

HB 2017 Transit Advisory Committee

April 24, 2026

TRI  MET

Meeting Agenda

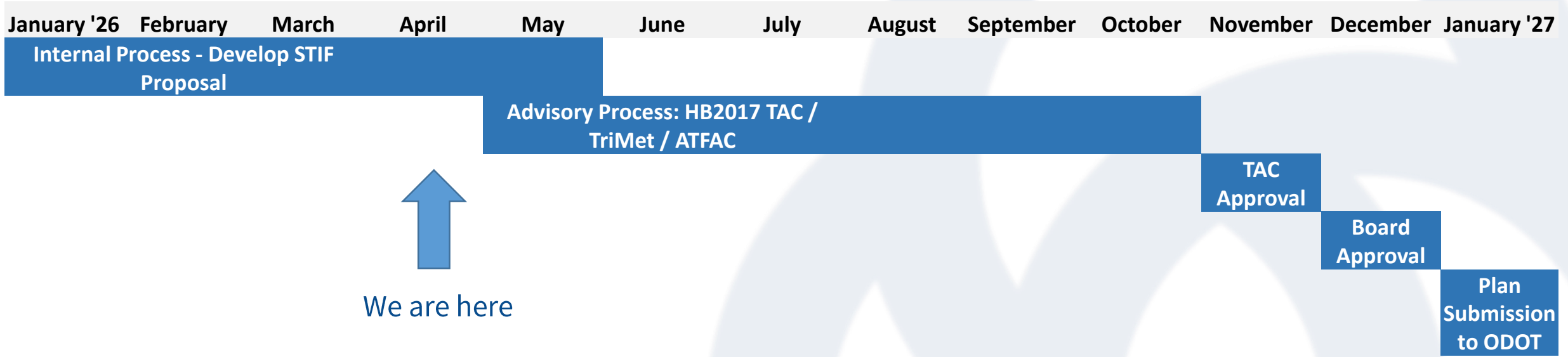
Public Comment	10:00 a.m.
Work Plan and Timeline	10:05 a.m.
FY28-29 Equity Map Review & Adoption	10:10 a.m.
FY29-29 Sub-Allocation Factors & Adoption	10:25 a.m.
Update on TriMet Finances	10:40 a.m.
HB 2017 TAC Guiding Statement	11:00 a.m.
Project Evaluation Considerations	11:10 a.m.
Meeting Adjourns	11:30 a.m.

Public Comment



STIF Work Plan & Timeline

Timeline for STIF Planning Process



STIF Work Plan

January '26	February	March	April	May	June	July	August	September	October	November	December	January '27
<i>Update bylaws</i>	<i>Update bylaws</i>	<i>Approve 2026-27 ATFAC committee appointments.</i>	<i>Adopt equity map</i>	<i>Discuss FY28-29 STIF Plan projects</i>	<i>Discuss STIF Plan projects</i>	<i>Discuss STIF Plan projects</i>	<i>STIF Plan outreach</i>	<i>Review outreach results</i>	<i>Update PTIP</i>	<i>Approve STIF Plan</i>	<i>Board approval</i>	<i>Submit to ODOT</i>
<i>STIF Orientation</i>	<i>2026-27 ATFAC committee appointments</i>	<i>Review equity map</i>	<i>Adopt disbursement factors</i>	<i>Concurrent ATFAC process</i>	<i>Concurrent ATFAC process</i>	<i>Concurrent ATFAC process</i>	<i>Concurrent ATFAC process</i>			<i>Update PTIP</i>		
<i>Review ODOT estimates</i>	<i>Values discussion</i>	<i>Review disbursement factors</i>	<i>TriMet fiscal cliff presentation</i>	<i>STIF Discretionary process</i>	<i>STIF Plan outreach process discussion</i>							
<i>Work plan review</i>	<i>Review revised workplan & timeline</i>	<i>Discuss STIF Discretionary Fund application changes</i>	<i>Guiding statement discussion</i>	<i>Project evaluation considerations</i>								
	<i>Review amendment process</i>		<i>Project evaluation considerations</i>	<i>STIF Plan outreach process discussion</i>								



