

HB 2017 Transit Advisory Committee

July 24, 2026



Meeting Agenda

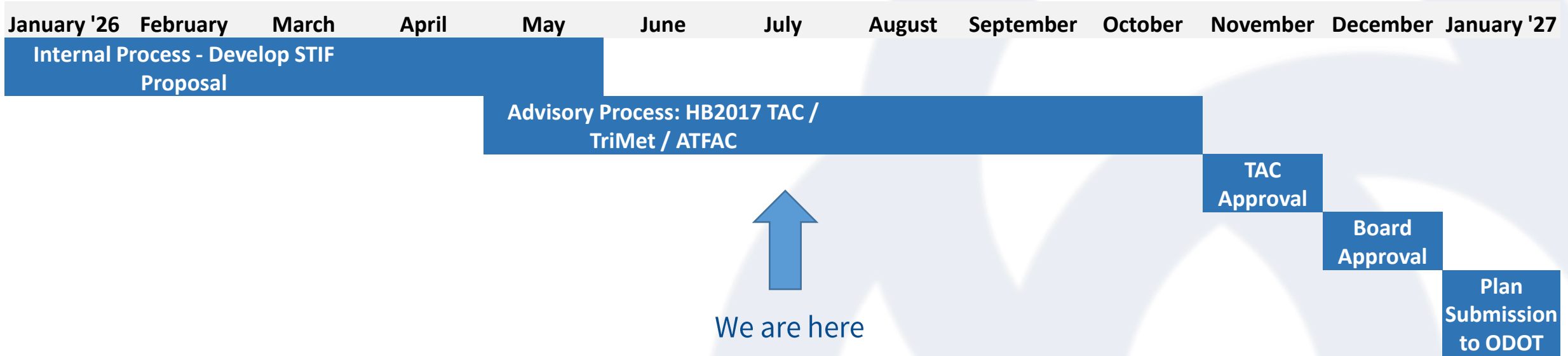
Public Comment	10:00 a.m.
Work Plan and Timeline	10:05 a.m.
ATFAC Process Update	10:10 a.m.
STIF Discr. Grant Project Presentations	10:20 a.m.
FY28-29 STIF Plan Projects – Service & Admin.	11:00 a.m.
Review Proposed FY28-29 STIF Plan Budget and Forward to Public Outreach	11:10 a.m.
Meeting Adjourns	11:30 a.m.

Public Comment



STIF Work Plan & Timeline

Timeline for STIF Planning Process



STIF Work Plan

[illegible]

ATFAC Process Update

ATFAC Update

STIF Funds	FY28-29 Projection	Status	Description
STIF Population Funds	\$11,597,670	Unallocated	• Next 5 meetings have been scheduled. • A formulaic methodology utilizing several factors for allocation will be reviewed.
ODOT 5310 Funds	\$7,312,213	Allocated	• Final applications have been submitted to ODOT. No further actions necessary.
Total	18,909,883		• ATFAC has awarded 37% of the total available funds for the FY28/29 biennium.

ATFAC Next Steps

Next five ATFAC meetings will focus on:

- Update the ATFAC application to align with updates to the HB2017 TAC bylaws.
- Finalize a formulaic process for awarding STIF population funds.
- Begin review of projects and development of STIF population funding recommendation for the HB2017 TAC.

Questions

STIF Discretionary Grant Presentations

STIF Discretionary Funds

What are STIF Discretionary Grants & 5339(a) grants?

- \$9 mil STIF Discretionary Grant
- \$8.2 mil STIF Intercommunity Discretionary Grant
- \$4.4 mil Federal 5339(a) Grant
- HB 2017 TAC must approve the projects in order for them to continue in the process.

Clackamas County

Clackamas County is seeking STIF Discretionary funding for three critical transit projects. These applications aim to improve and expand transit services in the county.

Discretionary Application #1

Congressionally Delegated Spending Match

- ▶ Original CDS approved in 2024 for \$850,000
 - ▶ Requires a 10.27% match
 - ▶ CDS will be used to develop and construct a public restroom facility in Government Camp and a park and ride facility between Sandy and Rhododendron
- ▶ This update will guide future STIF investment in Clackamas County and development in the Mt Hood corridor.
- ▶ \$100,000 ask with additional match coming from STIF Formula Funds

Discretionary Application #2

Transportation Reaching People (TRP) Vehicle

- ▶ 1 New Vehicles
 - ▶ Replacing vehicle
 - ▶ Transit Van
 - ▶ Rear Lift
 - ▶ Increased demand for service
 - ▶ \$125,000 ask with match from STIF Formula Funds

Discretionary Application #3

Mt Hood Transit Enhancements / Signs

- ▶ Request in with plan to spend additional STIF Formula Dollars
- ▶ Comprehensive signage for the Mt. Hood Express and Village Shuttle Services
- ▶ Partners
 - ▶ Sandy Area Metro (SAM)
 - ▶ ODOT
 - ▶ Clackamas County



