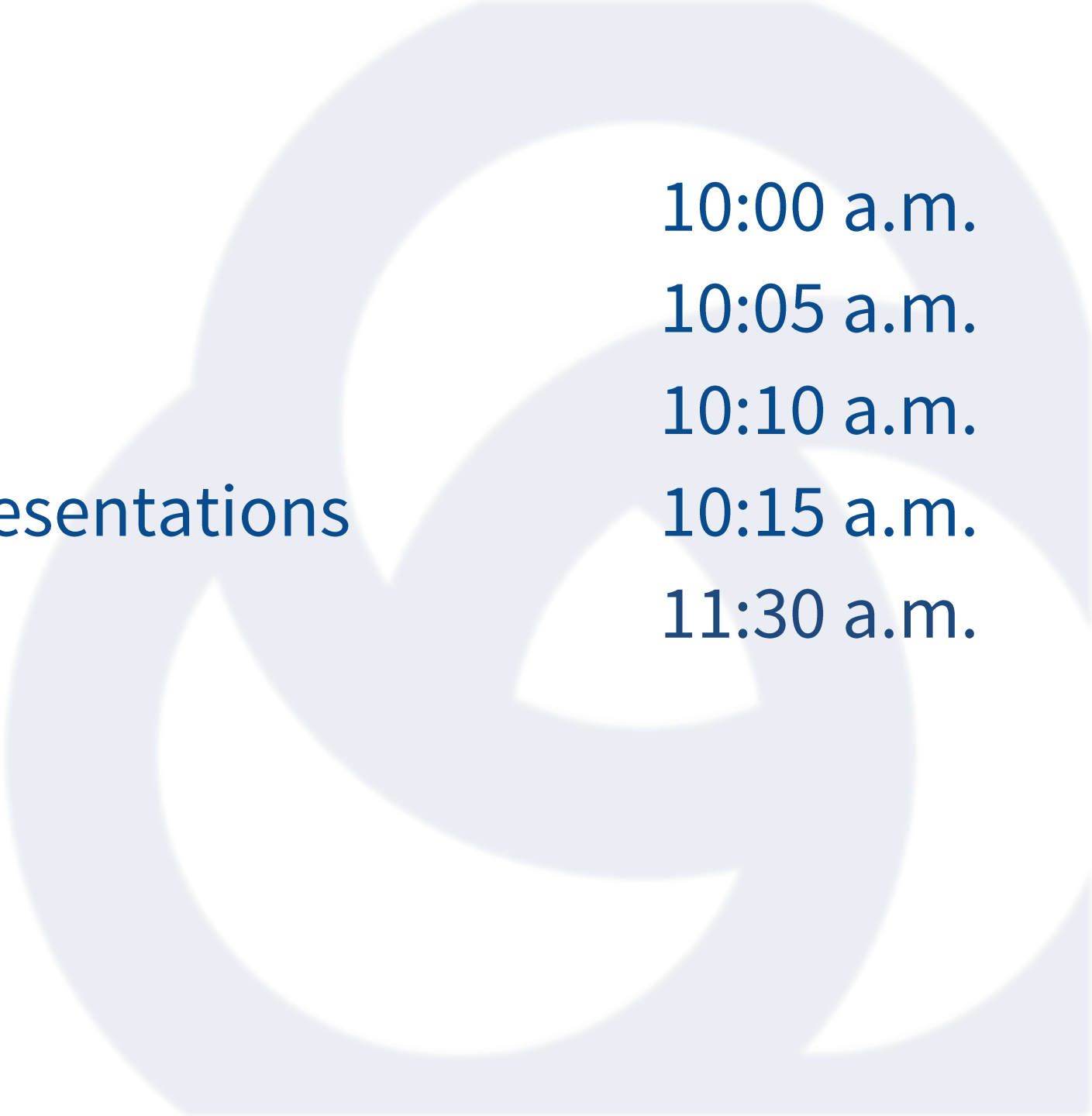


HB 2017 Transit Advisory Committee

October 23, 2026



Meeting Agenda



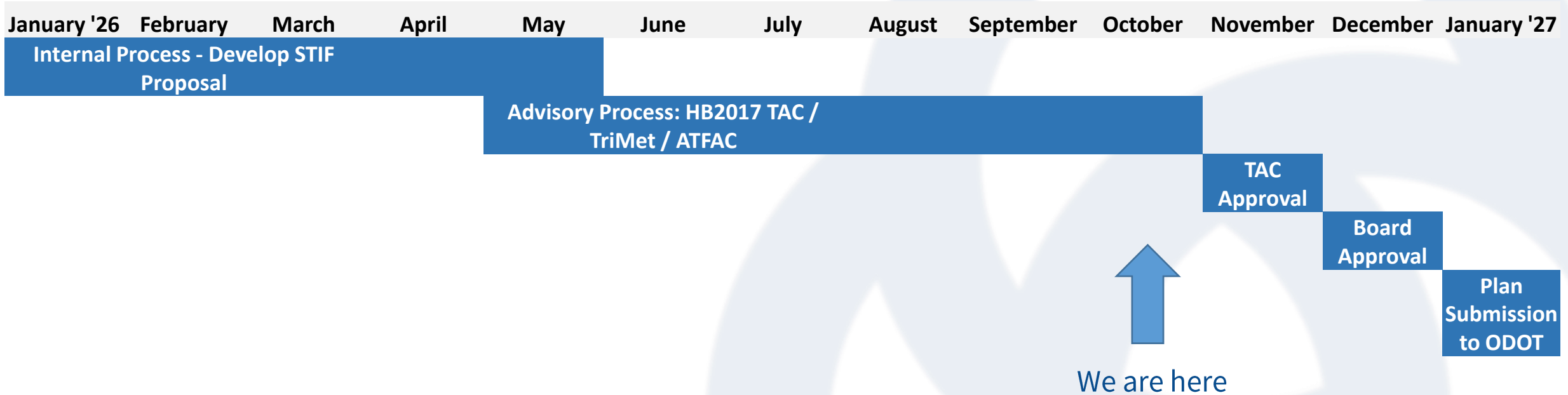
Public Comment	10:00 a.m.
Timeline & Work Plan	10:05 a.m.
ATFAC Process Update	10:10 a.m.
PTSP FY28-29 STIF Plan Presentations	10:15 a.m.
Meeting Adjourns	11:30 a.m.

Public Comment



STIF Timeline & Work Plan

Timeline for STIF Planning Process



STIF Work Plan

[illegible]

ATFAC Process Update

ATFAC Update

STIF Funds	FY28-29 Projection	Status	Description
STIF Population Funds	\$12,034,210	Allocated	<ul style="list-style-type: none">21 projects recommended for STIF population funding.HB2017 to review ATFAC recommendation.
ODOT 5310 Funds	\$7,312,213	Allocated	<ul style="list-style-type: none">Final application currently under state review.
Total	19,346,423	All Funding Allocated	<ul style="list-style-type: none">ATFAC has awarded 100% of the total available funds for the FY28/29 biennium.

ATFAC Funding Recommendations

Transportation Provider	STIF Population Award
SCTD	\$159,413
Canby	\$277,403
SMART	\$295,718
Clackamas Co.	\$1,774,918
Sandy	\$473,015
Multnomah Co.	\$1,109,646
Ride Connection	\$5,716,697
Asian Health and Services	\$210,247
Albertina Kerr	\$140,758
Impact NW	\$619,460
MFS	\$611,105
Neighborhood House	\$130,458
Centro Cultural	\$385,372
Urban League	\$130,000