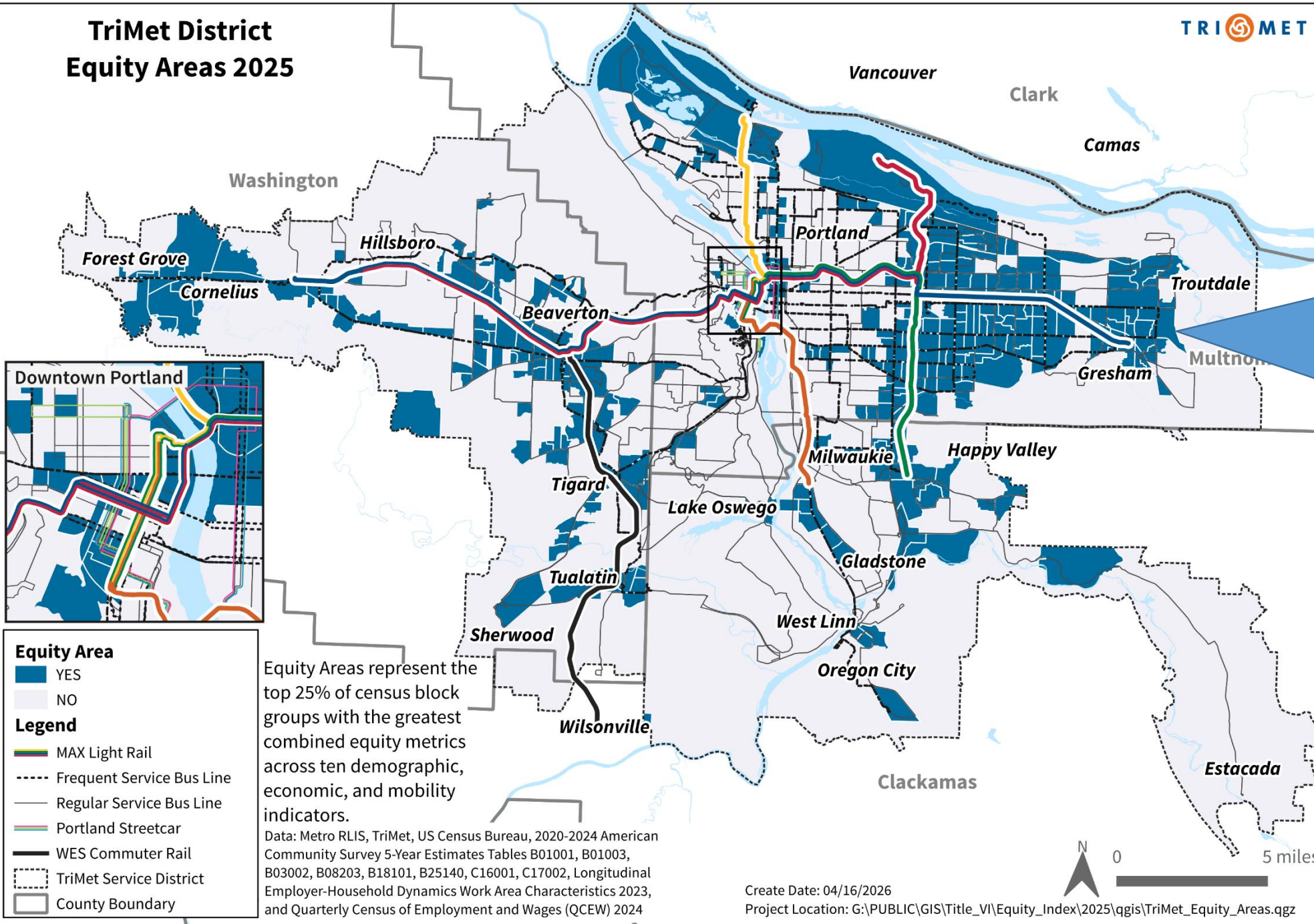
FY28-29 TriMet Equity Map Review and Adoption

TriMet Equity Index

Equity Index 10 Factor Analysis:

- Low income population (200% of poverty)
- People of color
- Limited English proficiency
- People with disabilities
- Older adults (65+)
- Youth population (-22)
- Low & medium wage jobs
- Limited vehicle access
- Affordable housing units
- Key retail/human/social services

TriMet District Equity Areas 2025



44% of TriMet service is located in Equity Areas (25% of U.S. Census Block Groups)