Kristina Babcock

Transit Services Program Manager - Clackamas County

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971-349-0481



Washington County FY2027-28 STIF Discretionary Grant Proposals

TriMet HB2017 Advisory Committee
July 24, 2026

Land Use & Transportation

www.washingtoncountyor.gov

→ Microtransit Pilot Project Extension

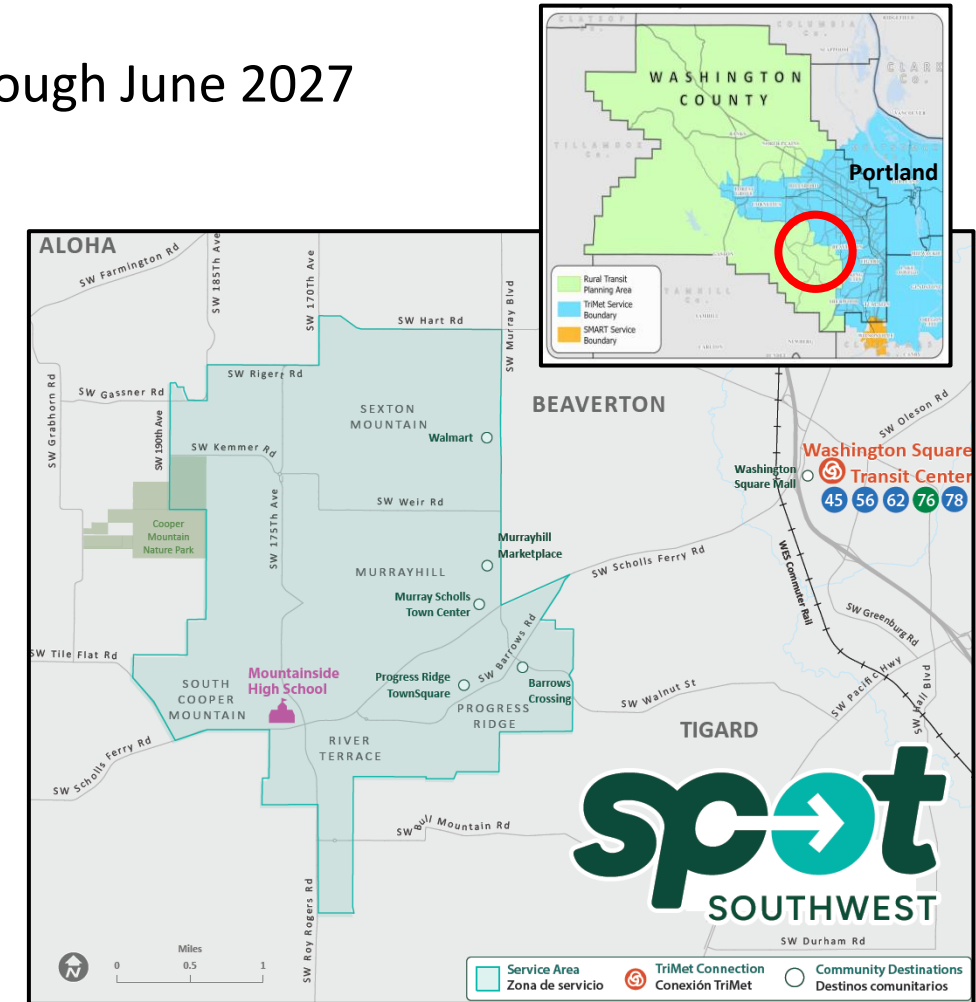
Currently funded through STIF Discretionary grant through June 2027

Objectives:

- Connect people to:
 - Key destinations in service area
 - Frequent TriMet routes
- Informs future transit investments in the area
- Continue to learn about service model, demand and application elsewhere in the county

Scope:

- Extend service for one year (through June 2028)
- Scalable – potential funding for additional weekday peak and/or weekend service



→ Vehicle Replacement

Objectives:

- Replace vehicles that have reached end of useful life
- Support demand response programs for older adults and people with disabilities in Washington County

Scope:

- Purchase three Category D vehicles
- Scalable – minimum purchase of one vehicle



THANK YOU!

Reza Farhoodi, Senior Planner

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MIKE STRAUCH
DISTRICT MANAGER



Operating in Clackamas County since 1989

Serving a large rural area of 100 square miles,
with a population of more than 20,000



4 Routes Serving:

Clackamas Community College	(5:15am – 8:30pm, M-F; 8am – 4:00pm, Sat)
Canby Area Transit Center	(6:30am – 6:15pm, M-F)
City of Molalla	(8:30am – 5:30pm, M-F; 9:30am – 4pm, Sat)
City Express	(10:00am – 4:00pm, M-F)



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.



SCTD STIF Discretionary/5339 FUNDS request for FY 27-29

- SCTD Requests to replace 2 Ford 2023 Ford Transit Buses that have already exceeded their life expectancy and are over 100,000 miles.
- SCTD Relies heavily on Grant assistance to replace aging buses to keep its bus fleet current due to limited budgets. Replacing aging buses reduces costly maintenance repairs and provides riders a reliable and comfortable transit experience.
- SCTD Desires to replace these (2) Gas Ford Transit buses with similar model EV Buses to achieve its goal of becoming a greener fleet.
- TOTAL REQUEST FOR FY 27-29 \$300,000



**CANBY
AREA
TRANSIT**



Canby Area Transit – New Vehicle Purchase

5339 Competitive Grant Applications

Purpose

Replace **4 buses** that have exceeded ODOT's **End of Useful Life (EUL)** standards.

Submitted **2 separate 5339 Competitive Grant applications**.

Application #1 – Cutaway Buses (Category D)

Replace **2 Cutaway buses**

Grant Request: \$316,480

Local Match (20%): \$79,120

Total Project Cost: \$395,600

Application #2 – Coach Buses (Category A)

Replace **2 Coach buses**

Grant Request: \$880,000

Local Match (20%): \$220,000

Total Project Cost: \$1,100,000

Fleet Replacement Justification

Replaces **4 buses** that have exceeded ODOT **End of Useful Life (EUL)** standards.

Vehicles selected for replacement are experiencing **ongoing maintenance and reliability issues**, making replacement the most cost-effective long-term solution.

All four vehicles exceed the minimum age requirement established by ODOT for replacement eligibility.

One (1) Coach bus and one (1) Cutaway bus also exceed the ODOT mileage standard for replacement.

Replacing these vehicles will:

- Improve fleet reliability and service continuity.
- Reduce maintenance costs and vehicle downtime.
- Increase safety and passenger comfort.
- Ensure continued compliance with ODOT fleet management standards.