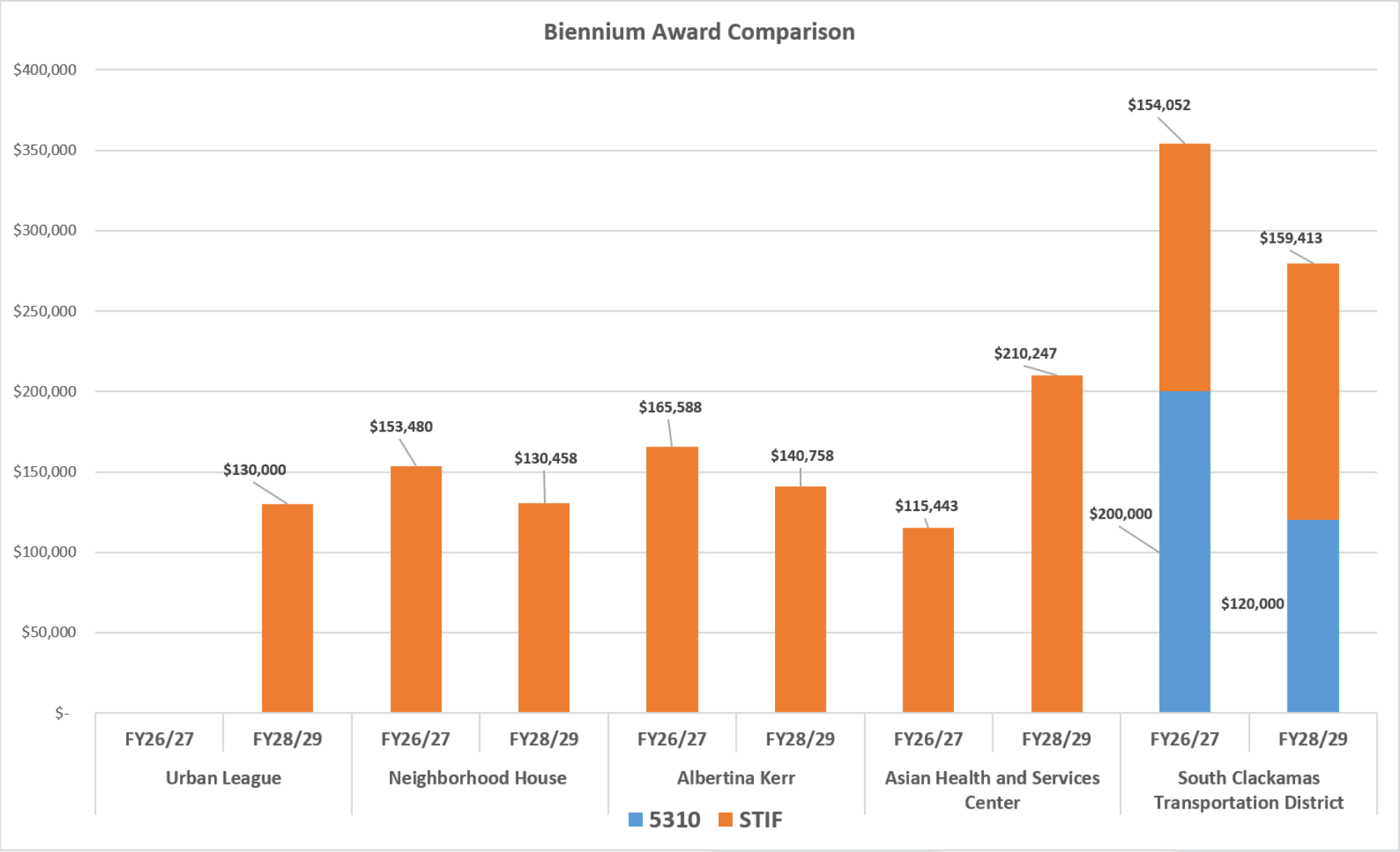
ATFAC Funding Recommendations

Provider	FY28/29 STIF Population Project	STIF Pop Award
SCTD	Transit Vehicle Preventive Maintenance	\$159,412
Canby	Weekday Dial-a-Ride	\$277,403
SMART	Out-of-Town Medical Dial-A-Ride Program	\$295,718
Clackamas Co.	TRP Paid Driver Programs	\$1,134,328
	Clackamas County Senior Centers	\$413,070
	TRP Volunteer Program	\$56,972
	T-19 (Medicaid) Match	\$10,500
	Boring Lifeline Services	\$160,049
Sandy	SAM Rides Dial-a-ride	\$378,015
	Estacada Deviated Service	\$95,000
Multnomah Co.	Multnomah County Title XIX Match	\$1,109,646

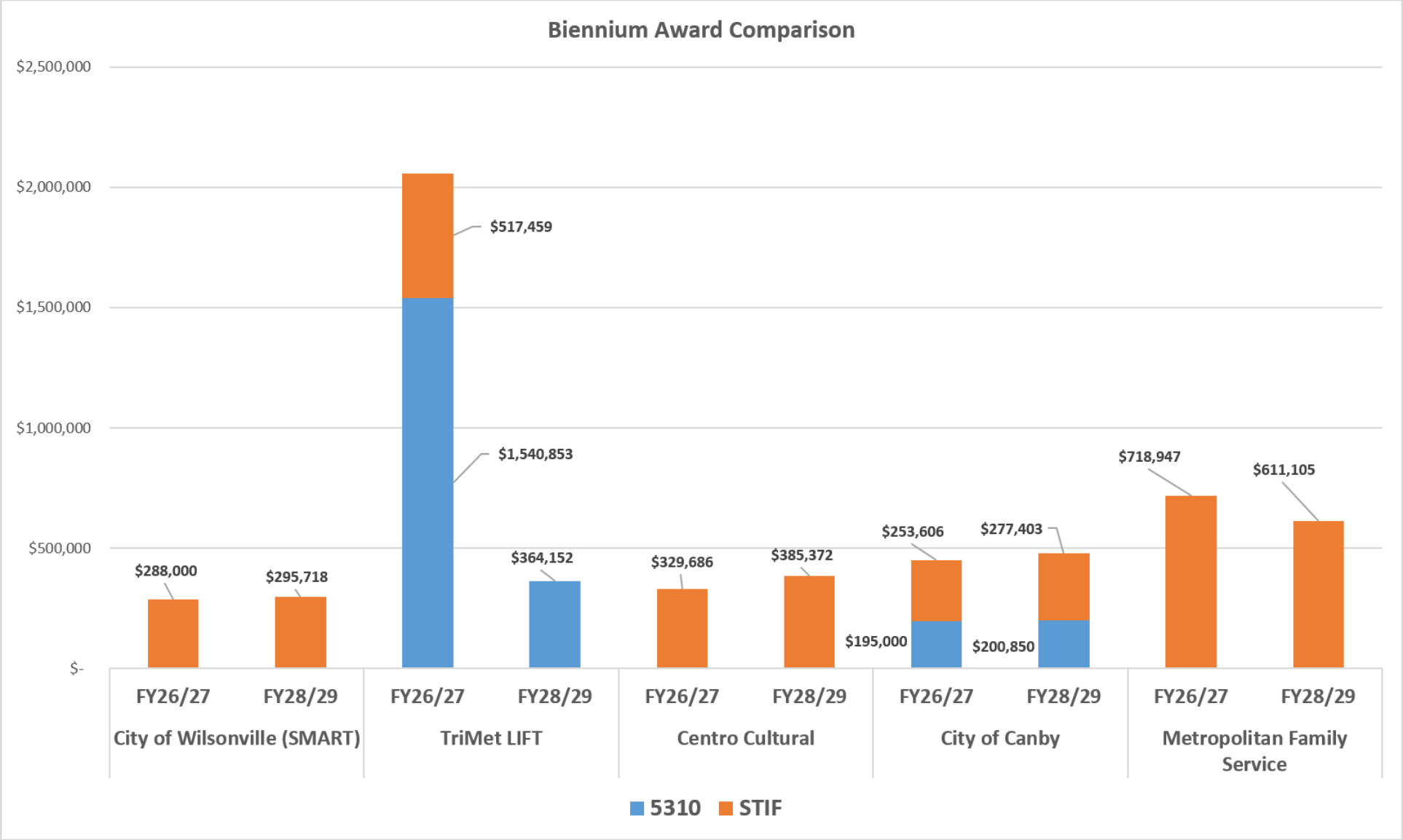
ATFAC Funding Recommendations

Provider	FY28/29 STIF Population Project	STIF Pop Award
Ride Connection	Ride Connection Direct Service	\$4,955,876
	Ride Connection 5310 Projects Match	\$560,821
	Mobility Management - RideWise Travel Training	\$200,000
Asian Health and Services Center	Asian Communities Transportation Project Targeted to Seniors and People with Disabilities	\$210,247
Albertina Kerr	Community Transportation for Adults with Intellectual and Developmental Disabilities	\$140,758
Impact NW	Impact NW Seniors & People with Disabilities Transportation Services	\$619,460
Metropolitan Family Service	Metropolitan Family Service - Project Linkage	\$611,105
Neighborhood House	Neighborhood House Transportation Program	\$130,458
Urban League	N/NE Senior Shuttle Transportation	\$130,000
Centro Cultural	Centro Cultural Senior Shuttle	\$385,371