Equity Area

- YES
- NO

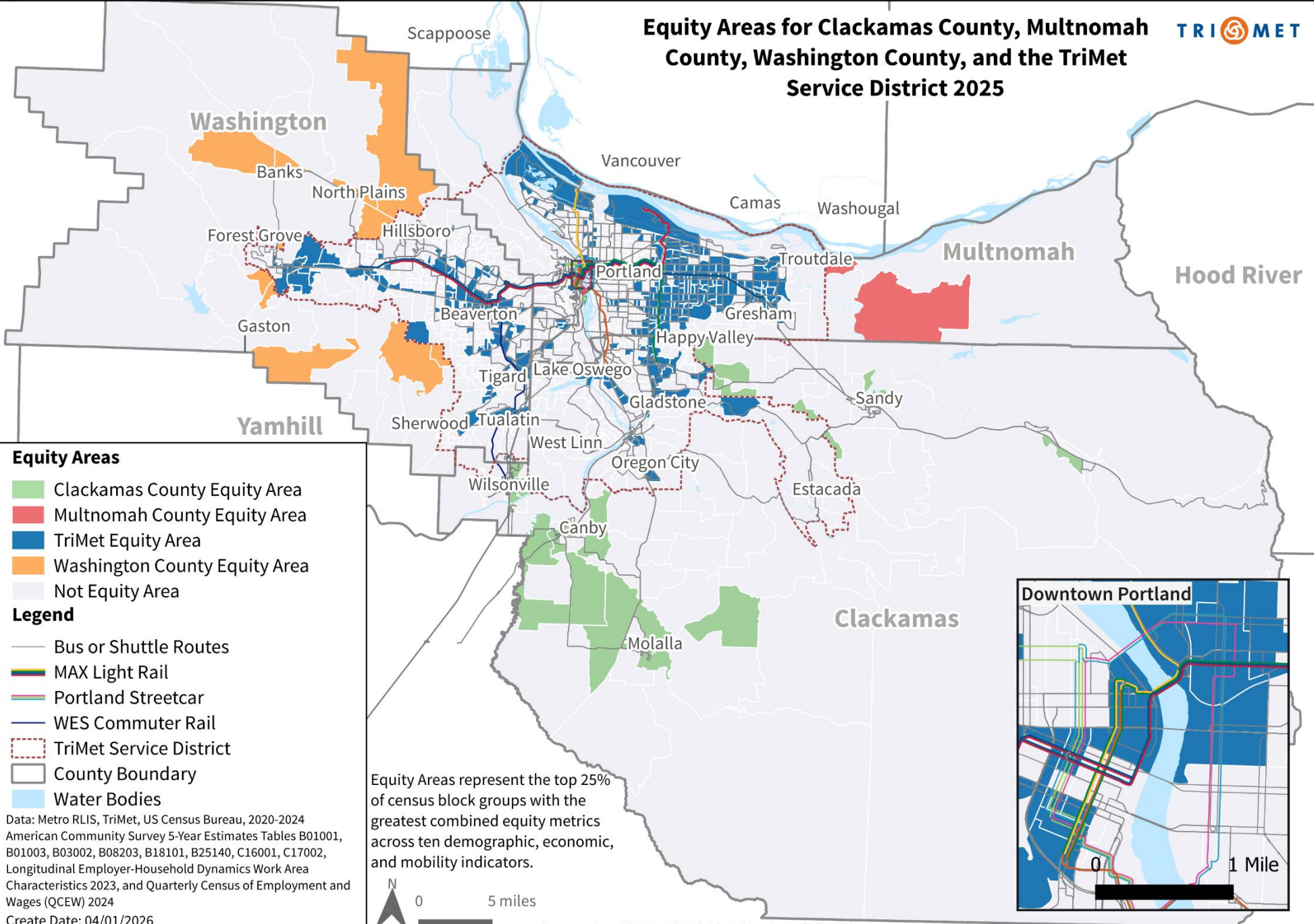
Legend

- MAX Light Rail
- Frequent Service Bus Line
- Regular Service Bus Line
- Portland Streetcar
- WES Commuter Rail
- TriMet Service District
- County Boundary

Equity Areas represent the top 25% of census block groups with the greatest combined equity metrics across ten demographic, economic, and mobility indicators.

Data: Metro RLIS, TriMet, US Census Bureau, 2020-2024 American Community Survey 5-Year Estimates Tables B01001, B01003, B03002, B08203, B18101, B25140, C16001, C17002, Longitudinal Employer-Household Dynamics Work Area Characteristics 2023, and Quarterly Census of Employment and Wages (QCEW) 2024

Equity Areas for Clackamas County, Multnomah County, Washington County, and the TriMet Service District 2025



Equity Areas

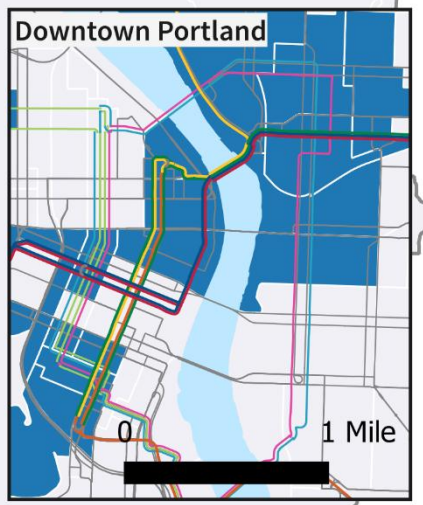
- Clackamas County Equity Area
- Multnomah County Equity Area
- TriMet Equity Area
- Washington County Equity Area
- Not Equity Area

Legend

- Bus or Shuttle Routes
- MAX Light Rail
- Portland Streetcar
- WES Commuter Rail
- TriMet Service District
- County Boundary
- Water Bodies

Data: Metro RLIS, TriMet, US Census Bureau, 2020-2024
 American Community Survey 5-Year Estimates Tables B01001, B01003, B03002, B08203, B18101, B25140, C16001, C17002, Longitudinal Employer-Household Dynamics Work Area Characteristics 2023, and Quarterly Census of Employment and Wages (QCEW) 2024
 Create Date: 04/01/2026

Equity Areas represent the top 25% of census block groups with the greatest combined equity metrics across ten demographic, economic, and mobility indicators.



FY28-29 Sub-Allocation Factors Review & Adoption

STIF Sub-Allocation Factors

Factors used to help PTSPs estimate their expected STIF funds for FY28-29

Clackamas County:

- Clackamas County
- SMART (Wilsonville)
- Canby Area Transit
- Sandy Area Metro
- South Clackamas
Transportation District

Washington County:

- Washington County
- SMART (Wilsonville)

Based percent of payroll generated in each jurisdiction

FY28-29 County Sub-Allocations	2024 QCEW		Projected Sub-Allocations		
	Total Pay	Percent of County Payroll	FY28 Estimated STIF Payroll Based Formula Funds (Nov. '25 Estimate)	FY29 Estimated STIF Payroll Based Formula Funds (November '25 Estimate)	Total FY28-29 Estimated Payroll Based Formula Funds (November '25 Estimate)
Clackamas County Total					
Within TriMet Service District	\$9,373,741,717				
Outside TriMet Service District	\$2,967,855,167		\$2,354,623	\$2,494,047	\$4,848,670
	\$12,341,596,884				
<i>Sub-County Allocation</i>					
Clackamas County	\$826,142,022	27.84%	\$655,527	\$694,343	\$1,349,870
So. Clackamas Trans. District	\$296,803,809	10.00%	\$235,462	\$249,405	\$484,867
City of Wilsonville	\$1,208,256,209	40.71%	\$958,567	\$1,015,326	\$1,973,893
City of Canby	\$435,100,319	14.66%	\$345,188	\$365,627	\$710,815
City of Sandy	\$201,552,808	6.79%	\$159,879	\$169,346	\$329,225
Subtotal	\$2,967,855,167		\$2,354,623	\$2,494,047	\$4,848,670
Washington County Total					
Within TriMet Service District	\$27,097,977,228				
Outside TriMet Service District	\$894,274,398		\$759,215	\$804,170	\$1,563,385
	\$27,992,251,626				
<i>Sub-County Allocation</i>					
Washington County	\$528,168,037	59.06%	\$448,392	\$474,943	\$923,335
City of Wilsonville	\$366,106,361	40.94%	\$310,823	\$329,227	\$640,050
Subtotal	\$894,274,398		\$759,215	\$804,170	\$1,563,385
Multnomah County Total					
Within TriMet Service District	\$40,154,599,225				
Outside TriMet Service District	\$95,599,995		\$66,112	\$70,027	\$136,139
	\$40,250,199,220				

TriMet Finances

FY2027 Fiscal Update & Proposed Budget

HB 2017 Transit Advisory Committee
April 24, 2026



Budget Balancing Scorecard

What made the \$300M Financial Deficit in 2025?