SAM OPERATION CENTER EXPANSION AND VEHICLE REPLACEMENTS



- Sandy Operations Center is a vital hub for public transportation in Clackamas County
- Transit Services Housed at the Sandy Operations Center include Sandy Area Metro (SAM) and Mt Hood Express (MHX) programs
- SAM routes: Gresham, Estacada, Clackamas Town Center, Shopper Shuttle
- Demand Response services: SAM Rides, SAM Med Rides, County Senior Center Rides, County Boring Rides, County Expanded Rides
- Mt Hood Express routes: Villages Shuttle and Mt Hood Express programs
- Connects residents and visitors to scenic and recreational areas around Mt Hood and services in the greater Metro region
- Enhances regional connectivity, promotes sustainable travel, and supports community transportation needs



WEEKDAYS 5:30 AM - 9:00 PM
SATURDAY 10:15 AM - 4:30 PM
Call us, we'll pick you up!
Anyone can ride.
Call for a reservation:
(503) 668-3466
sandy@patch.com | sandy@samrides.org

CLACKAMAS

GRESHAM

HAPPY VALLEY

BORING

Sandy Local & Gresham Express

MONDAY - FRIDAY / LINES - VIENES

DEPART → ARRIVE DEPART → ARRIVE

LOCAL	EXPRESS	LOCAL
Line 1 Sandy Transit Center	Line 2 Gresham Transit Center	Line 3 Sandy Transit Center
5:30	5:35	5:35
6:00	6:05	6:05
6:30	6:35	6:35
7:00	7:05	7:05
7:30	7:35	7:35
8:00	8:05	8:05
8:30	8:35	8:35
9:00	9:05	9:05
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15:30	15:35	15:35
16:00	16:05	16:05
16:30	16:35	16:35
17:00	17:05	17:05
17:30	17:35	17:35
18:00	18:05	18:05
18:30	18:35	18:35
19:00	19:05	19:05

8:00 PM TO GRESHAM FRIDAY ONLY

5:30	5:35	5:55	6:30	6:35	6:25
6:00	6:05	6:05	7:00	7:05	7:25
7:30	7:35	7:55	8:00	8:05	8:25
8:30	8:35	8:55	9:00	9:05	9:25
9:30	9:35	9:55	10:00	10:05	10:25
10:30	10:35	10:55	11:00	11:05	11:25
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7:30	7:35	7:55	8:00	8:05	8:25
8:30	8:35	8:55	9:00	9:05	9:25
9:30	9:35	9:55	10:00	10:05	10:25

SUNDAY / DOMINGO

6:30	6:35	6:55	7:00	7:35	7:25
7:10	7:35	7:50	8:00	8:35	8:25
8:30	8:35	8:50	9:00	9:35	9:25
9:30	9:35	9:50	10:00	10:35	10:25
10:30	10:35	10:50	11:00	11:35	11:25
11:30	11:35	11:50	12:00	12:35	12:25
12:30	12:35	12:50	1:00	1:35	1:25
1:30	1:35	1:50	2:00	2:35	2:25
2:30	2:35	2:50	3:00	3:35	3:25
3:30	3:35	3:50	4:00	4:35	4:25
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5:30	5:35	5:50	6:00	6:35	6:25
6:30	6:35	6:50	7:00	7:35	7:25
7:30	7:35	7:50	8:00	8:35	8:25
8:30	8:35	8:50	9:00	9:35	9:25

8:00 PM to Gresham on Friday only. Times may vary by as much as 5 minutes. Los tiempos del programa pueden variar hasta en 5 minutos.

Schedule times may vary by as much as 5 minutes.
Los tiempos del programa pueden variar hasta en 5 minutos.

Estacada

RAILS DAILY SERVICE - 7 TIMES A DAY / 7 DIAS A WEEK

City Line	Sandy Transit Center	End Major	Opportunity Center	Leeward	End Major	Proctor	Industrial Center	End Major	City Line	Opportunity Center	Leeward	End Major	Proctor	Industrial Center	End Major	City Line	Opportunity Center	Leeward	End Major
6:55	7:00	7:05	7:10	7:15	7:20	7:22	7:40	7:45	7:47	7:48	7:50	7:55	8:01	8:15	8:17	8:20	8:25	8:25	8:25
9:55	10:00	10:05	10:10	10:15	10:20	10:22	10:40	10:45	10:47	10:48	10:50	10:55	11:01	11:15	11:17	11:20	11:25	11:25	11:25
12:05	12:10	12:15	12:20	12:25	12:30	12:32	12:50	12:55	12:57	12:58	1:00	1:05	1:11	1:25	1:27	1:30	1:35	1:35	1:35
1:35	1:40	1:45	1:50	1:55	2:00	2:02	2:20	2:25	2:27	2:28	2:30	2:35	2:41	2:55	2:57	3:00	3:05	3:05	3:05
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4:05	4:10	4:15	4:20	4:25	4:30	4:32	4:50	4:55	4:57	4:58	5:00	5:05	5:11	5:25	5:27	5:30	5:35	5:35	5:35
4:35	4:40	4:45	4:50	4:55	5:00	5:02	5:20	5:25	5:27	5:28	5:30	5:35	5:41	5:55	5:57	6:00	6:05	6:05	6:05

SAM OPERATION CENTER EXPANSION



2013

County Adds Mt Hood Express
6 runs per day * 7 days per
week. Extra Winter Service
Adds 4 Vehicles 2708 Rev



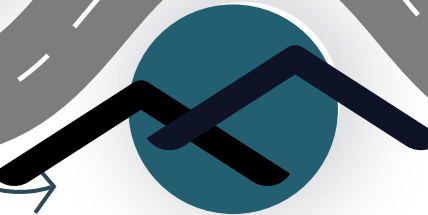
2017

SAM Adds Sandy Shoppe Shuttle
Monday - Friday 3 runs per day
Adds 1 Trolley 780 Hours