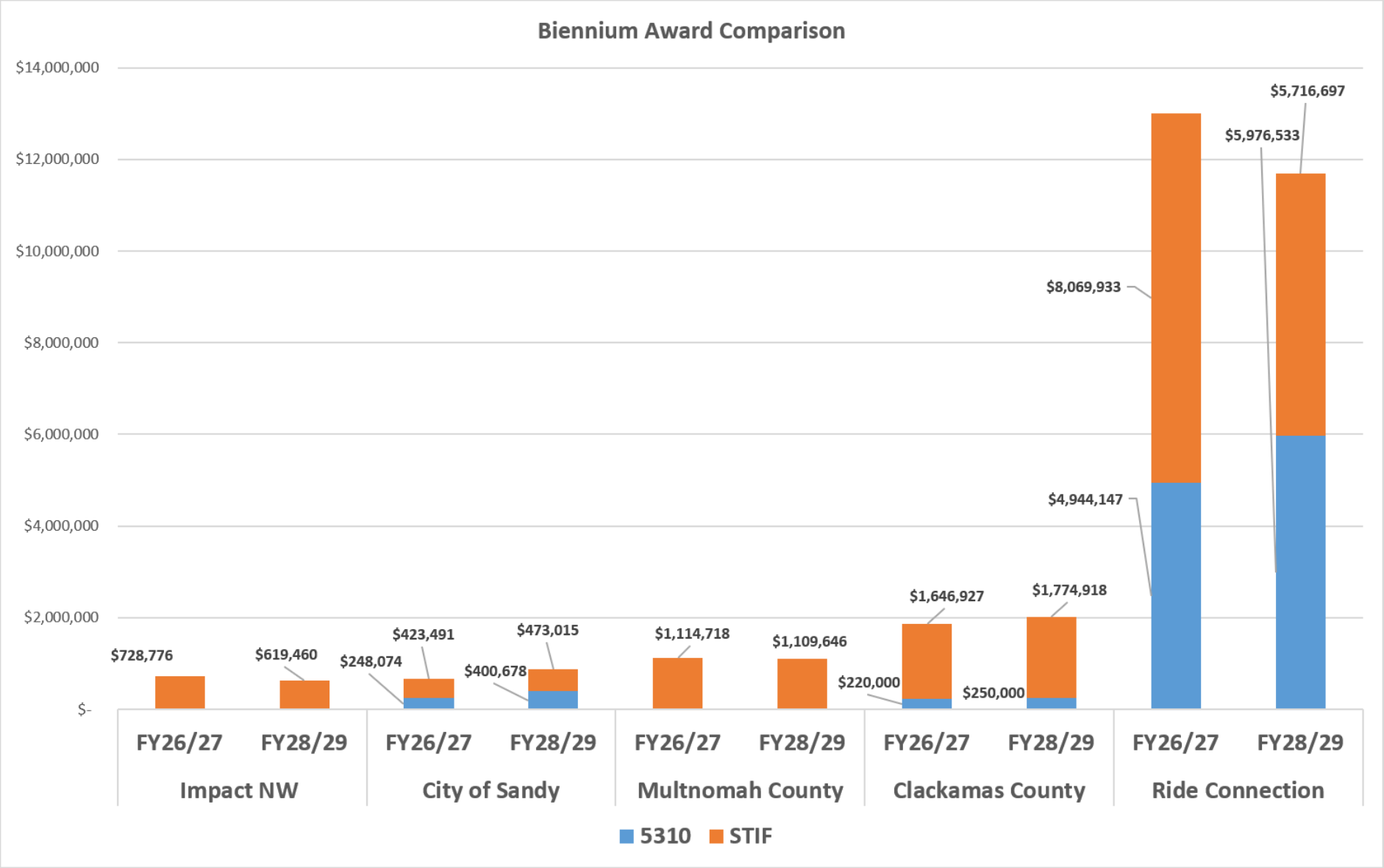
Biennium Comparison



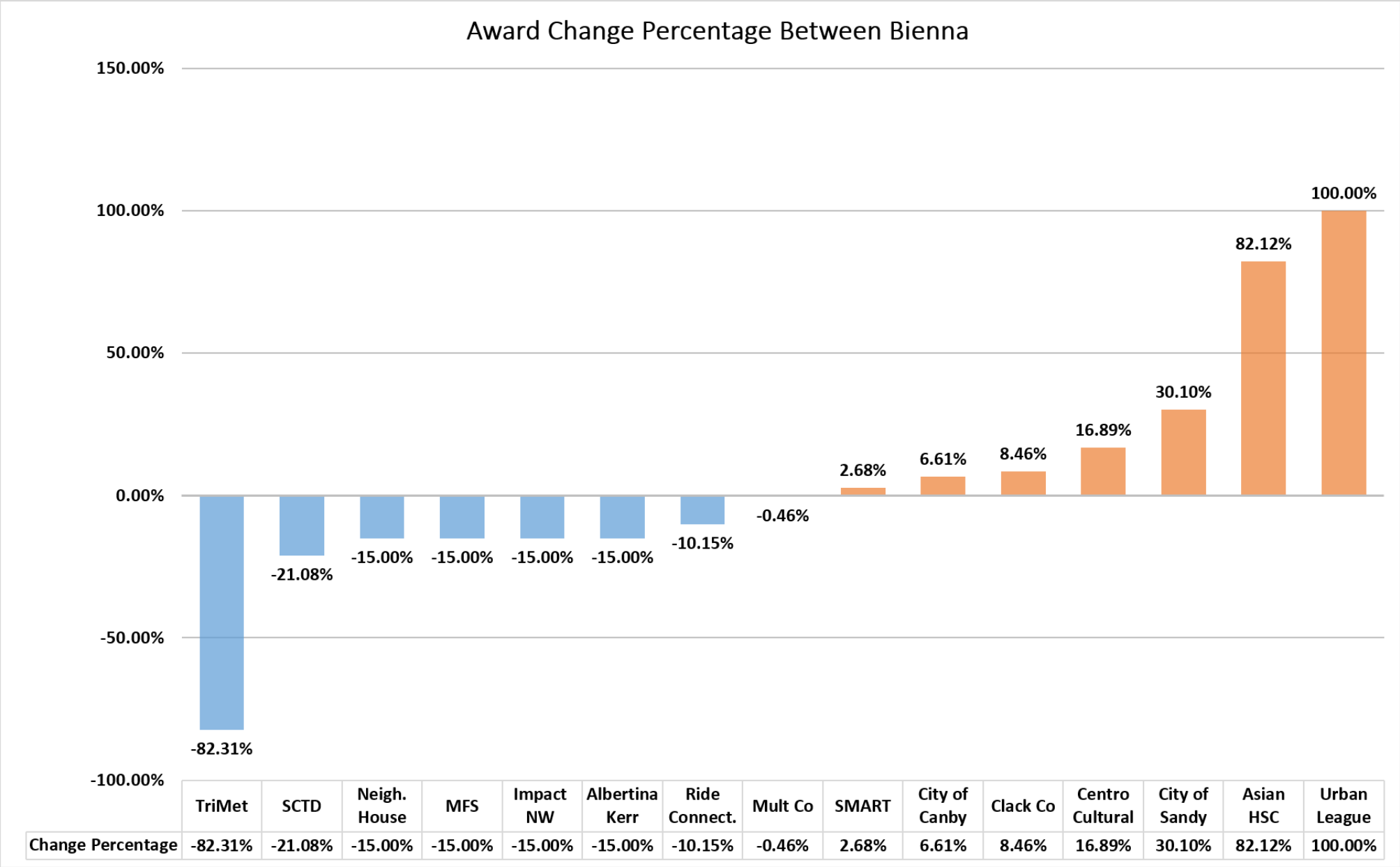
Biennium Comparison



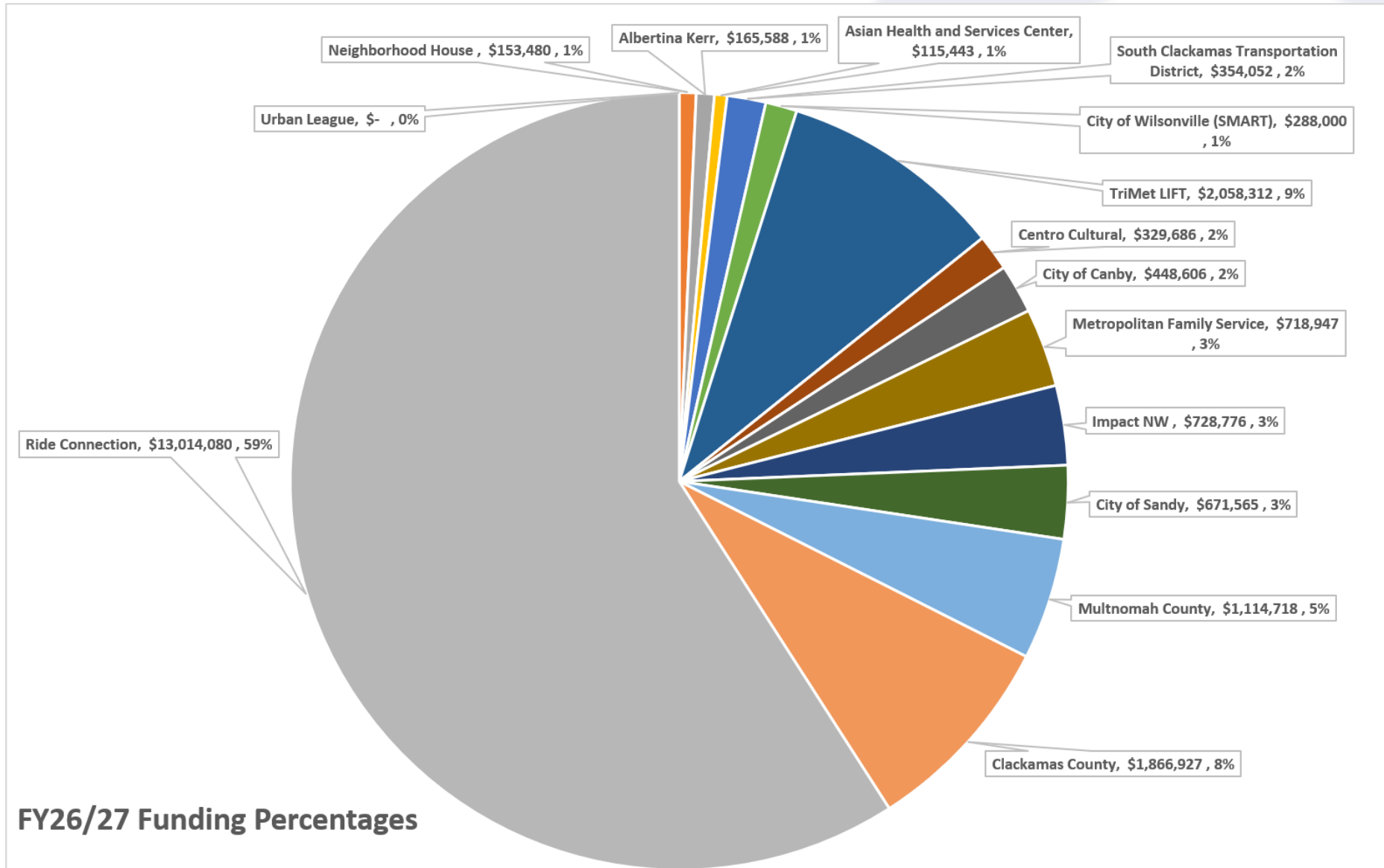
Biennium Comparison



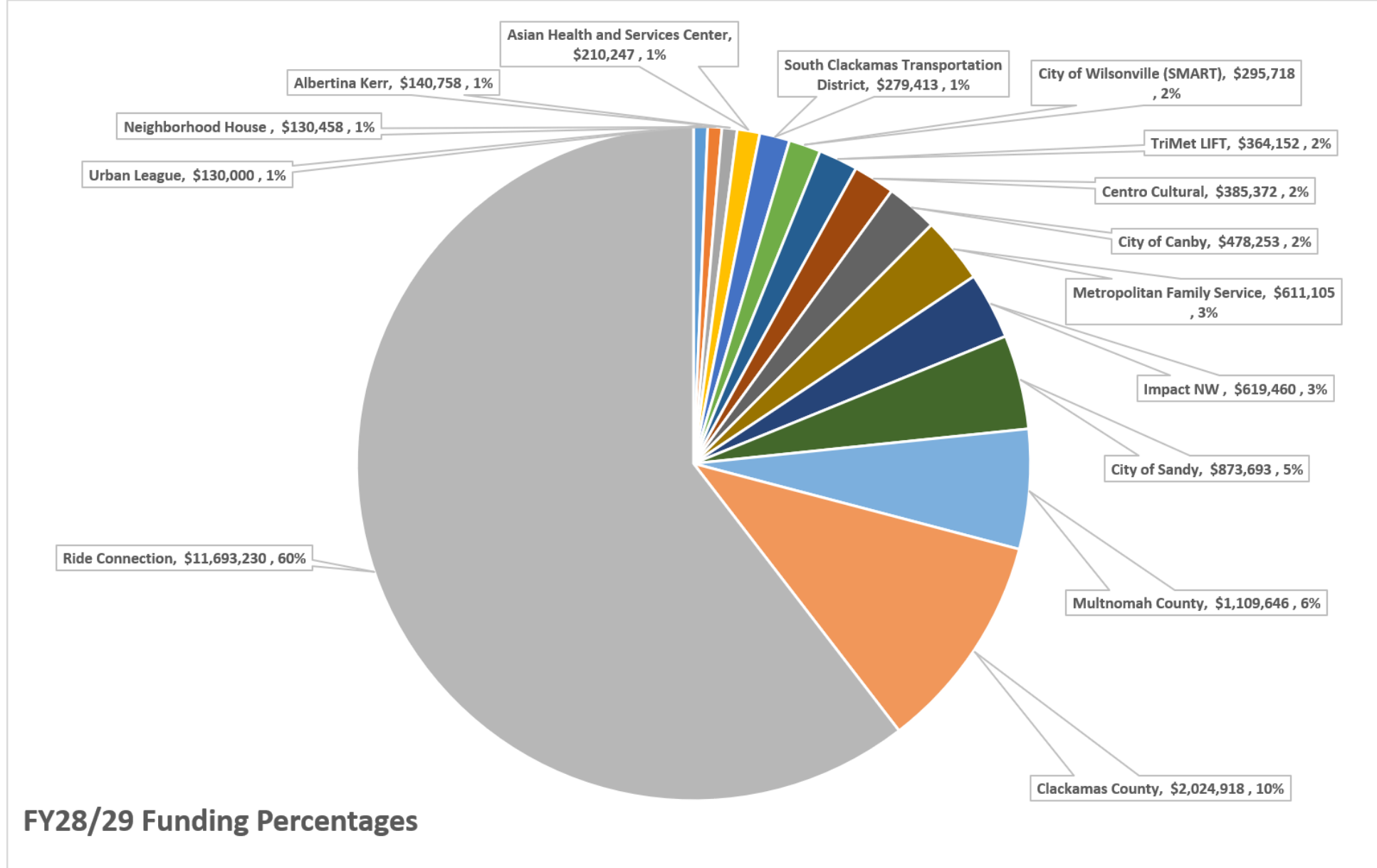
Biennium Comparison



Biennium Comparison



Biennium Comparison



Questions

Public Transportation Service Provider Presentations

FY28-29 STIF Projected Revenue for PTSPs – July 2026

PTSP	STIF Formula Funds	Streetcar/Regional Coordination Funds	STIF Population Funds	Total
Clackamas County	\$1,367,052	\$2,500,000	\$1,774,918	\$5,641,970
Multnomah County	\$137,872	\$2,370,345	\$1,109,646	\$3,617,863
Washington County	\$935,088	\$6,448,516		\$7,383,604
City of Canby (CAT)	\$719,863		\$277,403	\$997,266
City of Wilsonville (SMART)	\$2,647,216	\$3,759,627	\$295,718	\$6,702,561
City of Sandy (SAM)	\$333,415	\$1,280,000	\$473,015	\$2,086,430
South Clackamas Transportation District	\$491,039		\$159,413	\$650,452
City of Portland		\$6,816,037		\$6,816,037
Ride Connection & Partners			\$7,944,097	\$7,944,097
Total	\$6,631,545	\$23,174,525	\$12,034,210	\$41,840,280

FY28-29 STIF Projected Revenue for Ride Connection & Partners

PTSP	STIF Population Funds
Ride Connection	\$5,716,697
Asian Health & Family Services	\$210,247
Albertina Kerr	\$140,758
Impact NW	\$619,460
Metropolitan Family Service	\$611,105
Neighborhood House	\$130,458
Centro Cultural	\$385,372
Urban League	\$130,000
Total	\$7,944,097

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/project intended for the provision of or access to public transportation

Examples

The project:

- is a bus, rail, shuttle or paratransit service
- subsidizes the cost of riding public transportation
- purchases/maintains vehicles to be used for public transportation
- purchases/installs/maintains bus stop amenities (e.g., benches, shelters, etc.)
- purchases/maintains/designs/constructs transit facilities (e.g., bus barn, transit center, 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 available to the public for any trip purpose and:

- is a bus, rail, shuttle or paratransit service
- subsidizes the cost of riding public transportation
- purchases/maintains vehicles to be used for public transportation
- purchases/installs/maintains bus stop amenities (e.g., benches, shelters, etc.)
- purchases/maintains/designs/constructs transit facilities (e.g., bus barn, transit center, 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.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
- Exists within or is adjacent to at least one equity area on the adopted Equity Areas Map

Examples

The project

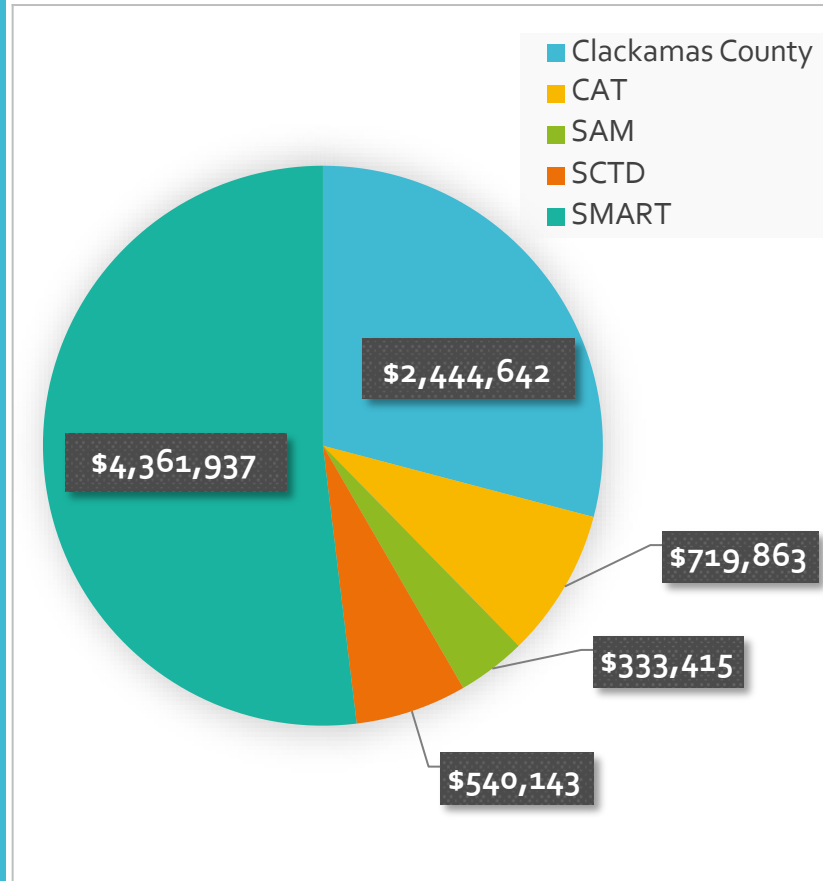
- provides discounted passes for low-income individuals,
- purchases vehicles intended for public transportation for older adults and people with disabilities
- provides bus, rail, shuttle, or paratransit service that enters or is adjacent to at least one equity area on the adopted Equity Areas Map
-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

Clackamas County Transit Providers

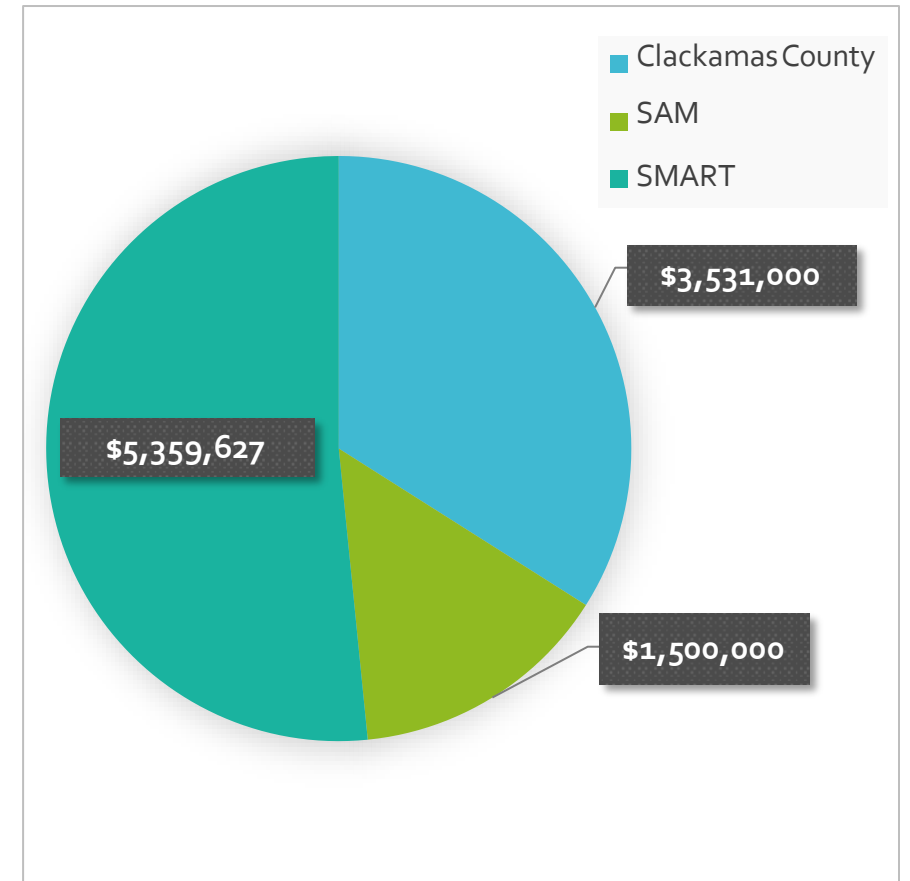
STIF Funding – HB 2017

FY28-29 STIF Funding

STIF FORMULA DOLLARS



STIF REGIONAL COORDINATION DOLLARS





CANBY
AREA
TRANSIT

TODD WOOD



Canby Area Transit

A division of the City of Canby

Population: 18,171 (2020)

Services:

99x from Woodburn to Oregon City Monday through Saturday

Canby Loops service Monday through Saturday

Demand response and paratransit service Monday through Saturday

Clackamas County IGA for demand response and paratransit service Monday through Friday

Ridership:

Weekday: 99x – 53,775 / Loop – 30,580 / DR – 8,966

Weekend: 99x – 6,655 / Loop – 3,636 / DR – 1,551

FY26-27 STIF Impact

- Saturday Services (Fareless):
 - Continued to operate services on Saturday
 - Includes fixed route from Woodburn to Oregon City
 - Includes demand response and paratransit services
- City Loop (Fareless):
 - Began October 2023
 - Operates Monday-Saturday
 - Serves Canby High School
 - Most of Canby's parks and businesses



