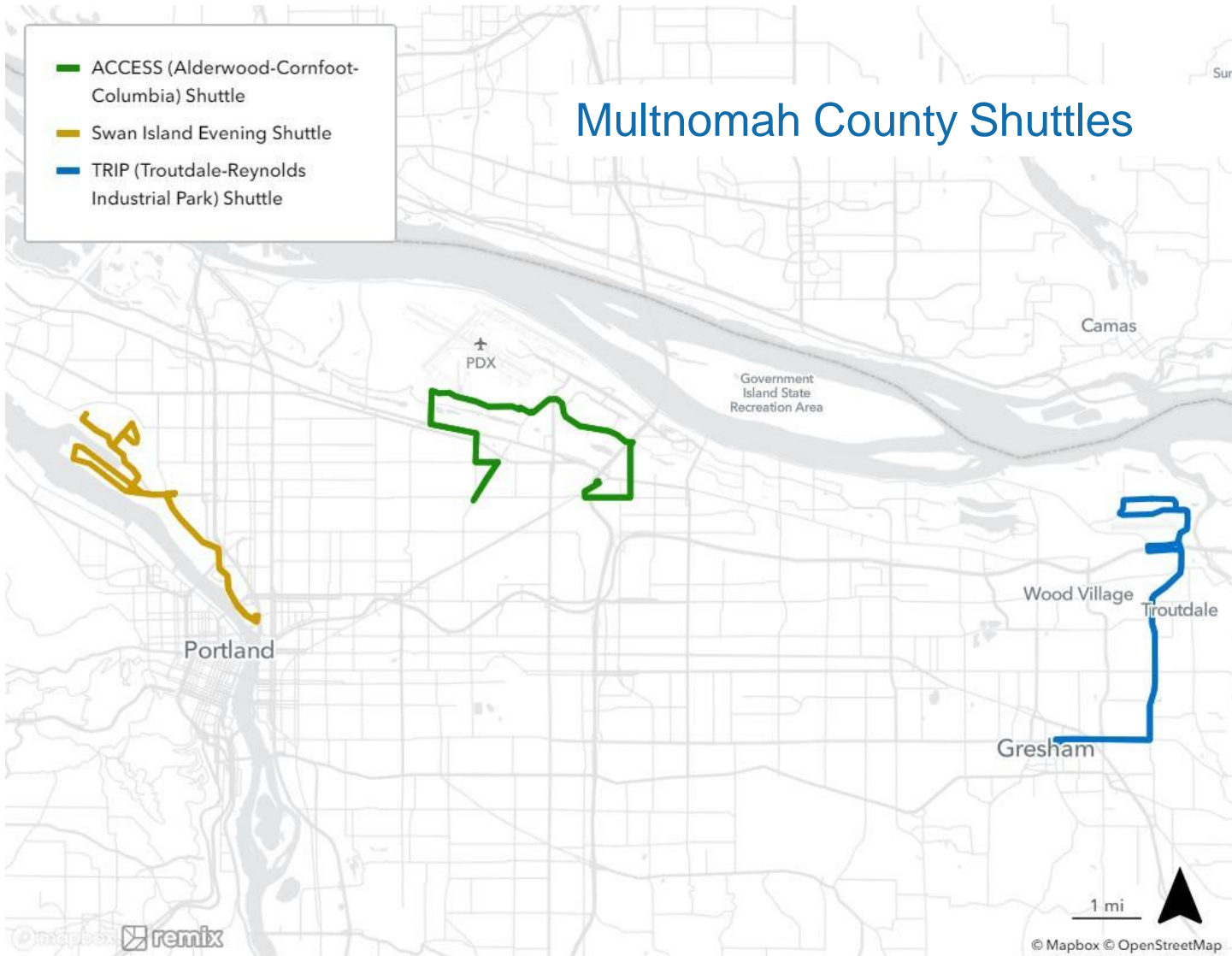


Multnomah County FY2026-27 STIF Plan

HB2017 Transit Advisory Committee
November 22, 2024

Eve Nilenders
Multnomah County
Transportation Planning and
Development

FY24-25 Accomplishments – Regional Coordination



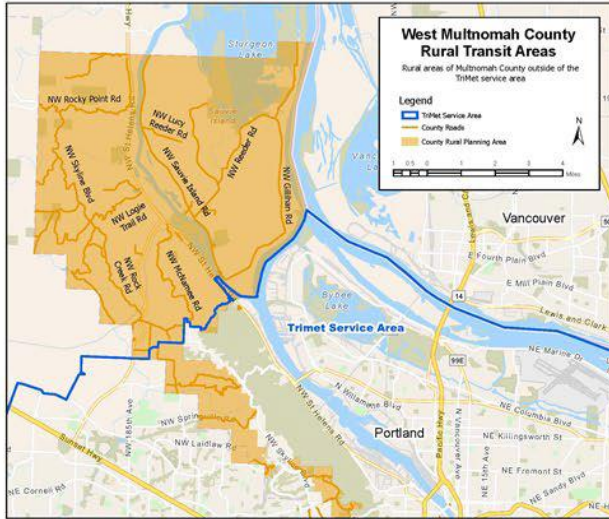
FY24-FY25 Accomplishments – Regional Coordination

- FY2024: over 35,000 rides on 3 job- and community-connector shuttles in FY2024.
- FY2025 (Q1): 11,500 rides
- Two shuttles being replaced by regular TriMet service during FY2025

Shuttle	Hours
Troutdale Reynolds Industrial Park (TRIP) Shuttle	Saturdays, Sundays & Holidays
Swan Island Evening Shuttle	Monday – Friday, 6:30 pm – 12:30 am
ACCESS: Alderwood-Cornfoot-Columbia Employment Shuttle Service	Monday – Friday, 6:15 am – 6 pm (morning/afternoon peaks)