2020

STIF Funds Increases 3
SAM Fixed Routes,
Clackamas VS and Dial-a-
ride Services

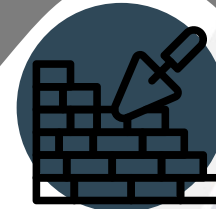


**2020 SAM Completes
2 New Bus Barns**

Two Bus Barns Added To
Sandy Operations Center

**2024 SAM Launches CTC Route, 2025 Introduces 35' Electric
Vehicles**

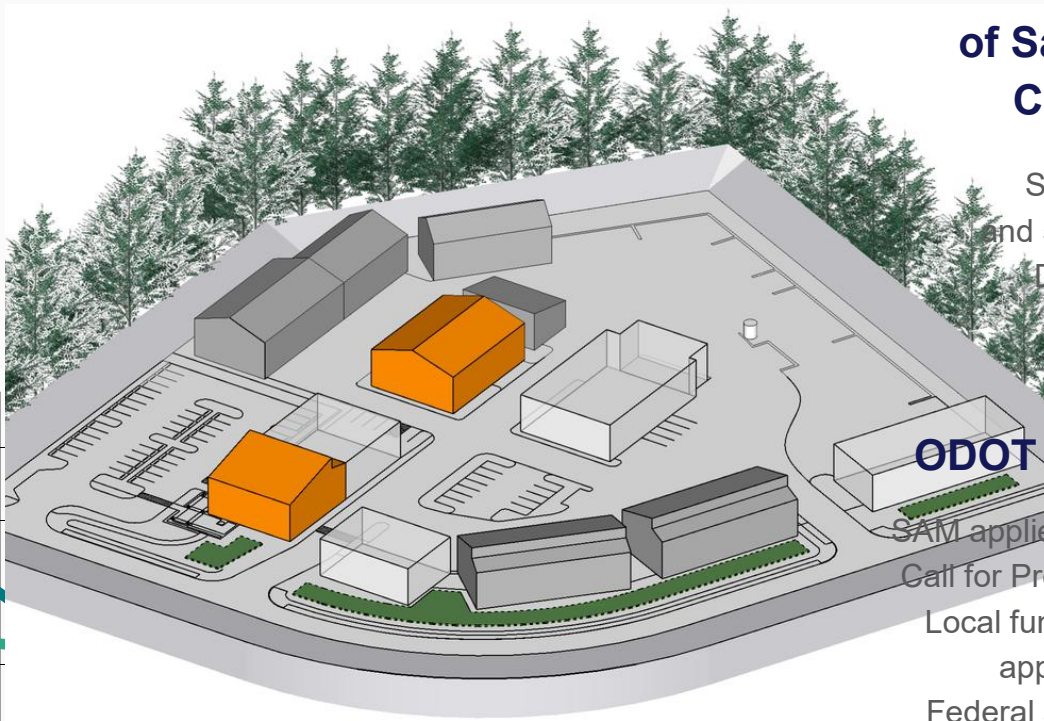
SAM and TriMet Regional Coordination Program Launches Sandy to CTC
via Boring and Damascus. SAM Adds 3 35' Electric Gilligs, 2 Electric Fleet
Vehicles. Application for Vehicle Replacements for Electric Dial-a-Ride
Replacements.



**SAM Operation
Center
Expansion**

Upgrades for Electrification and
New Operations and Maintenance
Building

SAM OPERATIONS CENTER EXPANSION



National Environmental Policy Act

SAM Receives FTA
Approval for Sandy
Operations Center
Expansion and Electrical
Upgrades

SAM Completes Design of Sandy Operations Center Expansion

SAM Utilized STIF funds
and 5339 Federal Funds for
Design and Engineering
Services

ODOT Call for Projects

SAM applied for Funding in ODOT
Call for Projects. Match is secure.
Local fundings is Secured. This
application applies to 5339
Federal and STIF Discretionary.



PGE Fleet Partner Program

SAM Receives Carbon
Reduction Act Funding
and Partners with PGE
for Electrical Upgrades to
Sandy Operations Center

Permits Pulled

SAM Underwent a Zone Change -
approved by Council, to reduce
project costs and bring Operations
Center into same code as
surrounding land use. Permits apps
submitted, approved by City of Sandy
Development Services Development.
Sandy is shovel ready.

MOVING TOWARD AN ELECTRIC FUTURE

Vehicle Replacement

Replace 2 Gasoline Powered Medium Sized Cut-a-ways that have reached their useful life in both years and miles with 3 Small Electric Transit Vans



Vehicle Replacement

Funds have been secured for one of the three replacement vehicles through 5310 Federal funding source.



AND ADEQUATE FACILITIES



PBOT Streetcar Pilot



Expand Pilot Program for Streetcar and Central City Recovery

- In January 2026, Portland Streetcar began a pilot program in collaboration with The Peer Company.
- [The Peer Company](#) (TPC) is a peer-run program that supports recovery through lived experience. They work out of the [Behavioral Health and Resource Center](#) (BHRC), which provided services to over 4,200 unique individuals last years. They serve anyone who is houseless and experiencing addiction or mental health challenges.
- During routine fare checks, passengers without fares are asked to deboarded the train. Then TPC approaches individuals to establish rapport and connect people to services.



The Streetcar and The Peer Company teams poses in front of sculpture at Streetcar stop on NE Broadway.

Pilot success in first 71 days, one hour each day:

559

Streetcars boarded for fare checks

174

Non-destination riders connected to services

70%

Connection Rate for The Peer Company

Grant Request and Outcomes

With this grant, PBOT Streetcar Team would provide:

1. **Tablets** for PBOT supervisors to complete reports in the field
2. **Two-way radios** for The Peer Company communications
3. **Two PBOT Code Enforcement Specialists (CES)**
4. **Additional Training for CES and The Peer Company** in customer service, de-escalation, radio and transit operations
5. **Conduct at least two hours everyday coordinated fare checks and outreach** with PBOT and The Peer Company
6. **Final Report** on program successes and lessons learned

Total Cost
\$442,774

Local Match
\$88,555

Grant Request
\$354,219

Leverage: The Peer Company plans to dedicate **four** full-time employees along the Portland Streetcar route with other funds



Short-term outcomes

- Improve Rider Experience
- Support Vulnerable Riders

Long-term outcomes

- Increase fare compliance and revenue
- Connect people to housing and recovery programs

Transit Priority Spot Improvements

**HB 2017 Transit Advisory Committee
July 24, 2026**

Overview

- Target delay hot spots to improve reliability for bus riders
- Tactical solutions including bus lanes, bus islands, and transit signal priority
- Since 2019 STIF Discretionary funding has supported 23 projects to reduce delays for buses that serve Clackamas, Multnomah, and Washington County

Transit Signal Priority

NE Division

Activated TSP at 3 signals in Gresham for 2 bus lines that cross FX2-Division routing

Time savings of up to 67% for buses and 1-3% lower for general traffic

No increase in delays for FX2-Division riders

Technical expertise will be applied to other upcoming projects like Line 33 TSP on McLoughlin Blvd

If We Prioritize Buses, What Happens to Everyone Else?