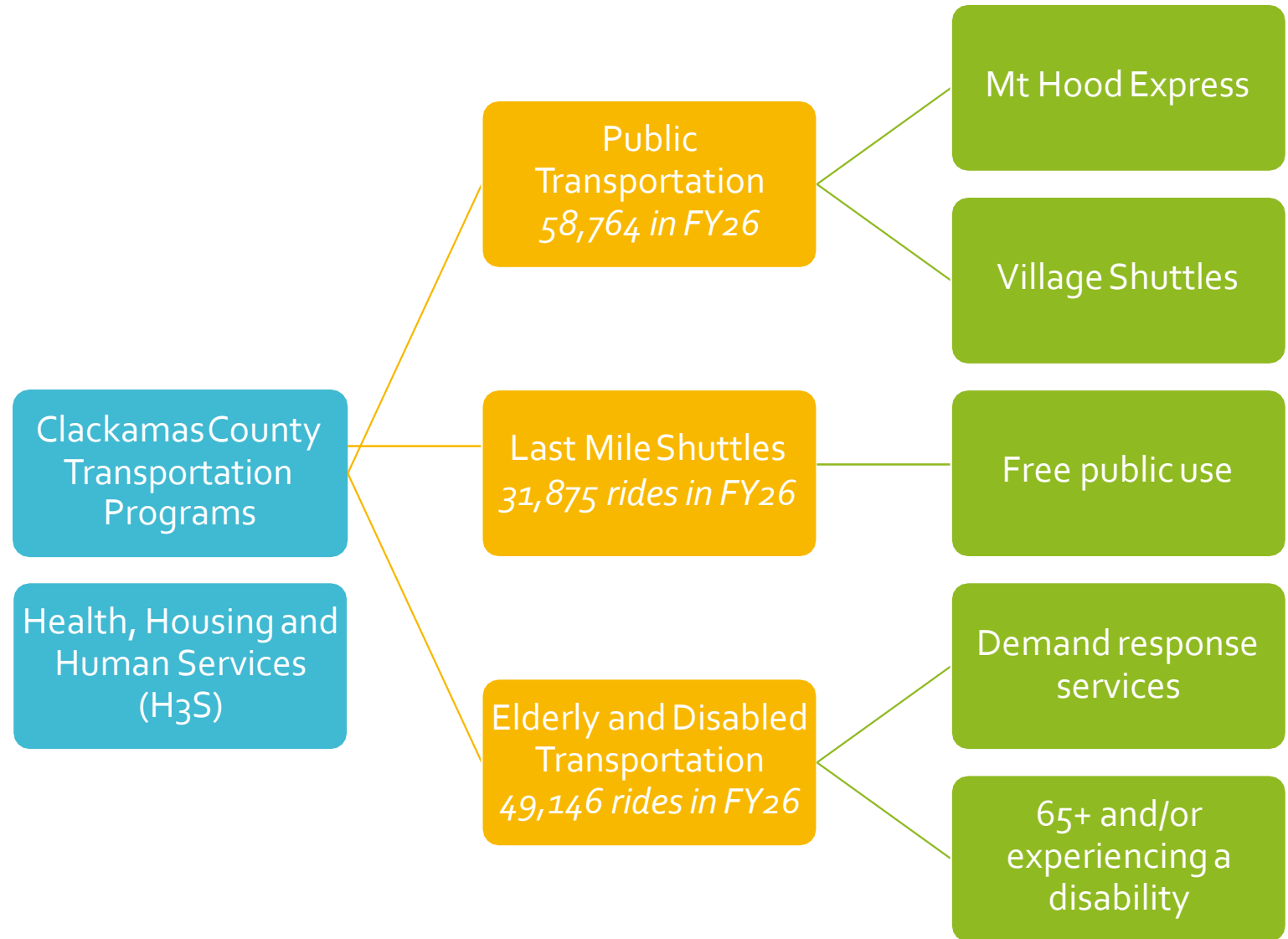
FY28-29 STIF Plans

- Continuation of Saturday services at current levels
 - Route 99X
 - Demand response and Paratransit
 - Fareless
- Continuation Local Canby Loop Route
 - Monday through Saturday
 - Operate at least 12 hours per day
 - Serve Canby High School as well as most Canby Parks and businesses
 - Fareless



KRISTINA BABCOCK

Clackamas County



FY26-27 STIF Impact

Expansion of transit service in Clackamas County

- Last mile shuttles w/Regional Coordination Dollars
 - Estacada
 - Oregon City route changes
 - Shuttle technology purchases

Increased demand response services for Dialysis and Medical Rides

Increased coordination of services between transit providers (fare integration / integrated website)

Mt Hood area:

- Continued additional service on the Mt Hood Express
- New vehicles
- Transit Hub Study

- Continued funding for existing MHX service
- Provide increased demand response services for Seniors and Persons with disabilities (TRP and Senior Centers and Small Providers)
- Match funds for purchase of two buses (1 for MHX and 1 for TRP)
- Transit Hub Development
- Address missing connections identified in the Transit Development Plan (TDP)
- Regional Coordination Projects

FY28-29 STIF Plans



ANDI HOWELL

Department in Sandy, OR

Sandy Population 11,000

Known as SandyArea Metro (SAM)

Ridership: 111,714

All in-town fixed routes, free of charge

\$1.00 dial-a-ride

\$2.00 out-of-town medical rides

- SAM Gresham Route
- SAM ClackamasTown Center
- SAM Estacada Route
- SAM In-town Shopper Shuttle (Saturday)
- SAM rides General Public Dial-A-Ride
- Out-of-town Non-Emergency Medical rides





FY26-27 STIF Impact

CONTINUED SERVICE ENHANCEMENTS:

Continued expanded hours on 3 routes:

SAM Gresham (1 hour/Mon-Friday)

SAM Estacada (1 hour/Mon-Saturday)

SAM Shopper (2 hours/Mon-Friday)

REGIONAL COORDINATION

SAM Clackamas Town Center (6 runs day/6 days per week)

CAPACITY PLANNING/CONSTRUCTION PROJECT

Funding set aside for future expansion planning and construction of driver training/break area and maintenance bay at the Sandy Operations Center

PROGRAM RESERVE

Approved category to cover cost of preserving service.

ADMINISTRATIVE COSTS

Cover costs of administering STIF program, including project/plan development, ongoing operating costs, procurement, surveys of services, expand facilities and audit

FY28-29 STIF Plans

CONTINUED SERVICE ENHANCEMENTS:

- Continue expanded hours on 3 routes:
 - SAM Gresham
 - SAM Estacada
 - SAM Shopper
- Saturday Shopper Shuttle (5 runs)

BUS STOP AMENITY PROJECT:

- Replace two bus shelters along Hwy 26
- Improve shelters, shelter access, and shelter lighting

CONTINUED REGIONAL COORDINATION

- SAM Clackamas Town Center Route
- (9 runs per day/6 days per week)

PROGRAM RESERVE:

- Approved category to cover cost of preserving service if revenue sources fall or operation costs rise.

MAINTENANCE & ADMINISTRATIVE COSTS:

- Preserve fleet in state of good repair
- Cover costs of administering STIF program, including project/plan development, ongoing operating costs, procurement, surveys of services, expand facilities and audit



MIKE STRAUCH



Operating in Clackamas
County since 1989
Serving a large rural area of
100 square miles, with a
population more than 20,000



4 Routes

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



Deviated Fixed-Route service
open to the public

City Bus Route deviates from
the regular fixed-route up to
 $\frac{3}{4}$ of a mile, curb to curb
service with advanced
reservation. Service is free.
\$1 fare for service to Canby
and Clackamas Community
College.



FY26-27STIF Impact

- Additional service:
 - Clackamas Community College – Additional bus added to route M-F
 - Molalla – new City Express service, M-F 10am – 4pm
 - Canby – extended service morning and evening
- Introduce tools to improve rider information, simplify trip planning, and provide riders access to real-time vehicle arrival information through Passio GO and Ride Clackamas apps.
- Newer efficient vehicles to maintain service reliability and reduce fuel consumption.
- Introduction of District's first Electric Vehicle
- Installation of Generator System



FY28-29 STIF Plans

Maintaining current services for our riders:

City of Molalla Loop and City Express Service that is heavily utilized by older adults and people with disabilities

Canby Route

CCC Route

Improve additional rider features such as bus shelters and electronic schedule boards.

Continue to provide rides for older adults and disabled riders





DWIGHT BRASHEAR

SMART is owned and operated by the City of Wilsonville

Gave 191,660 rides in FY2026

Nine routes: Four in town and connections to Canby, Salem, Tualatin, Clackamas & Woodburn

Programs: Dial-A-Ride, Transportation Options

All service is free except to Salem



FY26-27STIF Impact

- Started new route to Woodburn in January 2026
- Started new route to Clackamas Town Center May 2026
- Supported customer service at the transit center
- Continued regional connectivity to Tualatin and Salem
- Continued out-of-town medical Dial-a-Ride service
- Purchased electric Ford Transit van
- Updated bus stop signage



FY28-29 STIF Plans

- Continue regional service to Tualatin, Woodburn, Clackamas, & Salem
- Continue out of town Dial-a-Ride service for medical appointments
- Electric and CNG vehicles for replacement to support state of good repair
- Bus stop and amenities to improve access and promote ridership
- Continue including funds to administer the STIF program and contingency for operations and capital



Transit Providers

STIF Population Funding

ATFAC Process

CAT

STIF

Population
Funds For FY
28-29

Funding for weekday Dial-a-Ride
Services; Complementary Paratransit

STIF Population: \$277,403

5310: \$200,850

Total Funding: \$478,253

CLACKAMAS COUNTY

STIF Population Funds For FY 28-29

Volunteer Program (STIF) - \$56,972

- Continuing program that is highly successful and cost effective.

TRP Paid Driver Program (STIF) - \$1,134,327

- Combining three previous projects

Senior Center Specialized Services (STIF) - \$413,071

- Continuing program that is highly successful and cost effective.

Boring Lifeline Services (STIF) - \$160,049

- Additional funds requested in current cycle to cover need

Waivered Non-Medical T-19 Match (STIF) - \$10,500

- Reducing ask as rollover STIF funds will cover difference and program has been under utilized



Population Funding for STIF Service for FY 28:
City Loop Existing STF Service for E&D: \$79,707



Population Funding for STIF Service for FY 29:
City Loop Existing STF Service for E&D: \$79,706



TOTAL STIF FUNDING FY 27-29:

\$159,413

SCTD

STIF
Population
Funds For FY
28-29

SAM
STIF
Population
Funds For FY
28-29

SAM Rides - \$378,015

- Dial-a-Ride program designated for Elderly and disable
- Open to the public but ADA rides are prioritized
- Free of charge

SAM Estacada - \$95,000

- Deviated service
- Created as a job access route and deviates to meet the needs of Elderly and Disabled; specifically in mobile home parks along the rural route



Out-of-Town Medical Dial-A-Ride Service



SERVICE TO ACCOMMODATE

Passengers With
Disabilities,
Low-income
Communities and
Population Over Age 65



MEDICAL TRIPS

For Life Sustaining
Services

FY 27 Funding Request
FY 28 Funding Request
Total Funding Request



TRANSPORTATION AVAILABILITY

Outside of Wilsonville
Boundaries

\$144,902
\$150,816
\$295,718

Questions ?
Comments?