- Target was premised on a Financial Forecast from Spring 2025
- Includes a 15-Year Outlook [FY2026-40]
- Spring 2025 Forecast included such things as:
 - ❑ Forward Together Service Plan
 - ❑ Full Discretionary Budget Additions of \$15M/Year
 - ❑ Full Ramp-Up of State of Good Repair to \$134M per year and growing.
- Inclusive of the above points and the 15-year projection of revenues and expenditures identified the \$300M gap. The goal was to solve over three years (FY2026-29).



2026 Deficit - New updates to the Forecast


- Revenues are coming under projections – **negative** impact
- Personnel Expenses are coming in over projections – **negative** impact
- Service – Forward Together Removed/Service Reductions – **positive** impact
- Discretionary Budget Additions Removed/Reduced – **positive** impact
- Capital Ramp Up – pulling back significantly, but still growth – **positive** impact
- Non-Operating [Debt] – lower revenues = lower borrowing capacity – **positive/negative** impact

Budget Balancing Scorecard

Original Balance Budget Scorecard		
	15-Year Total	Annual Average
Target	\$4,500M	\$300M
New Revenue	\$720M	\$48M
Service Cuts	\$2,385M	\$159M
Spend Reduction	\$1,395M	\$93M

Deficit 		\$174M
Revenues 	Annual Average	
Passenger Fares	\$26M	
STIF	\$17M	
Payroll Taxes	\$125M	
Operating Grants	\$17M	
Other	(\$11M)	

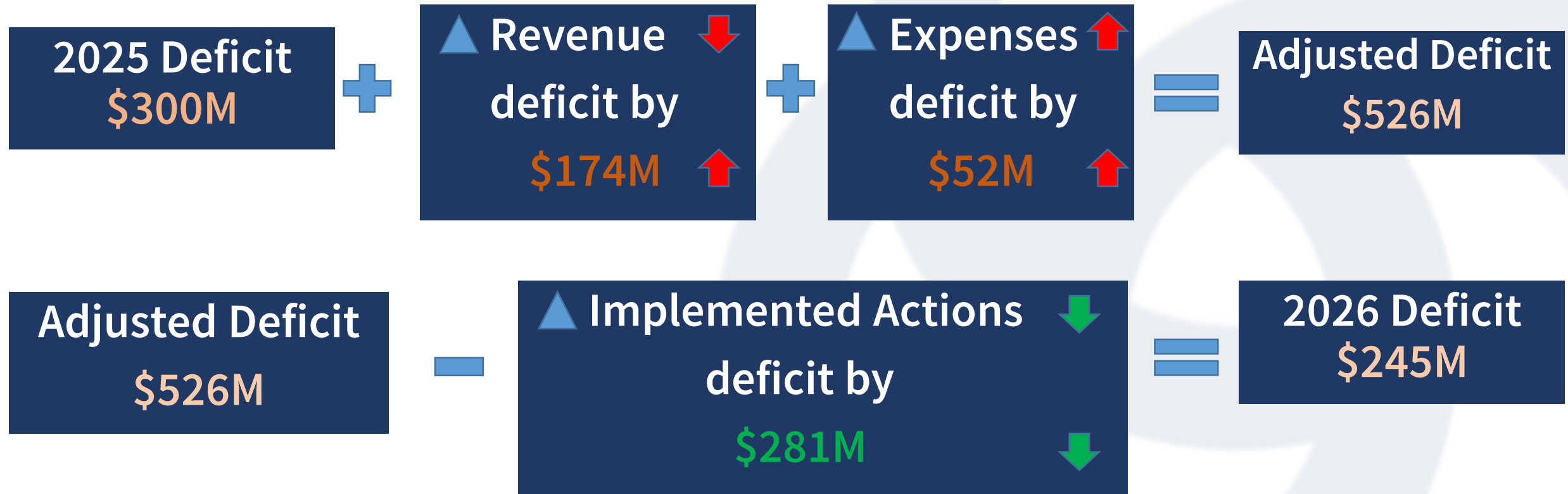
Deficit 		\$52M
Expenditures 	Annual Average	
Hydrogen Fuel	\$2M	
Safety & Security	\$6M	
ATP	\$5M	
Personnel*	\$53M	
Non-Operating	(\$14M)	

Deficit 		(\$281M)
Implemented	Annual Average	
Discretionary Bgt. Additions	(\$56M)	
Service Reductions	(\$129M)	
SOGR – Capital	(\$96M)	

Updated Balance Budget Scorecard		
	15-Year Total	Annual Average
Target	\$3,675M	\$245M
New Revenue	\$675M	\$45M
Service Cuts	\$405M	\$27M
Spend Reduction**	\$1,920M	\$128M
Remaining Gap	\$675M	\$45M

*Personnel costs in previous forecast were under valued.
 - Adjusted vacancy factor.
 - Per FTE costs were recalibrated to reflect actual.
 **Includes \$106M w/ inflation.

Explaining the change in the deficit over a 15-year average...



Explaining the change in the deficit over a 15-year average...