Across the country, cities are expanding transit signal priority (TSP) to move buses faster and improve reliability. Yet one question always follows: *"If we prioritize buses, what happens to everyone else?"*

Traditional field studies can't easily answer that — they're slow, costly, and rarely capture the full impact on drivers, cyclists, and pedestrians.

To solve this challenge, TriMet partnered with Citizen Engineers to evaluate a new TSP system along its FX2-Division Bus Rapid Transit corridor in Gresham, Oregon. Using Flow Labs' Probe-Based Signal Performance Measurement (PBSPM) platform, the team conducted a before-after analysis showing that bus travel times improved without creating multimodal tradeoffs.

This case study demonstrates how agencies and their partners can use Flow Labs' data-driven tools to validate TSP performance quickly, confidently, and without deploying field hardware.



Funding Request

- **\$652,000 STIF Discretionary funding**
- **\$163,000 match from City of Portland**
- **Support letters from Metro, Multnomah County, Washington County, & City of Portland**

LIFT Vehicle Replacements

HB 2017 Transit Advisory Committee
July 24, 2026

TriMet LIFT – STIF Discretionary Projects

LIFT Vehicle Replacements

If approved, STIF discretionary funds:

- Will be used for the replacement of 15 LIFT Revenue Vehicles.
- Represent a requested grant amount of \$2,160,000.
- Will improve mobility for individuals who face transportation barriers, enabling greater independence, social connection, and participation in civic and economic life.



TriMet LIFT – STIF Discretionary Projects

The extent to which this project is a responsible use of public funds:

The vehicles being purchased are replacing vehicles **8 years BEYOND useful life minimums** (Useful life = 5 years, these vehicles are 13 years old)

- Aging vehicles reduce reliability for riders who depend on paratransit for critical trips like medical appointments, work, and dialysis.
- Older vehicles increase missed trips, late pickups, and service disruptions.
- Maintenance costs continue to rise as the fleet ages, pulling limited resources away from service improvements.
- Replacing vehicles now helps avoid even greater future maintenance costs and service reliability issues

TriMet LIFT – STIF Funded Project

The extent to which your project benefits historically and currently marginalized communities

- **100% of LIFT Riders are people with disabilities**

Ethnicity:

- 3% American Indian, Alaska Native
- 10% Black or African American
- 11% Hispanic, Latino or Spanish
- 8% Asian
- 68% Caucasian

- SNAP Beneficiary: 59%
- Low-Income: 71%
(200% of the FPL)
- Age 65+: 75.4%
- Disability:
 - 27% Cognitive
 - 26% Blind/Low-Vision
 - 68% Slow Walker/Mobility

FY28-29 STIF Discretionary Fund

Committee Actions

- Approval to forward all projects to ODOT – next step in the process? – Committee vote
 - If “yes”, projects will be forwarded to ODOT
 - If “no”, committee will vote on each project individually
- Rank/Don’t rank the projects? – Committee vote
 - If “yes”, commence ranking process
 - If “no”, all projects move forward in the process without a ranking