Washington County's FY2027-29 Transit Investment Priorities

HB2017 Advisory Committee

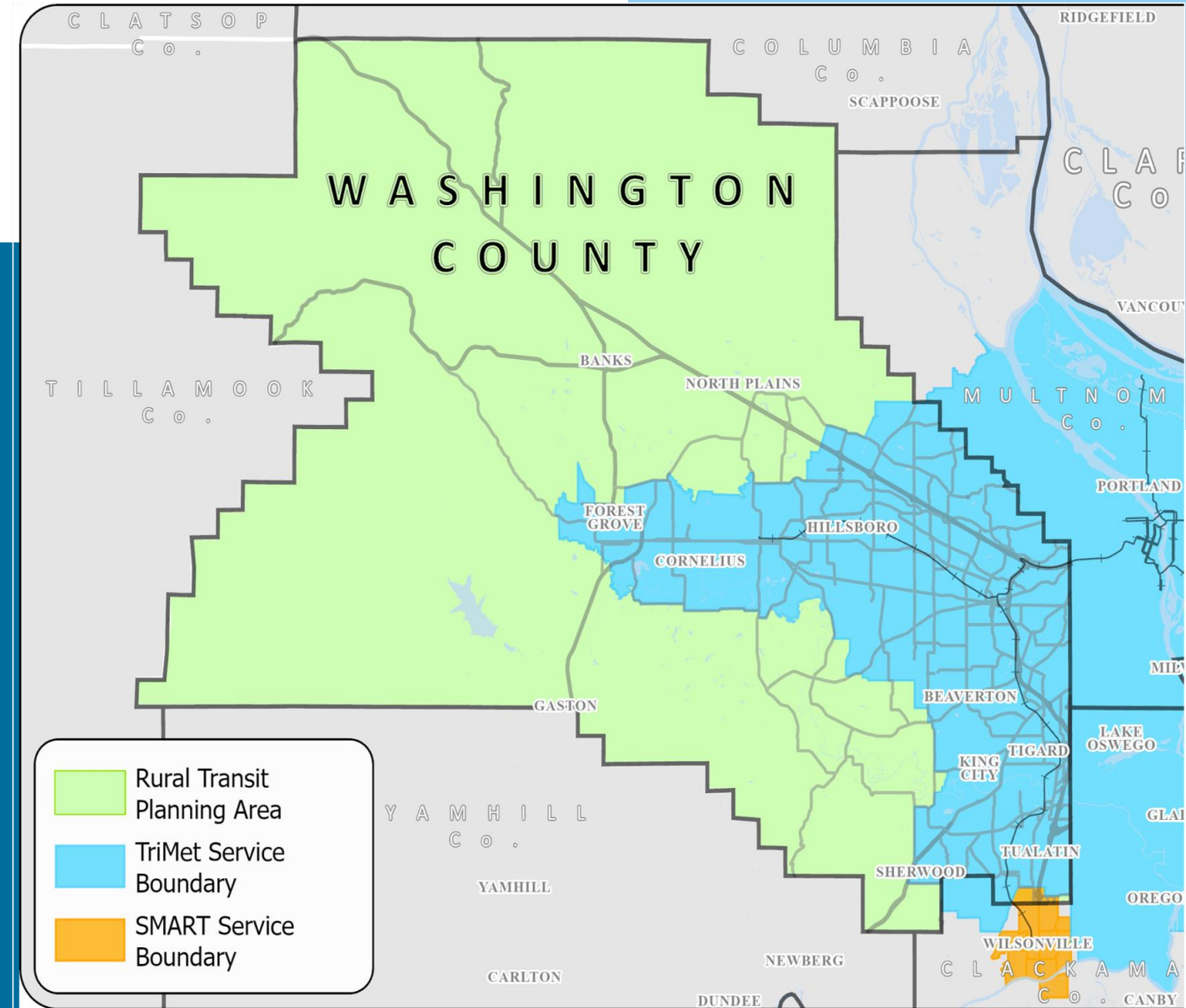
washingtoncountyor.gov



October 23, 2026

Washington County Service Areas

- Rural Transit Planning Area (outside TriMet Service Boundary and SMART district)
- Local shuttles (Regional Coordination) in areas not well served by fixed-route transit (inside TriMet Service Boundary)



Ride Connection

Contracts with County as Public Transportation Service Provider

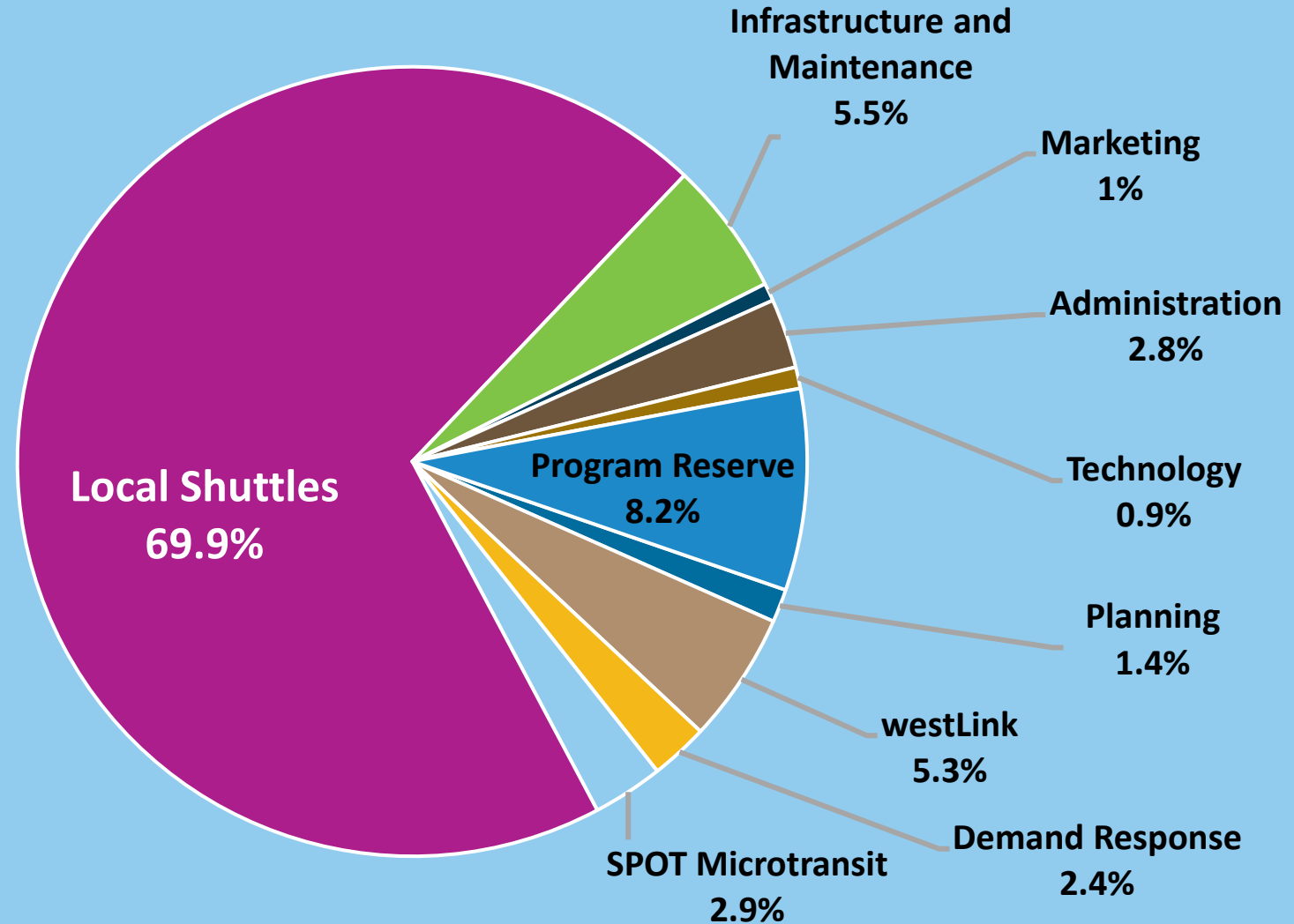
Leverages other private, local, Federal and State resources

