



## HB2017 Transit Advisory Committee Minutes

Date: Friday, March 27, 2026

Meeting Location: Virtual (Zoom)

### **Attendees:**

#### **Committee Members**

Michael Morrow (Chair; TriMet District 7 representative)  
Phil Selinger (TriMet District 2 representative)  
Jarvez Hall (TriMet District 6 representative)  
Ian Stude (TriMet District 4 representative)  
April Bertelsen (City of Portland / PBOT)  
Jason Snider (Washington County Board of Commissioners)  
Vince Jones-Dixon (Multnomah County Board of Commissioners)  
Diana Helm (Clackamas County Board of Commissioners)  
Andrew Plambeck (Portland Streetcar, Inc.)  
Andy Nelson (Ride Connection)  
Nansi Lopez (Centro Cultural)  
Mary Lou Ritter (Older Adults)  
Lindsay Huber (The Street Trust – Alternate)  
Ally Holmqvist (Metro – Alternate)

#### **Additional Agency and Partner Representatives**

Bryn Thomas (Washington County)  
Dyami Valentine (Washington County Land Use & Transportation)  
Reza Farhoodi (Washington County)  
Heidi Muller (City of Canby / Canby Area Transit)  
Kristina Babcock (Clackamas County)  
Kelsey Lewis (Wilsonville SMART)  
Dwight Brashear (Wilsonville SMART)  
Diana Kotler (SMART)  
Akemi Norrish (Multnomah County)  
Sara Wright (City of Portland)  
Emily Motter (Ride Connection)  
Rich Eisenhauer (PBOT)

#### **TriMet Staff**

Tom Mills – Director, Mobility Planning & Policy

Justin Trubiani – Senior & Disabled Transportation Coordinator  
Alex Page – TriMet staff  
JP Gonzalez – TriMet staff  
Kittie Kong – Public Affairs / Community Engagement

## **Visitors / Public Participants**

One caller identified only by phone number

## **Minutes:**

### **Agenda Item 1 – Call to Order, Public Comment, and Agenda Review**

Michael called the meeting to order.

Tom reported that Lynn Peterson was no longer representing Metro, Andrew Aebi was no longer eligible to serve after moving outside his district, and Sarah Iannarone was no longer with The Street Trust. Tom noted that alternates or replacements were being pursued and welcomed Lindsay to the meeting as The Street Trust alternate.

Tom reported that meeting materials and notices had been distributed in accordance with public meetings requirements and that no public comment had been received.

Tom reviewed the agenda and noted that the TriMet budget presentation had been moved to April, while the equity maps and county sub-allocation factors were moved earlier in the agenda to allow more discussion time. The STIF Discretionary Fund process update and guiding statement review were moved later in the meeting.

Tom reviewed the work plan and said the committee would soon begin discussing the draft STIF plan in more detail, likely on a project-by-project basis before final approval.

### **Agenda Item 2 – ATFAC Appointments and Reappointments**

Tom introduced Justin to present the proposed appointments and reappointments to the Accessible Transportation Funds Advisory Committee, which reviews applications for STIF population-based funds serving older adults and people with disabilities.

Justin reviewed the proposed slate by representation category. For CAT members other than a CAT board member, he listed Annadiana Johnson as returning, Jan Campbell as the current chair and returning member, and Franklin Uchida as a new nominee.

For county resident seats, Justin listed Julie Stephens for Clackamas County, Dave Daley for Multnomah County, and Mary Lou Ritter for Washington County, all as returning members. He said the seat for a senior or person with a disability living outside the TriMet District remained vacant.

For county aging and disability agency representatives, Justin listed Rebecca Miller for Washington County as returning, Lynn Schemmer-Valleau for Multnomah County as a new nominee, and Teresa Christopherson for Clackamas County as returning.

Justin also listed Eileen Turvey as the returning TriMet representative; Andy Nelson as the new Ride Connection representative; Mike Strauch from South Clackamas Transportation District as a new nominee; Kelsey Lewis from SMART in Wilsonville as returning; and Mike Foley and Rocky

Bixby as returning members representing seniors or persons with disabilities living within the service district.