FY28-29 STIF Plan Projects

Fixed Route & LIFT Service Operations

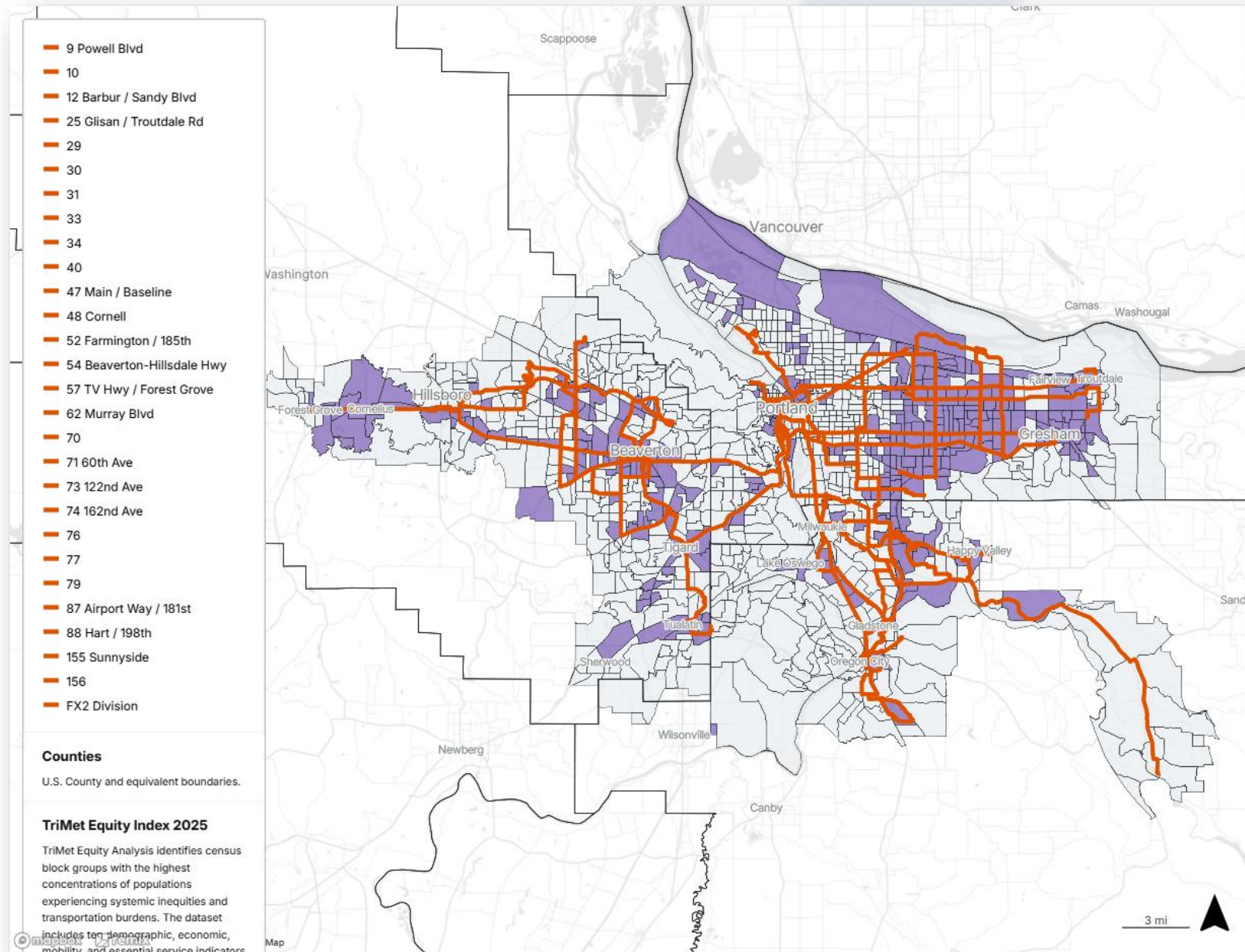
FY28-29 STIF Funded Fixed Route Service

Service Preservation

- Service previously expanded with STIF funds
- Maintaining service levels



FY28-29 STIF Funded Fixed Route Service



FY28-29 STIF Funded LIFT Service

LIFT Service

- 13% of the cost of transit service operations



FY28-29 STIF Funded Fixed Route Service

Portland Streetcar

- \$3 mil per year for service



FY28-29 STIF Funded Service Operations

Advisory Committee Considerations

- ✓ Fixed route & LIFT service are eligible projects
- ✓ The projects are pre-existing
- ✓ The projects meet a public transportation need
- ✓ The projects are available to the public
- ✓ All funded lines serve equity areas or populations



Questions

FY28-29 STIF Plan Projects

Administration

FY28-29 STIF Funded Administration

STIF Administration –
an unfunded mandate

- Planning process
- Application
- IGAs
- Funding pass-thrus
- Coordination
- Quarterly reporting
- Annual compliance



FY28-29 STIF Funded Administration

Advisory Committee Considerations

- ✓ STIF administration is an eligible project
- ✓ STIF administration is a pre-existing project
- ✓ STIF administration meets a public transportation need
- ✓ STIF administration is a responsible use of public funds
- ✓ STIF administration facilitates transit service for marginalized communities



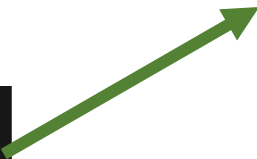
Questions

Approve FY28-29 Proposed STIF Plan Budget for Public Outreach

Projected FY28-29 STIF Formula Revenue, July 2026

STIF Allocation Estimate PAYROLL Formula Breakout				
Qualified Entity	FY 2026	FY 2027	FY 2028	FY 2029
Baker County	\$ 208,753	\$ 228,657	\$ 239,502	\$ 253,633
Basin Transit Service District	\$ 967,380	\$ 1,048,989	\$ 1,098,740	\$ 1,163,567
In district	\$ 766,578	\$ 831,248	\$ 870,672	\$ 922,043
Out of district Klamath County	\$ 200,802	\$ 217,741	\$ 228,068	\$ 241,524
Benton County	\$ 1,999,960	\$ 2,103,321	\$ 2,203,075	\$ 2,333,059
Burns Paiute Tribe	\$ 128,968	\$ 128,968	\$ 143,082	\$ 143,082
Columbia County	\$ 496,855	\$ 529,449	\$ 554,559	\$ 587,279
CTo Coos, Lower Umpqua and Siuslaw	\$ 128,968	\$ 128,968	\$ 143,082	\$ 143,082
CTo Grand Ronde Community of Oregon	\$ 128,968	\$ 128,968	\$ 143,082	\$ 143,082
CTo Siletz Indians	\$ 128,968	\$ 128,968	\$ 143,082	\$ 143,082
CTo the Umatilla Indian Reservation	\$ 128,968	\$ 128,968	\$ 143,082	\$ 143,082
CTo Warm Springs	\$ 128,968	\$ 128,968	\$ 143,082	\$ 143,082
Coos County	\$ 929,093	\$ 992,469	\$ 1,039,539	\$ 1,100,873
Coquille Indian Tribe	\$ 128,968	\$ 128,968	\$ 143,082	\$ 143,082
Cow Creek Band of Umpqua Tribe of Indians	\$ 128,968	\$ 128,968	\$ 143,082	\$ 143,082
Crook County	\$ 492,334	\$ 563,193	\$ 589,903	\$ 624,708
Curry County	\$ 250,622	\$ 264,412	\$ 276,953	\$ 293,293
Deschutes County	\$ 4,743,427	\$ 5,137,528	\$ 5,381,187	\$ 5,698,682
Gilliam County	\$ 128,968	\$ 128,968	\$ 143,082	\$ 143,082
Grant County Transportation District	\$ 128,968	\$ 128,968	\$ 143,082	\$ 143,082
Harney County	\$ 128,968	\$ 128,968	\$ 143,082	\$ 143,082
Hood River County Transportation District	\$ 566,016	\$ 594,000	\$ 622,172	\$ 658,880
Jefferson County	\$ 294,506	\$ 318,030	\$ 333,113	\$ 352,767
Josephine County	\$ 1,192,401	\$ 1,285,489	\$ 1,346,456	\$ 1,425,899
Klamath Tribes	\$ 128,968	\$ 128,968	\$ 143,082	\$ 143,082
Lake County	\$ 128,968	\$ 128,968	\$ 143,082	\$ 143,082
Lane Transit District	\$ 7,173,480	\$ 7,668,415	\$ 8,032,108	\$ 8,506,011
In district	\$ 6,627,372	\$ 7,084,628	\$ 7,420,633	\$ 7,858,458
Out of district Lane County	\$ 546,108	\$ 583,787	\$ 611,475	\$ 647,553
Lincoln County	\$ 729,443	\$ 781,502	\$ 818,567	\$ 866,863
Linn County	\$ 2,154,304	\$ 2,290,296	\$ 2,398,919	\$ 2,540,458
Malheur County	\$ 503,771	\$ 549,095	\$ 575,137	\$ 609,071
Morrow County	\$ 360,690	\$ 409,489	\$ 428,910	\$ 454,216
Rogue Valley Transportation District	\$ 4,091,348	\$ 4,350,543	\$ 4,556,879	\$ 4,825,739
In district	\$ 3,761,708	\$ 4,000,020	\$ 4,189,731	\$ 4,436,929
Out of district Jackson County	\$ 329,640	\$ 350,523	\$ 367,148	\$ 388,810
Salem Area Mass Transit District	\$ 9,135,703	\$ 9,853,339	\$ 10,320,657	\$ 10,929,586
In district	\$ 6,403,938	\$ 6,906,985	\$ 7,234,565	\$ 7,661,412
Out of district Marion County	\$ 2,072,459	\$ 2,235,257	\$ 2,341,269	\$ 2,479,406
Out of district Polk County	\$ 659,307	\$ 711,097	\$ 744,823	\$ 788,768
Sherman County	\$ 128,968	\$ 128,968	\$ 143,082	\$ 143,082
Sunset Empire TD (Clatsop County)	\$ 764,637	\$ 808,809	\$ 847,168	\$ 897,152
Tri County Metropolitan Transportation District	\$ 61,279,889	\$ 66,284,293	\$ 69,427,979	\$ 73,524,299
In district	\$ 58,437,120	\$ 63,209,369	\$ 66,207,220	\$ 70,113,513
Out of district Clackamas County	\$ 2,104,955	\$ 2,276,855	\$ 2,384,840	\$ 2,525,548
Out of district Multnomah County	\$ 59,102	\$ 63,929	\$ 66,961	\$ 70,911
Out of district Washington County	\$ 678,713	\$ 734,140	\$ 768,958	\$ 814,327
Umpqua Public TD (Douglas County)	\$ 1,607,712	\$ 1,729,136	\$ 1,811,144	\$ 1,918,003
Union County	\$ 422,427	\$ 445,632	\$ 466,768	\$ 494,307
Wallowa County	\$ 128,967	\$ 128,427	\$ 143,082	\$ 143,082
Wasco County	\$ 491,022	\$ 534,733	\$ 560,093	\$ 593,140
Wheeler County	\$ 128,967	\$ 128,968	\$ 143,082	\$ 143,082
Yamhill County	\$ 1,674,756	\$ 1,781,216	\$ 1,865,694	\$ 1,975,772
Totals Statewide	\$ 106,375,304	\$ 114,554,371	\$ 120,115,904	\$ 127,067,791