Community partnerships and engagement



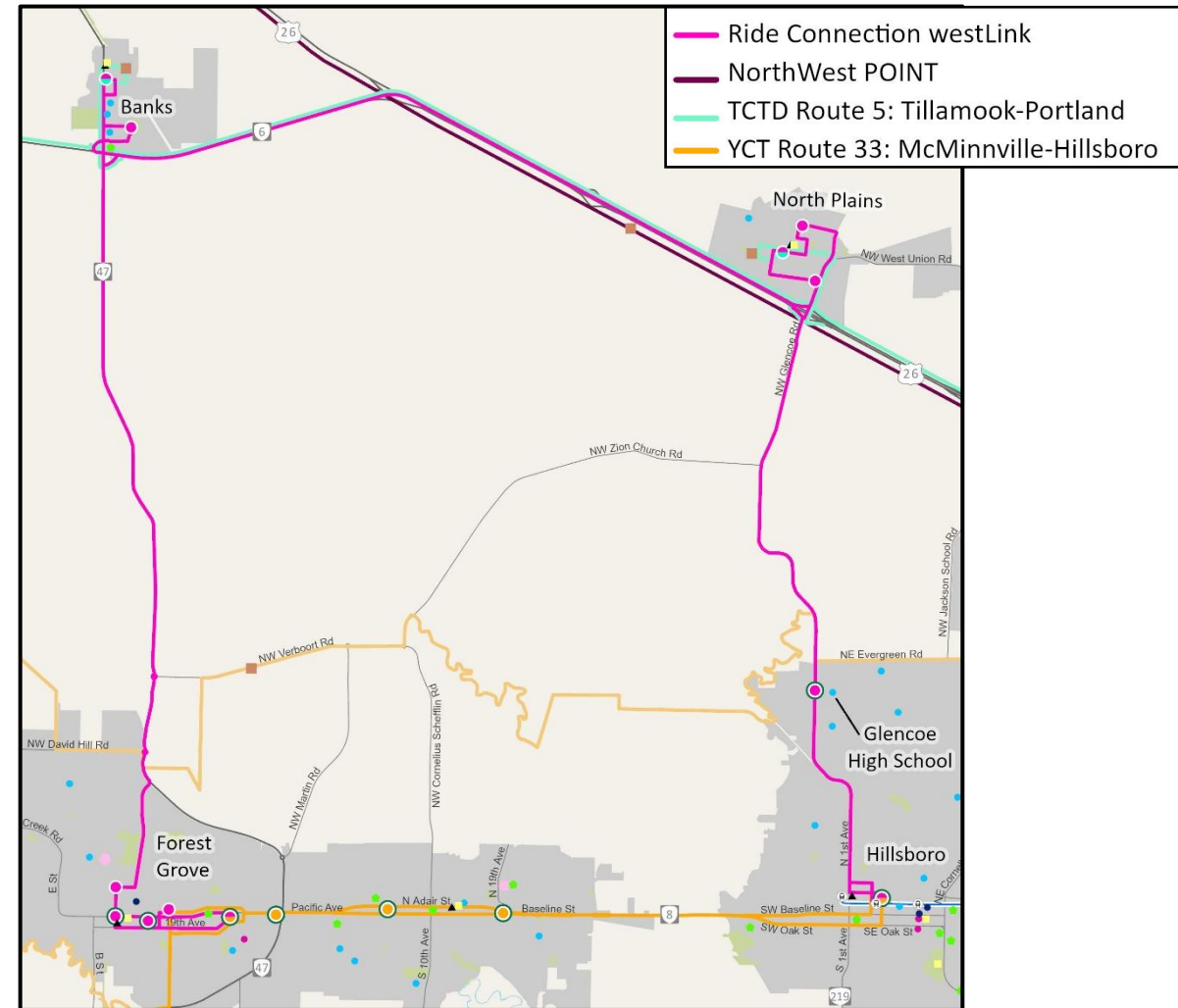
Projects and Budget Allocation

Projects
westLink
Local Shuttles
Rural Demand Response
Interregional Coordination
Planning
Capital Construction and Maintenance
Technology
Marketing and Administration



westLink

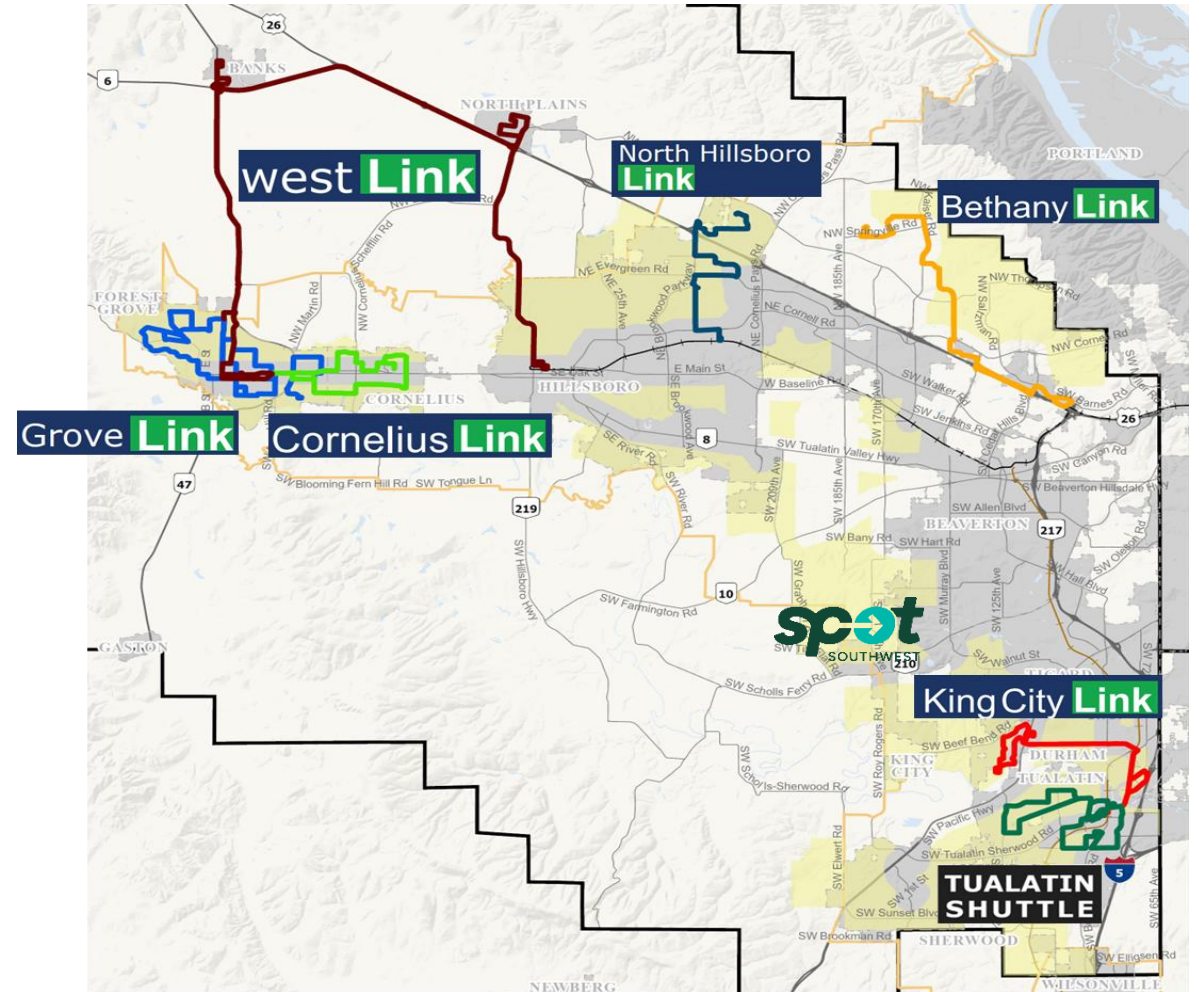
- Maintain service at current levels, 6 round-trips per weekday
- Modify route to expand coverage in North Plains and Banks to help shift trips from demand response, as needed



HB2017 Criteria	1	2	3	4
Meets?	✓	✓	✓	✓

Local Shuttles

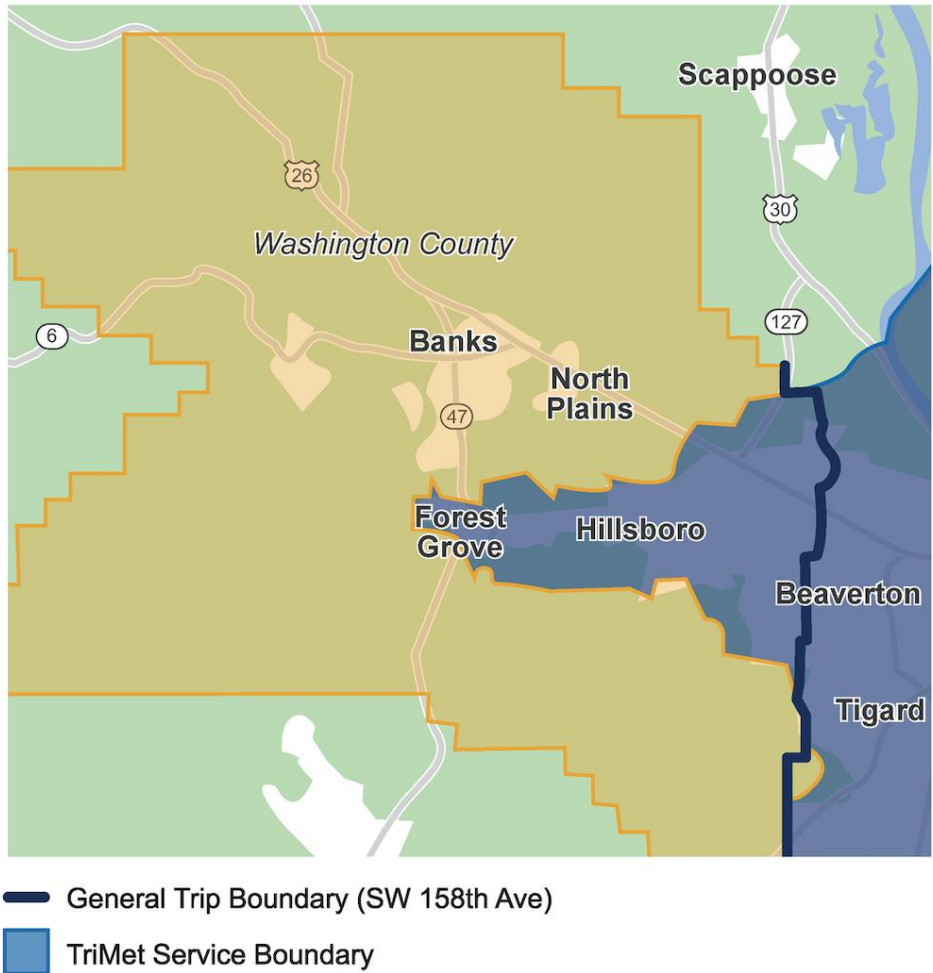
- Funded through TriMet Regional Coordination Program
- Maintain new and existing service
 - GroveLink and CorneliusLink
 - Tualatin Shuttle
 - North Hillsboro Link
 - King City Link
 - BethanyLink
- Service modifications as needed to meet existing demand
- Opportunity funds (match only) for continued SPOT operations



HB2017 Criteria	1	2	3	4
Meets?	✓	✓	✓	✓

Rural Demand Response

- Maintain general public access for rural service (weekdays with a trip cap of 10 per month)
- Encourage shifting trips that begin or end in Banks and North Plains to westLink, where feasible



HB2017 Criteria	1	2	3	4
Meets?	✓	✓	✓	✓

Interregional Coordination

- Continue coordination with Yamhill and Tillamook counties, SMART and POINT to improve connections within Washington County
- Improve service coordination through new/relocated stops or schedule changes



HB2017 Criteria	1	2	3	4
Meets?	✓		✓	

Planning

- Conduct planning work including evaluating transit priorities and update Transit Development Plan for FY 2029-31, including community engagement activities
- Service planning activities for Ride Connection, including westLink, local shuttles, and SPOT microtransit



HB2017 Criteria	1	2	3	4
Meets?	✓		✓	

Capital, Construction, Maintenance & Operations

- Opportunity funds (match only) for capital purchase of new fleet vehicles
- Match funds for shuttle stop infrastructure construction, access to transit improvements and charging stations for future zero-emission fleet
- Create and maintain asset management system for shuttle stop signage and capital assets
- Inspection and routine maintenance of shuttle stop infrastructure



HB2017 Criteria	1	2	3	4
Meets?	✓		✓	

Technology

- Opportunity funds (match only) for technology investments, including:
 - Computer-Aided Dispatch/Automated Vehicle Location (CAD/AVL) system
 - Software purchases for mobility and service planning, and
 - On-bus route and destination signage



HB2017 Criteria	1	2	3	4
Meets?	✓		✓	

Marketing and Administration

- Increase awareness and ease of use of services through developing printed materials, media buys, branding and other marketing strategies
- Manage STIF program and comply with Agreed Upon Procedures (AUP) as required by TriMet and ODOT

HB2017 Criteria	1	2	3	4
Meets?	✓		✓	

Thank you!

