



HB 2017 Transit Advisory Committee Minutes

Date: February 27, 2026

Time: 10:00 a.m. – 11:30 a.m.

Meeting Location: Virtual (Zoom)

Attendees:

Committee/Sub-Committee Members

Michael Morrow (Committee Chair; TriMet District 7 representative — TriMet Riders)
Jarvez Hall (Committee Co-Chair; TriMet District 6 representative — TriMet Riders)
Phil Selinger (TriMet District 2 representative — TriMet Riders)
Lynn Peterson (Metro Council President — Regional Government)
Vince Jones-Dixon (Multnomah County Board of Commissioners — Local Government)
Diana Helm (Clackamas County Board of Commissioners — Local Government)
Jason Snider (Washington County Board of Commissioners — Local Government)
April Bertelsen (City of Portland Bureau of Transportation — Local Government)
Sara Wright (City of Portland — committee alternate)
Andrew Plambeck (Portland Streetcar, Inc. — Public Transportation Provider)
Andy Nelson (he/him) (Ride Connection — Public Transportation Provider)
Emily Motter (Ride Connection)
John Mira (Ride Connection)
Eve Nilenders (Multnomah County — Public Transportation Service Providers outside the TriMet District)
Bryn Thomas (they/them) (Washington County)
Lindsay Huber (she/her) (The Street Trust)
Margi Bradway (Multnomah County)
Patricia Kepler (she/her) (People with disabilities)
Brandon Brezic (Central City Concern — Low-income individuals)
Ian Stude (TriMet District 4 representative — TriMet Riders)
Diana Kotler (Wilsonville SMART)
Dwight Brashear (Wilsonville SMART)
Kelsey Lewis (Wilsonville SMART)
Kristina Babcock (Clackamas County Transit Services)
Heidi Muller (Canby Area Transit — Transit Operations Manager)
Mike Strauch (South Clackamas Transportation District)

TriMet

Tom Mills (Director, Mobility Planning & Policy)
JP Gonzalez (Grants Department)
Justin Trubiani (Senior & Disabled Transportation Coordinator)
Kittie Kong (Public Affairs / Community Engagement)
Debbie Gregg (Grants)
David Bouchard (Service Planning)

Visitors

Teresa Christopherson (Clackamas County)

Minutes:

A. Meeting overview and STIF sub-allocation preview

Committee Chair Michael Morrow and staff reviewed the work plan and annual timeline for HB 2017 STIF formula funds planning.

Tom Mills previewed the sub-allocation approach for counties with multiple providers (e.g., Clackamas County outside the TriMet District and portions of Washington County), noting that the subcommittee will continue work and that more detail will be presented at the March 2026 meeting.

In response to a question from Commissioner Diana Helm about how sub-allocated funds are determined for communities outside the TriMet District, Tom explained that ODOT provides projections by TriMet District and by county outside the district; TriMet then works with GIS to estimate income generated in each community and applies the payroll tax to produce projected allocations for providers' planning.

B. Review of committee guiding statement and prioritization themes

Tom shared a guiding statement developed by prior committees (circa 2018), reviewed it verbatim, and summarized eligible project categories (e.g., programs to reduce transit costs, procurement of buses, and capital/coordination projects).

April Bertelsen recommended updating the guiding statement to explicitly reference preservation of service given current conditions; Tom also noted that legislative changes now require dedicating 1% of STIF formula funds to student transportation programs, and the group agreed to incorporate this.

Metro Council President Lynn Peterson observed that the guiding statement is largely a high-level list and does not include specific goals that support prioritization. She suggested staff return with scenario-based options (e.g., stopgap/restoration of service in areas losing fixed routes, preservation of existing service and capital commitments, and investments that position the region for future needs) along with pros/cons to support committee decision-making.