Jason asked about recruitment for the vacant outside-district seat and whether committee members could help identify candidates. Justin said staff were actively recruiting and welcomed referrals.

Tom said staff would normally prefer to fill the final vacancy before seeking approval, but recommended moving forward so ATFAC could begin its work on schedule.

Phil moved approval of the ATFAC slate and Jason seconded. The motion passed by show of hands.

### **Agenda Item 3 – FY2028–29 Equity Index Review**

Tom introduced the equity index discussion and explained that, rather than relying on income alone, TriMet and the committee use a broader equity index to identify communities with higher transportation and equity needs.

Alex reviewed the equity index methodology and said it incorporates ten factors: low-income population, non-white and Hispanic population, limited English proficiency, people with disabilities, older adults, youth, low- and medium-wage jobs, households with limited vehicle access, affordable housing units, and key retail, human service, and social service jobs.

Alex explained that the maps identify the top quartile of census block groups and that blue on the change maps indicates newly added equity areas, gray indicates no change, and red indicates block groups that were in the top quartile previously but are no longer in it.

Vince asked for clarification on the red areas, and Alex explained that they represent block groups that fell out of the top quartile in the current biennium. Tom added that the broad geography of the equity areas has remained fairly consistent over time, with marginal block groups moving in and out around the cutoff.

Phil asked whether the changes suggested any broader demographic trends. Tom said they did not necessarily reflect a larger trend and were more likely the result of block groups near the threshold shifting slightly from one update to the next.

Jason asked whether staff could show how much existing TriMet service currently operates in equity areas and how the maps would be used to guide service and capital investment decisions.

Tom said staff could provide that analysis and would eventually show how proposed STIF-funded services align with the equity areas.

April thanked staff for the updated maps and asked that Portland Streetcar be shown more distinctly in the legend and on the maps rather than being folded into other transit categories.

Alex said staff could improve that in future map versions.

Vince asked whether the demographic data shown on the maps reflects residents or workers.

Alex clarified that the demographic data reflects residents of the census geography.

Diana asked about a large red area in eastern Clackamas County. Tom said it was in the Highway 212 corridor on the way toward Estacada, and Alex clarified that the large size of a block group on the map reflects the size of the census geography rather than a greater concentration of need.

Alex then reviewed the county maps for Clackamas, Multnomah, and Washington counties outside the TriMet District, including changes around Molalla, Canby, Wilsonville, Banks, North Plains, Gaston, Gales Creek, and the Columbia County border.

Phil noted that some of the large rural map areas are low-density geographies and said service planning should be tempered by density as well as equity designation. Tom agreed and said staff would continue focusing on the communities within those block groups where population is actually concentrated.

No action was taken on the equity maps at this meeting. Staff said the item would return for additional discussion and future approval.

#### **Agenda Item 4 – County STIF Sub-Allocation Factors**

Tom explained that TriMet receives STIF revenue projections for the TriMet District and for each county, but not for each provider geography outside the district. Because Clackamas and Washington counties each have multiple providers, TriMet develops sub-allocation factors so those providers know what share of county STIF funds to plan around.

Alex reviewed the Clackamas County calculations, explaining that payroll generated outside the TriMet District in Clackamas County totaled about \$2.9 billion in 2024. He reviewed the payroll shares for Clackamas County, South Clackamas Transportation District, the City of Wilsonville, the City of Canby, and the City of Sandy.

Using the most recent estimates, Alex said the projected allocations were approximately \$1.3 million for Clackamas County, \$484,000 for South Clackamas Transportation District, \$1.9 million for the City of Wilsonville, \$710,000 for the City of Canby, and \$329,000 for the City of Sandy. Alex then reviewed Washington County, where payroll generated outside the TriMet District totaled about \$894 million. He said the resulting estimated allocations were approximately \$923,000 for Washington County and \$640,000 for the City of Wilsonville.

Alex explained that no sub-allocation was needed for Multnomah County outside the TriMet District because Multnomah County is the only provider in that area. Tom added that the amount there is relatively small because most developed areas of Multnomah County are inside the TriMet District and the remaining area includes the Columbia River Gorge and other less developed geography.