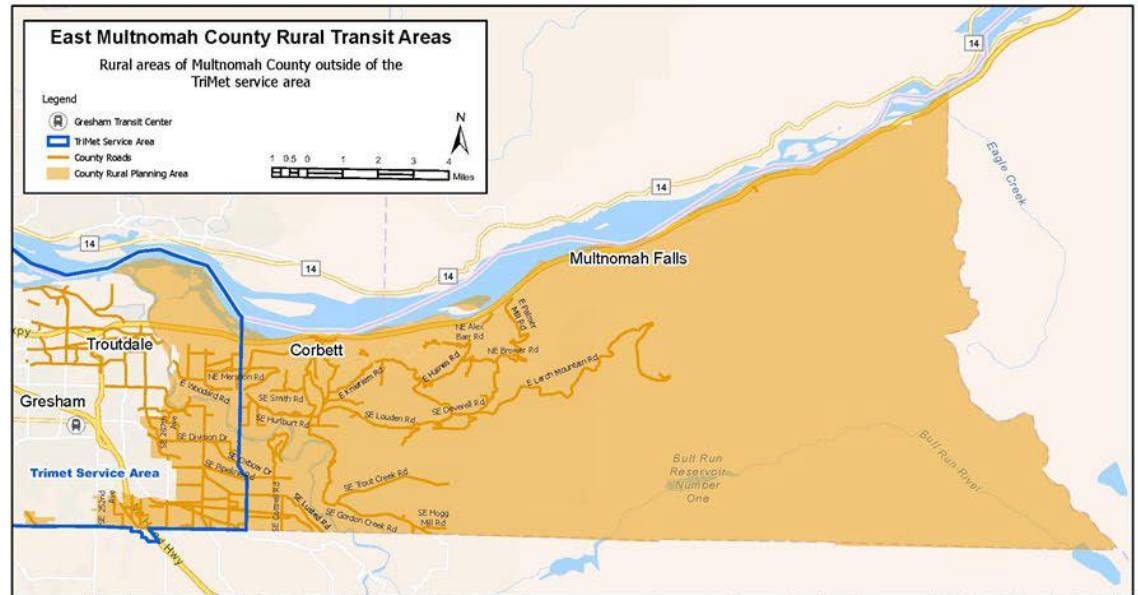


FY2024-25 Rural Transit Work



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- Provided demand-response (dial-a-ride) service to rural parts of the county
- Public engagement at community events



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FY24-25 Rural and Urban Outreach



Rural outreach, Columbia
Grange, Corbett

ACCESS shuttle outreach at
Bienestar de la Familia, Cully



Multnomah County FY2026-27 STIF Plan

- Regional Coordination:
 - Expand ACCESS shuttle service
 - Transit access to jobs study
- Rural Transit:
 - Continue and promote rural demand-response service
 - New shopping shuttle service
- Transportation Services to Medicaid-eligible Community:
 - Continue provision of non-medical transportation rides supporting quality of life and independence



Thank you!