	(\$281M)
Implemented	Annual Average
Discretionary Bgt. Additions	(\$56M)
Service Reductions	(\$129M)
SOG – Capital	(\$96M)



2025 Deficit	=	\$300M
Revenues	+	\$174M
Expenditures	+	\$52M
Updated Deficit	=	\$526M
Implemented	-	\$281M
2026 Deficit	=	\$245M

Budget Balancing Scorecard – 3 Year Plan

	1	2	3	4	5	Year 1-5	Year 6-10	Year 11-14		
	FY2027	FY2028	FY2029	FY2030	FY2031	FY27-FY31	FY32-FY36	FY37-FY40	Total	Avg per Year
Target									\$ 3,674	\$ 245
Spend Reduction									\$ 1,920	\$ 128
Service Cuts									\$ 405	\$ 27
New Revenue									\$ 674	\$ 45
Remaining Gap									\$ 675	\$ 45

	FY2027	FY2028	FY2029	FY2030	FY2031	FY26-FY30	FY31-FY35	FY36-FY40	Total	Avg per Year
Planned	\$ 70	\$ 181	\$ 232	\$ 240	\$ 249	\$ 972	\$ 1,391	\$ 1,309	\$ 3,672	\$ 245
Spend Reduction	\$ 60	\$ 112	\$ 116	\$ 121	\$ 126	\$ 534	\$ 708	\$ 675	\$ 1,918	\$ 128
Service Cuts	\$ 10	\$ 24	\$ 25	\$ 26	\$ 27	\$ 112	\$ 151	\$ 143	\$ 405	\$ 27
New Revenue	\$ -	\$ -	\$ 45	\$ 47	\$ 49	\$ 140	\$ 273	\$ 261	\$ 674	\$ 45
Remaining Gap	\$ -	\$ 45	\$ 46	\$ 47	\$ 48	\$ 186	\$ 259	\$ 230	\$ 675	\$ 45

	FY2027	FY2028	FY2029	FY2030	FY2031	FY26-FY30	FY31-FY35	FY36-FY40	Total	Avg per Year
Implemented	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Spend Reduction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Service Cuts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

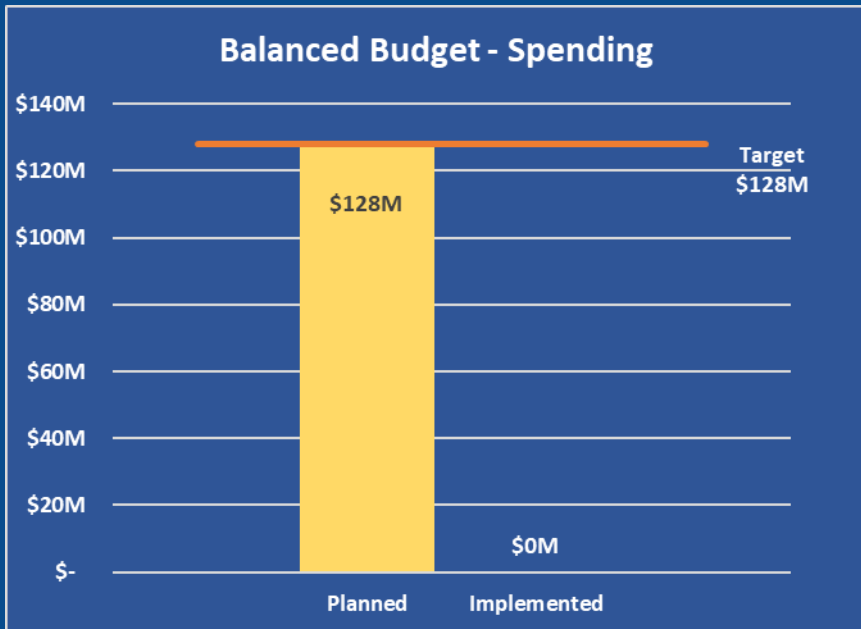
Target: To ensure long-term fiscal sustainability which includes right sizing day-to-day operating needs, increasing funding for State of Good Repair, and closing the funding gap on selective existing major projects. (Revenues => Expenditures)

Planned: Identified actions necessary to reduce the deficit

Implemented: Actions taken to date resulting in year over year cost savings

Budget Balancing Scorecard

SPENDING REDUCTIONS



SPENDING	FY2027	FY2028	FY2029	FY2030	FY2031	FY27-FY31	FY32-FY36	FY37-FY40	Total	Avg per Year
Target									\$ 1,920	\$ 128
Planned	\$ 60	\$ 112	\$ 116	\$ 121	\$ 126	\$ 534	\$ 708	\$ 675	\$ 1,918	\$ 128
Implemented	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Planned:

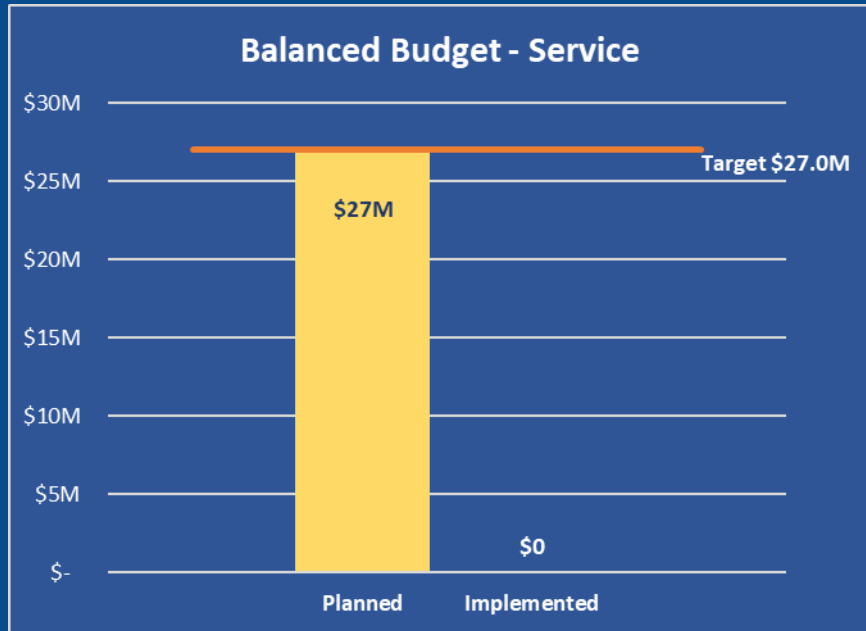
- Targeted cuts of nearly \$73.5M for the FY2027 budget.
 - Net impact of FY2027 is \$60M after impact of layoffs.
- An additional cut of nearly \$35M in FY2028.

