

Accessible Transportation Funding Advisory Committee Meeting

July 29, 2026

Agenda

10:00 – 10:05

Item #1

Committee Introductions (Jan & Teresa)

10:05 – 10:10

Item #2

Public Comment (Jan & Teresa)

10:10 – 10:15

Item #3

OGEC Public Meeting Law Training
(Justin)

10:15 – 11:25

Item #4

STIF Population Funding Methodology
(Justin)

11:25 – 11:30

Item #5

Closing (Jan & Teresa)

OGEC Public Meeting Law Training

As public officials on a public committee:

- You are required to follow Oregon's Public Meeting Laws to ensure transparency and compliance (See ORS 192.700).
- All committee members must complete the Oregon Government Ethics Commission (OGEC) Public Meeting Law training prior to the end of their term (Dec. 31, 2027).
- <https://www.Oregon.gov/ogec/training/pages/webinars.aspx> Register for an upcoming live webinar or access available training materials.

Step 1: STIF County Funding

Using the population of older adults and people with disabilities in each county within the TriMet district, a percentage is determined. This percentage will determine funding in each county.

EXAMPLE

County in TriMet District	Older Adults/ People with Disabilities in TriMet District	% of Total Population of Older Adults/People with Disabilities in the TriMet District
Clackamas	91,797	19.5%
Washington	149,395	31.7%
Multnomah	228,946	48.7%
Total	470,138	100.%

Step 1: STIF County Funding

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

STIF Pop Funds	
TriMet Dist.	\$10,818,915
Clackamas	\$853,163
Washington	\$265,028
Multnomah	\$37,584
<u>Total</u>	<u>11,974,690</u>

EXAMPLE

Step 1: STIF County Funding

Percentage of total population of older adults and people with disabilities in each county within the TriMet district is applied and added to the County's District funds.

Clackamas County

TriMet In Dist.	19.5% X 10.8M = 2.1M
County In Dist.	\$853,163
Total	\$2,965,615

Washington County

TriMet In Dist.	31.7% X 10.8M =3.4M
County In Dist.	\$265,028
Total	\$3,702,938

Multnomah County

TriMet In Dist.	48.7% X 10.8M =5.2M
County In Dist.	\$37,584
Total	\$5,306,138

Step 2: STIF Cost Per Ride Award

Providers report completed and projected FY26/27 rides in each county for older adults and people with disabilities from rides that received funding through the ATFAC process.

Provider	Wash	Clack	Mult
SCTD	-	6,432	-
Canby	-	19,716	-
SMART	-	3,641	-
Clackamas	-	81,136	-
Sandy	-	29,686	-
Multnomah	-	-	55,086
Ride Conn.	113,629	20,654	197,052

Total Rides	
Clack.	161,265
Wash.	113,629
Mult.	252,138

EXAMPLE

Step 2: STIF Cost Per Ride Award

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.

County	Equation	Cost Per Ride
Clackamas	$\$2,965,615 / 161,265 \text{ Rides}$	\$18.39
Washington	$\$3,702,938 / 113,629 \text{ Rides}$	\$32.59
Multnomah	$\$5,306,138 / 252,138 \text{ Rides}$	\$21.04

Step 2: STIF Cost Per Ride Award

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

Step 2: STIF Cost Per Ride Award

Provider Rides	FY26/27 Rides x Cost per Ride	Total Award
SCTD	6,432 rides X \$18.39	\$118,283
Canby	19,716 rides X \$18.39	\$362,572
SMART	3,641 rides X \$18.39	\$66,957
Clackamas	81,136 rides X \$18.39	\$1,492,070
Sandy	29,686 rides X \$18.39	\$545,918
Multnomah	55,086 rides X \$21.04	\$1,159,260
Ride Connection	20,654 rides X 18.39	\$8,229,630
	197,052 rides X 21.04	
	113,629 rides X 32.59	
	Total	\$11,974,690

Step 3: Revenue Variable

A revenue mileage variable is applied to the cost per ride award. FY26/27 revenue miles are reported by providers. The mileage variable adjusts funds based on the average miles per trip provided to older adults and people with disabilities.

A trip is defined as:

- A single, one-way operation of a transit vehicle between two points—from its origin to its destination—while in revenue service (available to passengers).

Step 3: Revenue Mileage Variable

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

Average Miles per Trip									
1	2	3	4	5	6	7	8	9	10+
Percentage Decrease/Increase									
8	7	5	3	1	0	10	14	16	20

EXAMPLE

Step 3: Revenue Mileage Variable

(Provider Revenue Miles) / (Provider rides to older adults and people with disabilities in that County) = Average Mile per Trip

Provider Rides	Revenue Miles divided by Rides	Avg. Mile/Trip
SCTD	8,169 miles/6,432 rides	1 mile/trip
Canby	108,901 miles/19,716 rides	6 miles/trip
SMART	35,613 miles/3,641 rides	10 miles/trip
Clackamas	446,357 miles/81,136 rides	6 miles/trip
Sandy	237,405 miles/29,686 rides	8 miles/trip
Multnomah	125,000 miles/55,086 rides	2 miles/trip
Ride Connection	2,096,419 miles/331,335 rides	6 miles/trip

EXAMPLE

Step 3: Revenue Mileage Variable

Provider Rides	Avg. Mile/Trip	Cost per Ride Award	Change %	Final Award
SCTD	1	\$118,283	-8%	\$108,820
Canby	6	\$362,572	0%	\$362,572
SMART	10	\$66,957	+20%	\$80,348
Clackamas	6	\$1,492,070	0%	\$1,492,070
Sandy	8	\$545,918	+14%	\$622,346
Multnomah	2	\$1,159,260	-7%	\$1,078,112
Ride Connection	6	\$8,229,419	0%	\$8,229,630

EXAMPLE

Step 3: Revenue Mileage Variable

Provider Rides	Final Award
SCTD	\$108,820
Canby	\$362,572
SMART	\$80,348
Clackamas	\$1,492,070
Sandy	\$622,346
Multnomah	\$1,078,112
Ride Connection	\$8,229,630
Total	\$11,973,899*

EXAMPLE

*In current model there is slight underspend of \$791. Variable percentages can be adjusted to best account for mileage traveled.

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

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.