For more information: www.multco.us/transit





PORTLAND STREETCAR STIF FY 26-27' .

FY 26-27' STIF Proposal

- \$3m/year for Service Preservation
- STIF revenues used to fund a portion of City's share of daily operations.
- City to commit at least 1:1 in local funds for vehicle replacement project required for ongoing daily operations





Washington County FY 2025-27 Transit Investment Priorities

STATEWIDE TRANSPORTATION
IMPROVEMENT FUND

HB2017 Advisory Committee
November 22, 2024

Land Use & Transportation

www.washingtoncountyor.gov/lu
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→ Ride Connection, Inc.

- Contract with County as Public Transportation Service Provider
- Leverages other private, local, Federal and State resources
- Community partnerships and engagement

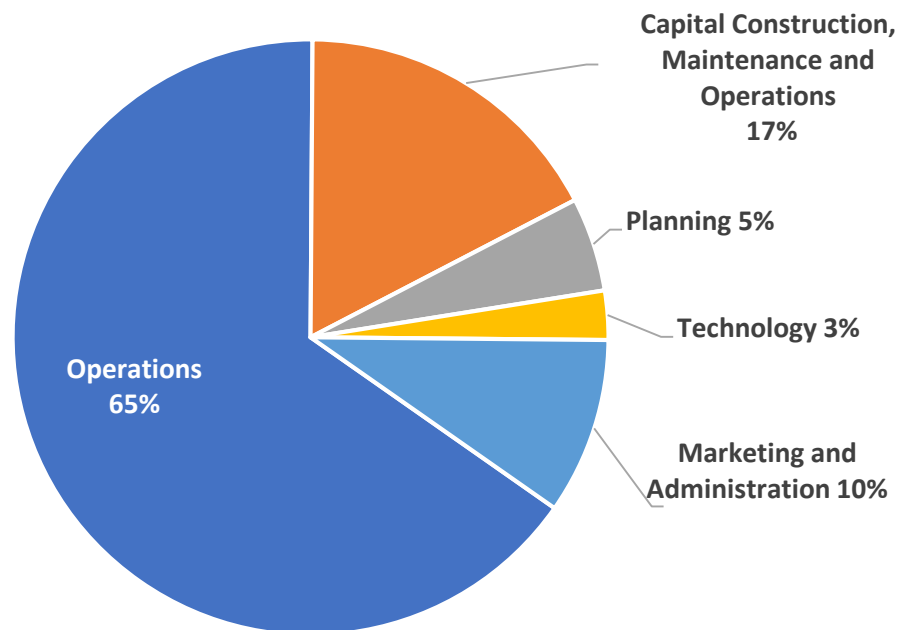




County STIF Formula Fund budget

Program	
Operations	westLink
	Rural Demand Response
	Interregional Coordination
Transit Planning	
Capital Construction, Maintenance and Operations	
Technology Investments	
Marketing and Administration	

Source	Total Biennium
Outside TriMet district + carry forward	~\$1,795,000





STIF Formula Fund Project Details

westLink

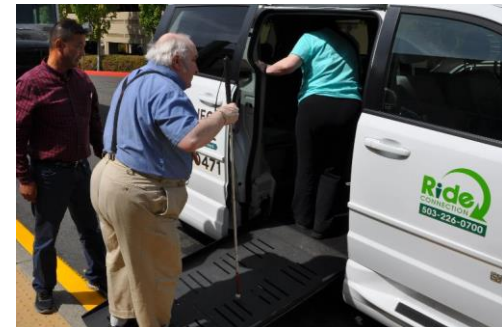
- Maintain service at current levels, recently expanded to six trips per day

Demand Response

- 100% increase to meet existing and future demand

Interregional Coordination

- Operations assistance for Yamhill County Transit Route 33 (McMinnville-Hillsboro) to cover budget shortfall