Implemented:

- Pending Board Approval.

Budget Balancing Scorecard

SERVICE



SERVICE	FY2027	FY2028	FY2029	FY2030	FY2031	FY27-FY31	FY32-FY36	FY37-FY40	Total	Avg per Year
Target									\$ 405	\$ 27
Planned	\$ 10	\$ 24	\$ 25	\$ 26	\$ 27	\$ 112	\$ 151	\$ 143	\$ 405	\$ 27
Implemented	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Planned:

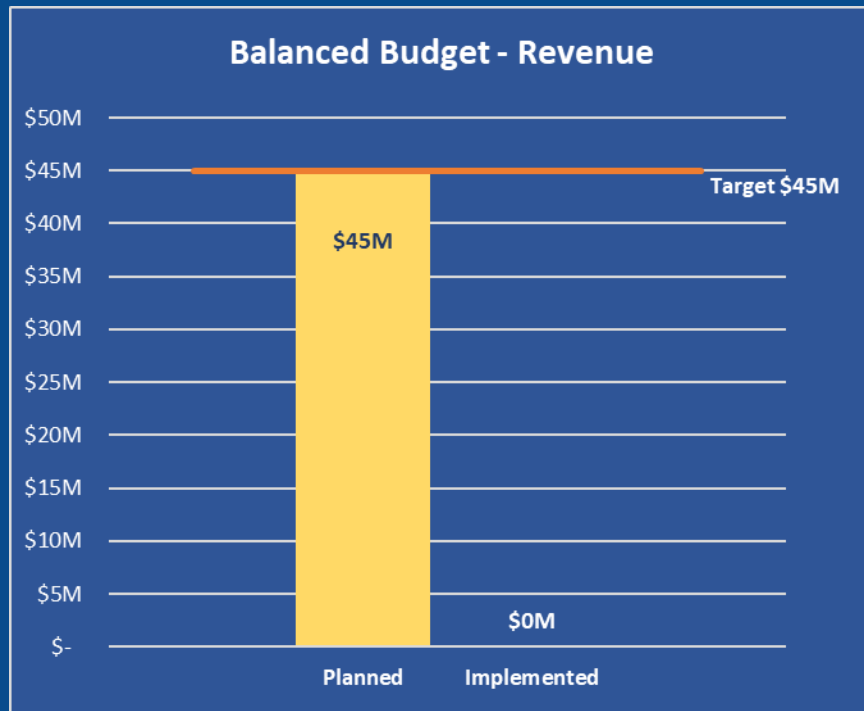
- 10% reduction in service
 - Fall 2026
 - Fall 2027

Implemented:

- Pending Board Approval.

Budget Balancing Scorecard

REVENUE



NEW REVENUE	FY2027	FY2028	FY2029	FY2030	FY2031	FY27-FY31	FY32-FY36	FY37-FY40	Total	Avg per Year
Target									\$ 674	\$ 45
Planned	\$ -	\$ -	\$ 45	\$ 47	\$ 49	\$ 140	\$ 273	\$ 261	\$ 674	\$ 45
STIF	\$ -	\$ -	\$ 40	\$ 41	\$ 43	\$ 124	\$ 222	\$ 185	\$ 532	\$ 35
Fare Increase	\$ -	\$ -	\$ 5	\$ 5	\$ 5	\$ 16	\$ 51	\$ 76	\$ 143	\$ 10
TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Implemented	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fare Increase	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Planned (Pending Board Approval):

- Assumes a doubling of the STIF or some other continuing revenue starting July 1, 2028.
- Fare increase of \$0.20 planned every 4 years starting FY2029.
- TBD – internal task force assembled for revenue strategies.

Economic Indicators

Payroll Taxes

- Unemployment rate 5.0%
 - As high as it was late spring 2021. [Oregon Employment, Quality Info.org – March 2026]
- Number of Individuals employed – 1.3M
 - Essentially unchanged since February 2022 [Oregon Employment, Quality Info.org – March 2026]

Other Information

- Portland – Central Core 34.6% vacancy rate.
 - Increase from the previous year of 30.5% [Cushman & Wakefield: Q4 2025 Report]
- Growing housing inventory
 - Indicating slower economy; less construction. [FRED: March 2026]
- Stalled population growth
 - Tri-County population is 0.3% less than 2020. [FRED via U.S. Census Bureau: 2025 Estimates]