	FY28	FY29
TriMet	\$66,207,220	\$70,113,513
Out of district Clackamas County	\$2,384,840	\$2,525,548
Out of district Multnomah County	\$66,961	\$70,911
Out of district Washington County	\$768,958	\$814,327
Subtotal:	\$69,427,979	\$73,524,299
Biennial Total:	\$142,952,278	
10% Overage	\$14,295,228	
Plan Total	\$157,247,506	



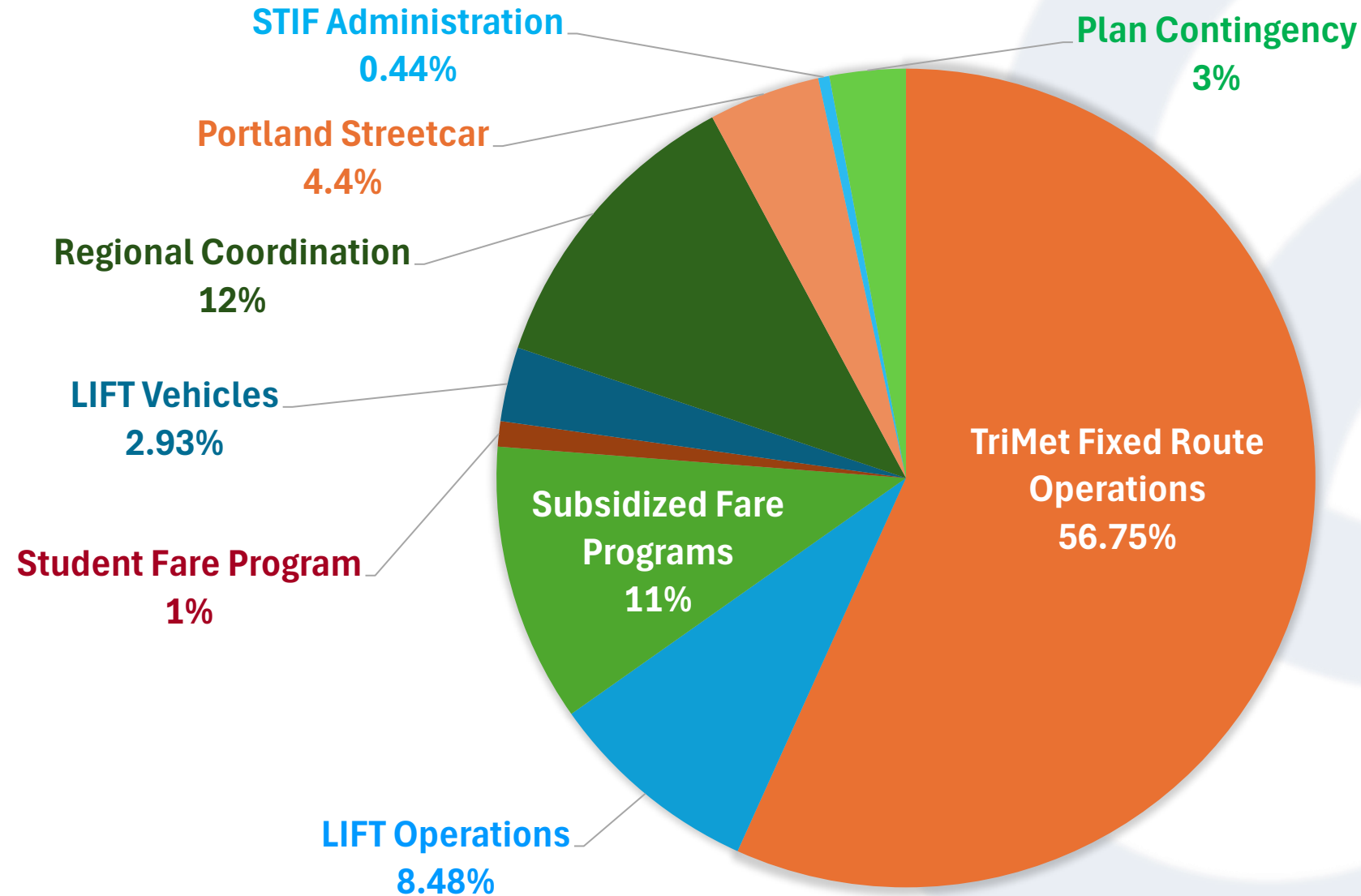
TriMet’s Projected FY28-29 STIF Formula Revenue, July 2026