No committee action was taken on the sub-allocation factors at this meeting. Staff said the item would return for future approval after updated revenue projections are received.

#### **Agenda Item 5 – STIF Discretionary Fund Process Update**

Tom introduced the STIF Discretionary Fund item and distinguished it from the payroll-based STIF formula funds and the population-based STIF formula funds. He explained that ODOT sets aside a portion of overall STIF revenue for grant programs and that STIF Discretionary is one of those grant programs.

Tom explained that the committee reviews applications from the region and can indicate support for projects, and in past cycles has generally chosen not to rank them.

Justin said STIF Discretionary funds are intended as a flexible funding source to improve public transportation in Oregon, cannot be used for ongoing operations, and generally require a local match.

Justin explained that ODOT is changing the process for fiscal year 2028 by rolling STIF Discretionary into the broader Competitive Transit Grant process, creating a one-year transition cycle before shifting to an even-year two-year cycle.

Justin said approximately \$8 million to \$9 million in STIF Discretionary funding is expected to be available for the transition year and that applications would move through a phased process, with the committee reviewing the STIF Discretionary-related projects.

Jason said he supported the committee's past practice of not ranking applications, noting that ranking could unnecessarily limit how projects are viewed later in the review process.

April agreed that the committee should not prioritize projects and said the committee's role had generally been framed more as determining whether it supported an application rather than independently deciding technical eligibility. Tom said he would confirm how that recommendation should be framed in future materials.

April also asked whether the April 20 submission was essentially a draft or the full application. Justin said ODOT intends to use a single Cognito application form and that the first submission will largely function as the full application, with ODOT requesting revisions if needed. April noted that this means applicants should be prepared to submit local match information and letters of support up front.

## **Agenda Item 6 – Guiding Statement Review**

Tom introduced a revised draft guiding statement and said he had incorporated feedback from the prior meeting. He summarized changes to the preamble, including replacing references to HB 2017 with STIF, removing outdated first-time language, broadening the affordability language, adding a sentence about TriMet's funding shortfall and service cuts, and adding language about access to work and school and reductions in air toxics, carbon emissions, and congestion.

Phil said he supported the preamble changes.

April said she also supported the revisions and recommended adding explicit reference to seniors and people with disabilities. She also suggested broadening the access language to include medical care, social services, and daily needs in addition to work and school. Jason and Phil both voiced support for those additions, and Tom said staff would incorporate them into the next draft.

Tom then reviewed the draft bullet points and explained that he had struggled more with those revisions because they track statutory language closely. He said he had changed one bullet from expansion to maintenance and expansion of service and had tried to consolidate overlapping language related to first- and last-mile service and reducing fragmentation across systems.

Phil suggested replacing references to low-income households with language tied to the committee's equity index and said the word maintenance could be misunderstood, suggesting a word such as sustaining instead.

Mary Lou agreed with Phil's point about using broader equity language rather than relying only on low-income wording.

April supported Phil's comments, suggested preservation as an alternative to maintenance, recommended strengthening the first bullet so that it says the committee will prioritize communities with high equity needs, and asked that the fleet procurement bullet be broadened to refer to a wider category of zero-emission buses.

Jason supported the fleet language change as long as it referred to proven technology.

Nansi suggested moving the last bullet closer to the first service-related bullet for readability because the two concepts are closely related.

Andrew suggested broadening the fleet language further so that it refers to moving the transit fleet toward proven clean technology or clean fuel technology.

Mary Lou asked whether the language about service outside the TriMet District applied to projects outside the district. Tom explained that the intent was to support coordination across Clackamas, Multnomah, and Washington counties, such as service that connects SMART and TriMet, rather than service extending in from counties beyond the region.

No action was taken on the guiding statement. Staff will revise the language and bring it back for further review.

### **Agenda Item 7 – Next Steps and Adjournment**

Tom said staff would bring several items back for further discussion, including additional information about how much TriMet service operates in current equity areas, the county sub-allocation factors, and a revised draft guiding statement.

Michael thanked everyone for attending and for the discussion. The meeting adjourned.