Brandon Brezic recommended explicitly leveraging recent affordable housing investments by prioritizing transit-oriented development and ensuring new affordable housing is not built in transit deserts; he also suggested incorporating newly funded housing developments into equity mapping to better anticipate where low-income households will reside. April voiced support for this recommendation.

Diana noted the statement predates COVID and does not reflect current ridership trends, ongoing or potential service cuts, and equity concerns for large counties with transit deserts (including areas outside Multnomah County/Portland).

Staff agreed to revise the guiding statement and return with updates and a proposed approach to defining clearer goals and prioritization criteria.

C. Bylaws update and vote

Tom presented proposed bylaw updates developed following the 2025 biennial compliance review, including adding required language describing the committee's process for reviewing Public Transportation Service Provider (PTSP) proposals (drawn from Oregon Administrative Rules), updating committee decision-making language to reflect vote-based practice, updating membership categories to include representation from public transportation service providers, and adding preservation of existing transit operations as an eligible project category (reflecting post-COVID statutory changes).

Motion: Phil Selinger moved to approve the proposed bylaw changes; Jason Snider seconded.

Discussion: April requested clarifying language that decisions are made by majority vote and that minority reports remain available to document alternative views. Patricia Kepler expressed agreement.

Amendment: April formally proposed amending the motion to specify majority vote decision-making and to retain minority report language. Phil accepted the amendment; Vince Jones-Dixon seconded.

Vote: The motion as amended passed.

Next step: TriMet staff will forward the updated bylaws to the TriMet Board for final approval.

D. Accessible Transportation Funds Advisory Committee (ATFAC) overview and upcoming appointments

Tom introduced Justin Trubiani, who provided an overview of ATFAC as an appointed subcommittee to the HB 2017 Transit Advisory Committee that makes funding recommendations to improve transit for older adults and people with disabilities.

Justin summarized ATFAC membership expectations (tri-county representation; knowledge of transportation needs of older adults and individuals with disabilities; representation from users of community-based transportation services and service-providing organizations).

Justin reviewed ATFAC funding context, noting that ATFAC makes recommendations on STIF population funds (generated from sources such as the cigarette tax, non-highway gas tax, ID card tax, and supplemented with STIF) and also makes recommendations on state Section 5310 funds (submitted directly to ODOT).

Justin reviewed the current/new ATFAC member slate and noted a current gap in representation for an older adult/person with disability residing outside the TriMet District.

Decision: Staff will bring the ATFAC appointments and reappointments forward for a vote at the next committee meeting (March 2026).

E. FY 2026–2027 STIF plan amendment update

Tom introduced JP Gonzalez, who presented a one-time amendment to the FY 2026–2027 STIF formula funds plan to update revenue estimates and true-up carryover amounts after the biennium began.

JP reported that the plan adopted by the TriMet Board in December 2024 included approximately \$223.7 million in projects (new and carry-forward revenue). The amendment revises the total Qualified Entity (QE) plan to approximately \$202 million, a net decrease of nearly \$21 million, driven by updated carryover figures rather than new revenue changes. JP emphasized that the amendment process does not allow adding new projects or changing project scopes; it is limited to updating amounts. He noted that no providers received revenue increases as part of this amendment.

JP reported that the TriMet Board adopted the amendment on Wednesday, February 25, 2026, and the plan is ready for submission/implementation.

Q&A: Phil asked whether reduced totals delay plan elements; JP clarified that, for TriMet, the decrease reflects improved completion and expenditure of prior-biennium projects (less carryover than initially projected) rather than a reduction in overall funding, and that current-biennium funds are heavily programmed to operations.

Q&A: April asked which projects generated the carryover and whether zero-emission bus purchases were involved; JP explained that most carryover was from capital projects, including deferred program reserves for zero-emission bus purchases, and that remaining funds are programmed to operations/service preservation, low-income fare, and student fare programs.

F. Adjournment

Staff confirmed all agenda items were completed. Michael adjourned the meeting and noted the group will reconvene next month (March 2026).