	FY28	FY29
TriMet	\$66,207,220	\$70,113,513
Biennial Total:	\$136,320,733	
10% Overage	\$13,632,073	
Plan Total	\$149,952,806	

TriMet’s Proposed FY28-29 STIF Formula Budget, July ‘26

Program	FY 2028	FY 2029	FY28-29 Total
Fixed Route Operations	\$37,437,206	\$39,918,093	\$77,355,299
LIFT Operations	\$5,594,065	\$5,964,772	\$11,558,837
Subsidized Fare Programs	7,282,794	\$7,712,486	\$14,995,280
Student Fare Program (1% of revenue)	\$662,072	\$701,135	\$1,363,207
LIFT Vehicles	\$2,000,000	\$2,000,000	\$4,000,000
Regional Coordination	\$7,944,866	\$8,413,622	\$16,358,488
Portland Streetcar	\$3,000,000	\$3,000,000	\$6,000,000
STIF Administration	\$300,000	\$300,000	\$600,000
Plan Contingency (3% of formula revenue)	\$1,986,217	\$2,103,405	\$4,089,622
FY26-27 Total	\$66,207,220	70,113,513	\$136,320,733
Plan Contingency (10% of formula revenue)	6,620,722	\$7,011,351	\$13,632,073

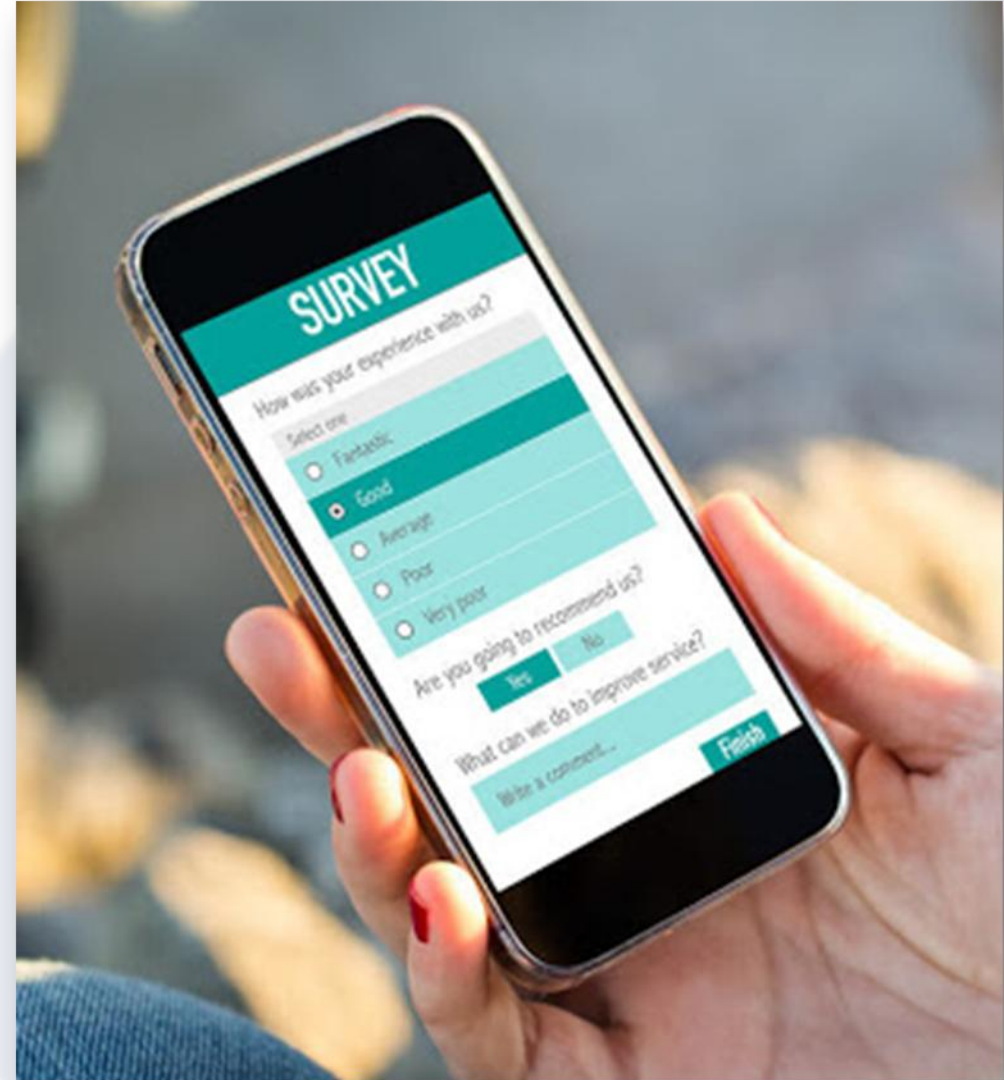
TriMet Proposed FY28-29 STIF Formula Budget, July '26



FY28-29 STIF Plan Outreach

Schedule:

- Launch on Aug. 24th
- End on Sept. 9th
- Results at Sept. 25 meeting



Committee Voting Process

- 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 votes

Questions

Thank You

Next Meeting: July 24, 2026