STIF Formula Fund Project Details

Transit Planning

- FY27-29 Transit Development Plan and community engagement
- Service planning activities
 - westLink and local shuttles
 - Interregional coordination
 - Microtransit expansion





STIF Formula Fund Project Details

Shuttle Stop Infrastructure

- Construction
 - Signage, schedule information, landing pads, shelters, benches, lighting, trash cans, etc.
 - Access to transit improvements
- Maintenance and Operations
 - Create and maintain asset management system
 - Field visits for maintenance of signs and capital assets





STIF Formula Fund Project Details

Technology Investments

- Maintenance of trip-planning website
- Real-time arrivals information
- Software purchases

Marketing and Administration

- Increase community awareness of services
- Manage STIF program and compliance



Bethany Link
New Transit Service in Bethany

Southbound PCC to Sunset Transit Center (PCC)

Time	1st Stop	2nd Stop	3rd Stop	4th Stop	5th Stop	6th Stop	7th Stop	8th Stop	9th Stop	10th Stop	11th Stop	12th Stop	13th Stop	14th Stop	15th Stop	16th Stop	17th Stop	18th Stop	19th Stop	20th Stop	21st Stop	22nd Stop	23rd Stop	24th Stop	25th Stop	26th Stop	27th Stop	28th Stop	29th Stop	30th Stop	31st Stop	32nd Stop	33rd Stop	34th Stop	35th Stop	36th Stop	37th Stop	38th Stop	39th Stop	40th Stop	41st Stop	42nd Stop	43rd Stop	44th Stop	45th Stop	46th Stop	47th Stop	48th Stop	49th Stop	50th Stop	51st Stop	52nd Stop	53rd Stop	54th Stop	55th Stop	56th Stop	57th Stop	58th Stop	59th Stop	60th Stop	61st Stop	62nd Stop	63rd Stop	64th Stop	65th Stop	66th Stop	67th Stop	68th Stop	69th Stop	70th Stop	71st Stop	72nd Stop	73rd Stop	74th Stop	75th Stop	76th Stop	77th Stop	78th Stop	79th Stop	80th Stop	81st Stop	82nd Stop	83rd Stop	84th Stop	85th Stop	86th Stop	87th Stop	88th Stop	89th Stop	90th Stop	91st Stop	92nd Stop	93rd Stop	94th Stop	95th Stop	96th Stop	97th Stop	98th Stop	99th Stop	100th Stop																																																																																																																				
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Northbound Sunset Transit Center to PCC

Time	1st Stop	2nd Stop	3rd Stop	4th Stop	5th Stop	6th Stop	7th Stop	8th Stop	9th Stop	10th Stop	11th Stop	12th Stop	13th Stop	14th Stop	15th Stop	16th Stop	17th Stop	18th Stop	19th Stop	20th Stop	21st Stop	22nd Stop	23rd Stop	24th Stop	25th Stop	26th Stop	27th Stop	28th Stop	29th Stop	30th Stop	31st Stop	32nd Stop	33rd Stop	34th Stop	35th Stop	36th Stop	37th Stop	38th Stop	39th Stop	40th Stop	41st Stop	42nd Stop	43rd Stop	44th Stop	45th Stop	46th Stop	47th Stop	48th Stop	49th Stop	50th Stop	51st Stop	52nd Stop	53rd Stop	54th Stop	55th Stop	56th Stop	57th Stop	58th Stop	59th Stop	60th Stop	61st Stop	62nd Stop	63rd Stop	64th Stop	65th Stop	66th Stop	67th Stop	68th Stop	69th Stop	70th Stop	71st Stop	72nd Stop	73rd Stop	74th Stop	75th Stop	76th Stop	77th Stop	78th Stop	79th Stop	80th Stop	81st Stop	82nd Stop	83rd Stop	84th Stop	85th Stop	86th Stop	87th Stop	88th Stop	89th Stop	90th Stop	91st Stop	92nd Stop	93rd Stop	94th Stop	95th Stop	96th Stop	97th Stop	98th Stop	99th Stop	100th Stop																																																																																																																				
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→ Regional Coordination