Economic Indicators

Other Information

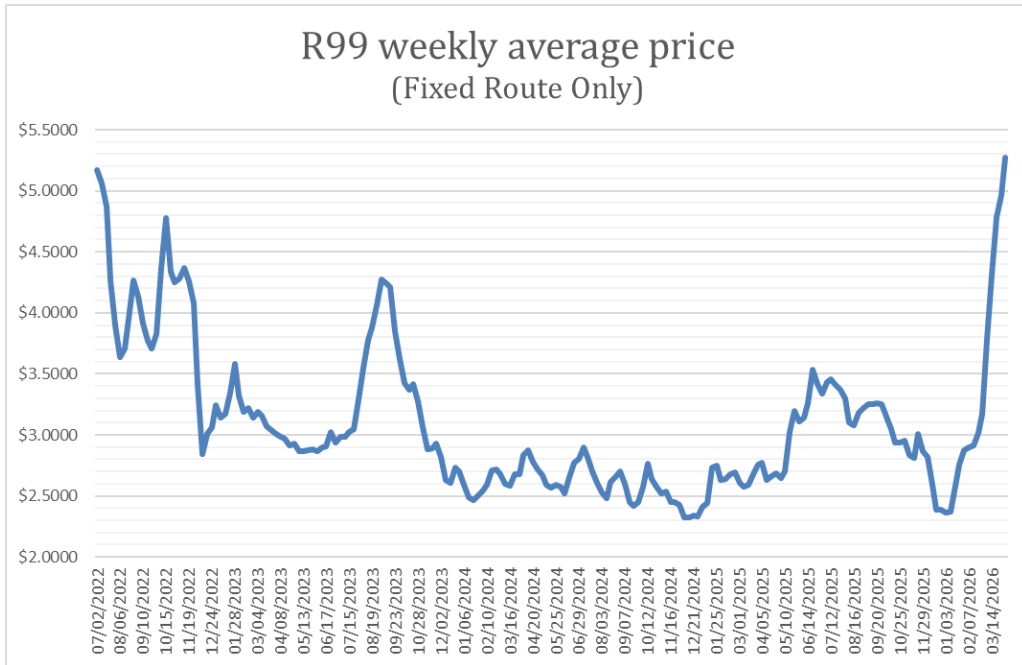
- City of Portland has increased per hour parking rates by 65% since 2019.
- Portland General Electric rates increased 15.9% in 2024 and another 7.6% in 2026.
- Water, Sewer and Storm rates have increased a total of 35% over the last four years.

Other Information

- According to a NASDAQ article Portland's remote/work from home workforce is double the national average.
- A University of Oregon study stated, out-of-state recruiters have contacted 24% of Oregon businesses, with 68% of those companies moving or expanding outside of Oregon.

Cost Drivers

Diesel Fuel [Price Per Gallon]



- Highest per gallon in last 3 years.
- Prices projected to decline sharply by year end.
- Consumption should decrease with service impacts.

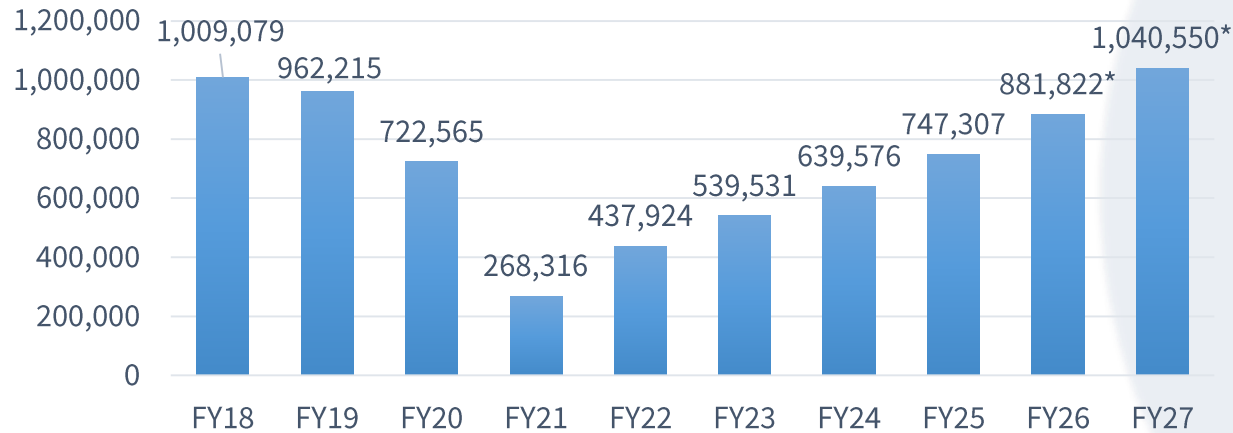
(if approved by the board)

Cost Drivers

LIFT Ridership

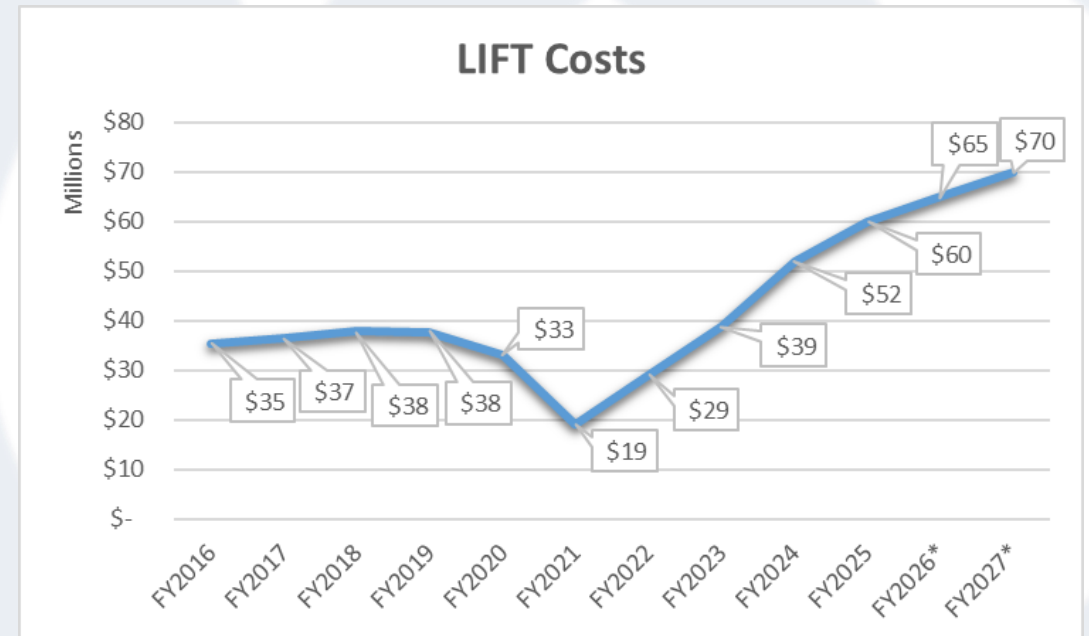
- Unfunded mandate
- Increased ridership/usage