Biennium budget total ~\$5,822,000

Regional Coordination funding is allocated by TriMet's HB2017 Advisory Committee

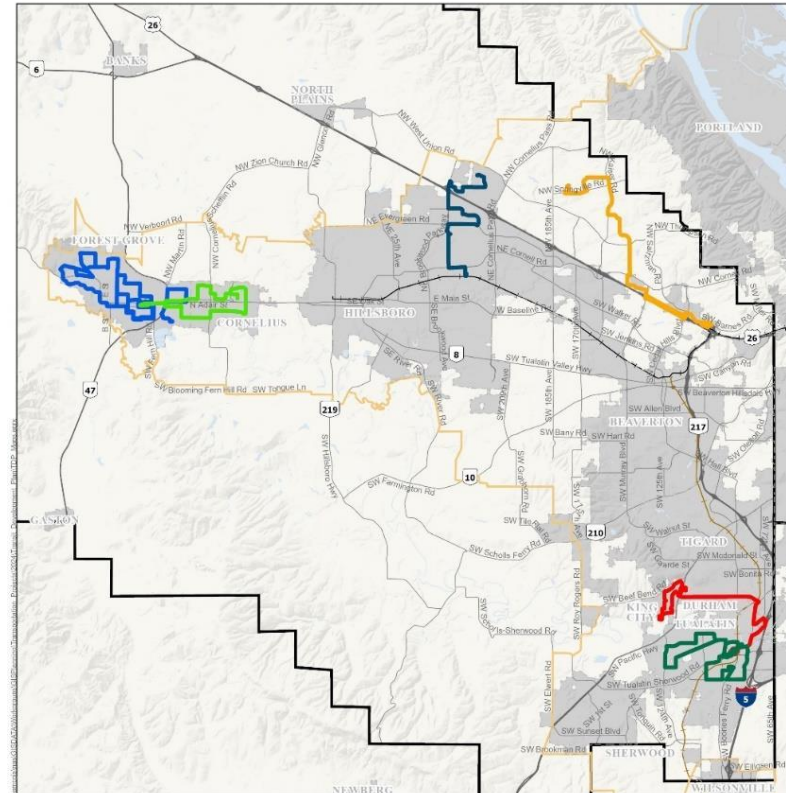
Program

Maintain existing community connector services

- **Cornelius Link** – launched August 2024
- **King City Link** – launched September 2024
- **BethanyLink** – launched October 2024
- **GroveLink**
- **North Hillsboro Link**
- **Tualatin Shuttle**

Minor service changes, as needed

- Meet ridership demand
- Coordinate with TriMet on planned Forward Together service implementation





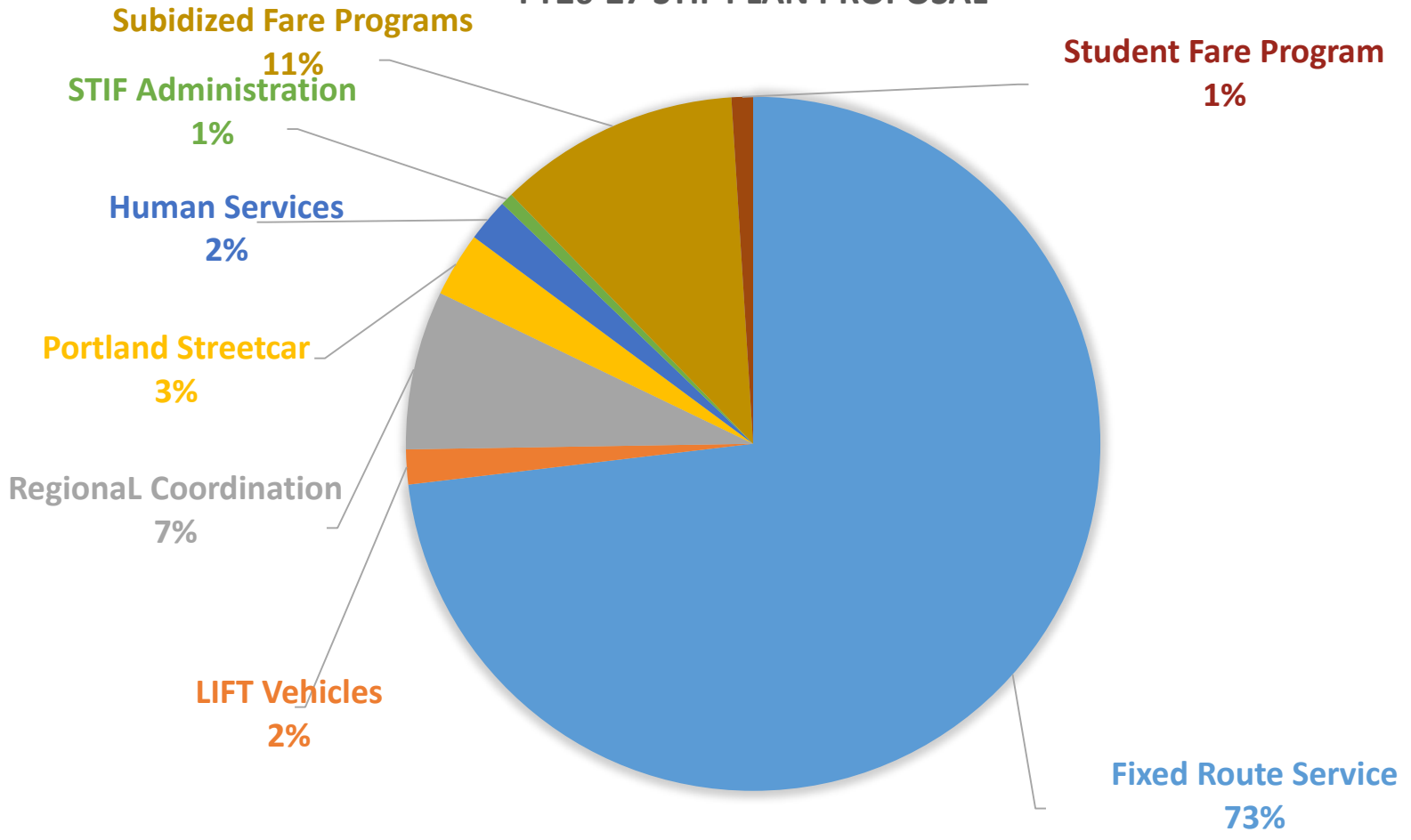
Department of Land Use & Transportation
www.washingtoncountyor.gov/lut

TriMet FY26-27 STIF Plan Budget

FY26-27 Projected STIF Formula Revenues for TriMet – August 2024 Projection

Projected Revenues	FY26	FY27	Total
ODOT Projected STIF Payroll Based Formula Funds	\$58,767,917	\$61,682,085	\$120,450,002
20% Over Projection	\$11,753,583	\$12,336,417	\$24,090,000
Unspent STIF Funds & Interest – Prior Biennium	\$27,063,140	\$27,917,636	\$54,980,776
Total	\$97,584,640	\$101,936,138	\$199,520,778

FY26-27 STIF PLAN PROPOSAL



TriMet Proposed FY26-27 STIF Plan Formula Budget

Program	FY26-27 Total
Fixed Route Service	\$145,942,093
Subsidized Fare Programs	\$22,475,453
Student Fare Program (1% of revenue)	\$1,995,927
LIFT Vehicles	\$3,166,857
Regional Coordination	\$14,770,828
Portland Streetcar	\$6,000,000
Human Services	\$4,000,000
STIF Administration	\$1,169,620
FY26-27 Total	\$199,520,778

Vote on FY26-27 STIF Plan

Final FY26-27 STIF Plan Summary

Funds	FY26	FY27	Total
Payroll Based Funds – TriMet Plan*	\$97,584,640	\$101,936,138	\$199,520,778
Payroll Based Funds – PTSPs Plan**	\$7,077,333	\$6,437,058	\$13,514,391
Population Based Funds***	\$5,406,791	\$5,273,325	\$10,680,116
Total	\$110,068,764	\$113,646,521	\$223,715,285

*Includes interest, unspent funds, Regional Coordination, Human Services, & Streetcar

**Includes interest & unspent funds from prior biennia

***Includes unspent funds from prior biennia



Committee Vote on Sub-Allocation Method

Voting process for the committee

- 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 Chair calls for a vote on the motion; committee votes

Meeting Adjourned