LIFT Ridership FY18 - FY26



LIFT Costs

- Costs have doubled since FY2016



HB 2017 Transit Advisory Committee Guiding Statement

2026 Advisory Committee Guiding Statement

Preamble

~~HB 2017 STIF~~ provides much-needed investment in transit service. ~~For the first time,~~ employees in Oregon ~~will be~~ are taxed to pay for transit, and low-income workers will contribute proportionately more of their incomes as a result. Annual per capita income in the Portland metropolitan areas is below the U.S. average, and ~~a lack of affordable housing~~ has a host of affordability issues pushed ~~low-income~~ residents to areas with lower transit services. Additionally, TriMet is facing a funding shortfall that will result in transit service cuts across the region. It is therefore critical that investment of this funding serve the needs of low-income people, seniors, and people with disabilities to have affordable, reliable, convenient transit service that connects them to jobs, medical facilities, social services and ~~services everyday amenities~~. A modern, well-funded transportation system that is planned, built, and operated with equity as a guiding principle will benefit everyone through increased access to work and school opportunities, and reduced air toxics, carbon output, and congestion, ~~and~~ shape our region for generations to come. Therefore, the committee will advise TriMet on a public transportation improvement plan to spend ~~HB2017 STIF~~ funds for the following purposes:

2026 Advisory Committee Guiding Statement

Goals

- ~~sustaining~~ existing and ~~expanding~~ transit services (including ~~first/last mile~~ services), except for light rail, with consideration for communities ~~identified as equity areas on the 2028-29 Equity Areas Map with a high percentage of low-income households~~ and ~~responsible contracting and workforce utilization~~,
- ~~sustaining~~ existing and ~~expanding~~ ~~first/last mile~~ transit services in communities ~~inside~~ and outside the TriMet service district, but inside in Clackamas, Multnomah, and Washington counties to increase regional coordination and reduce fragmentation of transit services.
- programs to reduce transit fares for ~~communities with a high percentage of~~ low-income households,
- procurement of ~~zero emission~~ buses ~~powered by natural gas or electricity~~,
- capital projects required for the ~~maintenance~~, creation, expansion and improvement of transit services, including projects intended to improve speed and reliability, with consideration for communities with a high percentage of low-income households and responsible contracting and workforce utilization.
- ~~regional coordination/reduction of fragmentation between TriMet and communities outside the TriMet service district, but inside Clackamas, Multnomah, and Washington counties.~~

STIF Project Evaluation Considerations

Updated Bylaws

X. Eligible Projects and Process

- C. The Advisory Committee shall consider the following when reviewing STIF Formula Fund Projects:
- i. The extent to which the project is eligible per the eligible projects listed under X.A.i. through X.A.ix; - **Yes/No**
 - ii. Whether the project would maintain an existing service; - **Yes/No**
 - iii. The extent to which the project goals meet public transportation needs and are a responsible use of public funds;
 - iv. The extent to which the project might benefit or burden historically or currently marginalized communities both now and in the long-term; and
 - v. Other factors to be determined by the Qualified Entity or Advisory Committee.

X.C.iii. Meets Public Transportation Needs

Public Transportation Need

The project:

- provides a public transportation service
- increases access to public transportation
- is a capital purchase or project intended for the provision of public transportation

Examples

The project:

- is a bus, rail, shuttle or paratransit service
- subsidizes the cost of riding public transportation
- purchases vehicles to be used for public transportation
- purchases bus stop amenities (e.g., benches, shelters, etc.)
- provides security for public transportation customers (e.g., security staff, cameras, etc.)
- builds sidewalk or safe crossings connecting to public transportation
- provides marketing, planning, rider training, or administration for public transportation

X.C.iii. Responsible Use of Public Funds

Responsible Use of Public Funds

The project:

- is for a public agency or non-profit provider
- is intended for public use for any reason

Examples

The project:

- is a bus, rail, shuttle or paratransit service
- subsidizes the cost of riding public transportation
- purchases vehicles to be used for public transportation
- purchases bus stop amenities (e.g., benches, shelters, etc.)

X.C.iv. Benefit/Burden Historically/Currently Marginalized Communities

Benefits Historically or Currently Marginalized Communities

The project

- is intended for low-income communities
- is intended for older adults and people with disabilities
- enters or is adjacent to at least one equity area on the adopted Equity Areas Map

Examples

The project

- provides discounted passes for low-income individuals,
- purchases vehicles intended for public transportation for older adults and people with disabilities
- provides bus, rail, shuttle, or paratransit service that enters or is adjacent to at least one equity area on the adopted Equity Areas Map

X.C.v. Other Factors to be Determined by the Qualified Entity or Advisory Committee

Committee Discussion

Thank You

Next Meeting: May 22, 2026

TRI  MET