**Dyami Valentine, Transportation Planning
Section Manager
dyami_valentine@washingtoncountyor.gov**



A stylized graphic on the left side of the slide. It features two dark green mountain peaks with rounded tops. Below the mountains is a dark green wavy band representing a forest or a body of land. At the bottom is a blue wavy band representing water. The entire graphic is composed of solid-colored shapes with no outlines.

Multnomah County FY2028-29 STIF Plan

HB2017 Transit Advisory Committee
October 23, 2026

Eve Nilenders

Multnomah County Transportation
Planning and Development

Multnomah County STIF Programs at a glance

- Regional Coordination
 - ACCESS job-and community-connector shuttle, serving NE Portland south of PDX airport
- Rural Transit
 - Demand-response Service
 - Rural Shopping Shuttle
- Transportation Services to the Medicaid-Eligible Community (Title XIX Match)
 - Non-medical transportation rides supporting quality of life and independence for elderly and disabled community members



Program Evaluation Criteria (per Committee Bylaws)

- Eligible project
- Maintains an existing service
- Meets public transportation needs
- Are a responsible use of public funds
- Benefits historically or currently marginalized communities

Our services meet the criteria set forth in the HB2017 Transit Advisory Committee Bylaws and the 2025 TriMet Coordinated Transportation Plan.

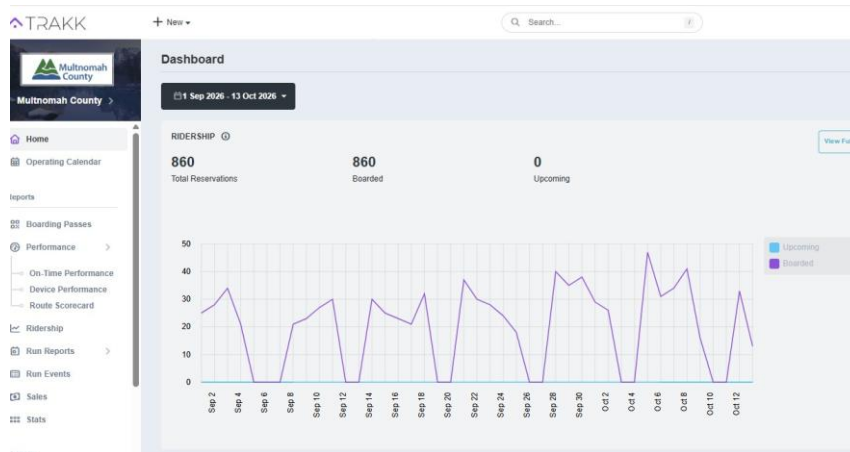


FY26-27 Work– Regional Coordination

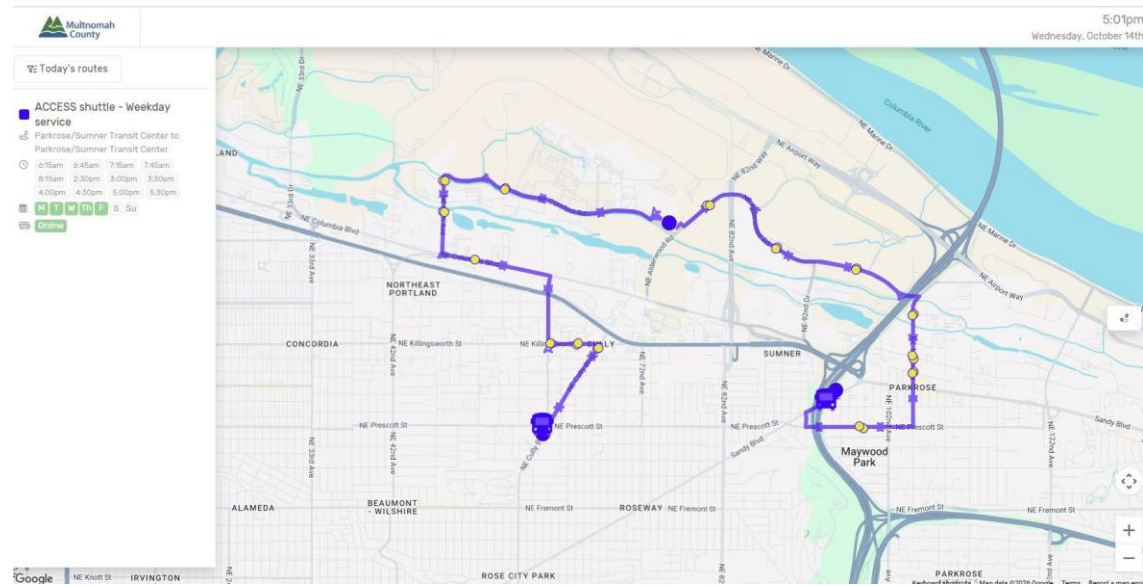
- ACCESS = Alderwood-Cornfoot-Columbia Employment Shuttle Service
- Free service providing last-mile connection from MAX and bus
- Provides connections to multiple destinations:
 - Jobs, retail, and groceries
 - Affordable housing (Hacienda CDC, Las Adelitas)
 - Parks and community centers
 - Bienestar de la Familia / Ortiz Community Center
 - NAYA
 - Whitaker Ponds
- ACCESS Shuttle provided 5223 rides in FY26.



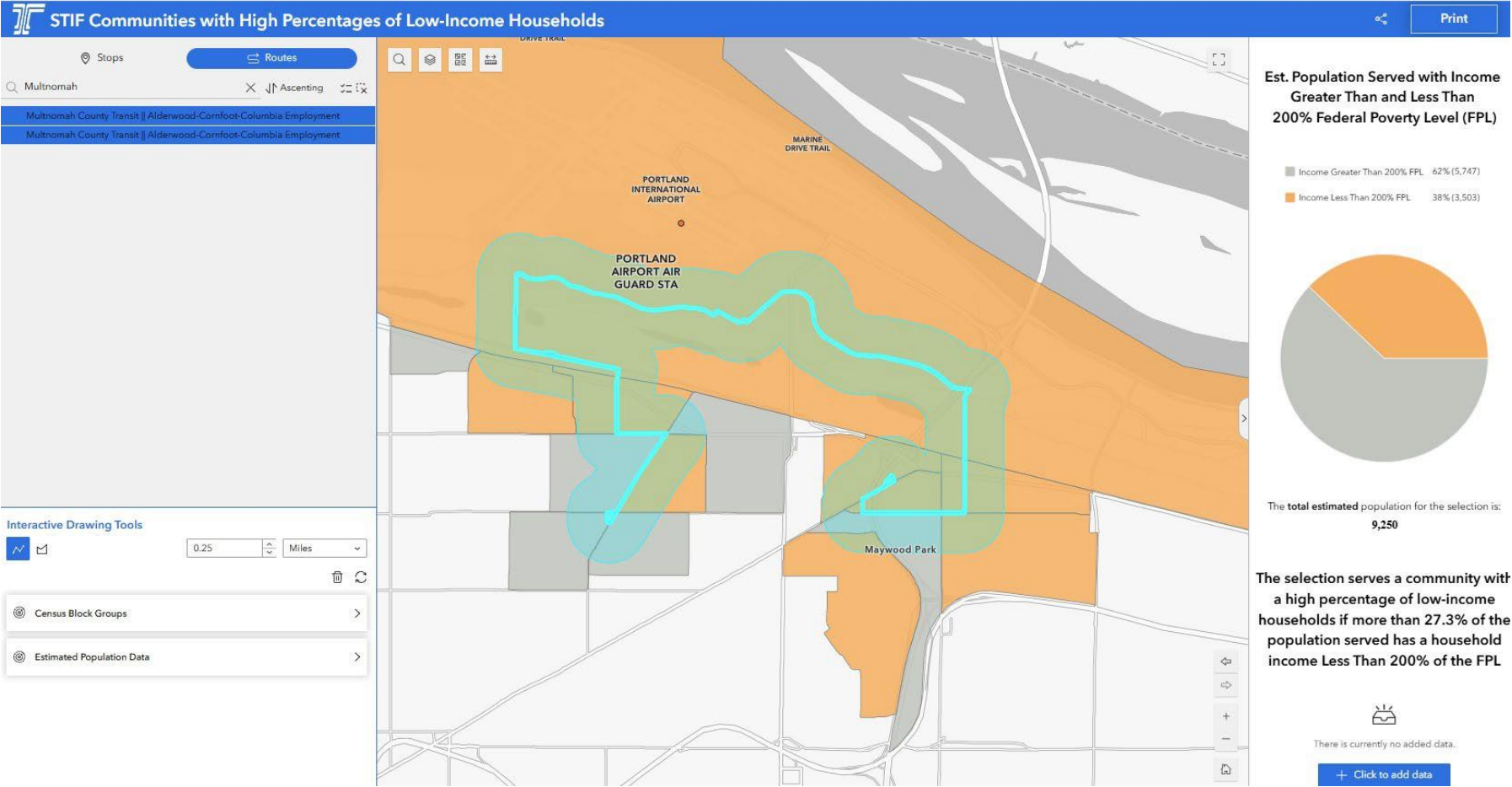
FY26-27 Work– Regional Coordination



- Increased service to half-hourly at the peaks
- Launched real-time vehicle location tracking and electronic passenger counts using Trakk
- Improved ridership reporting and real-time communications with



ACCESS Shuttle and Low-Income Communities



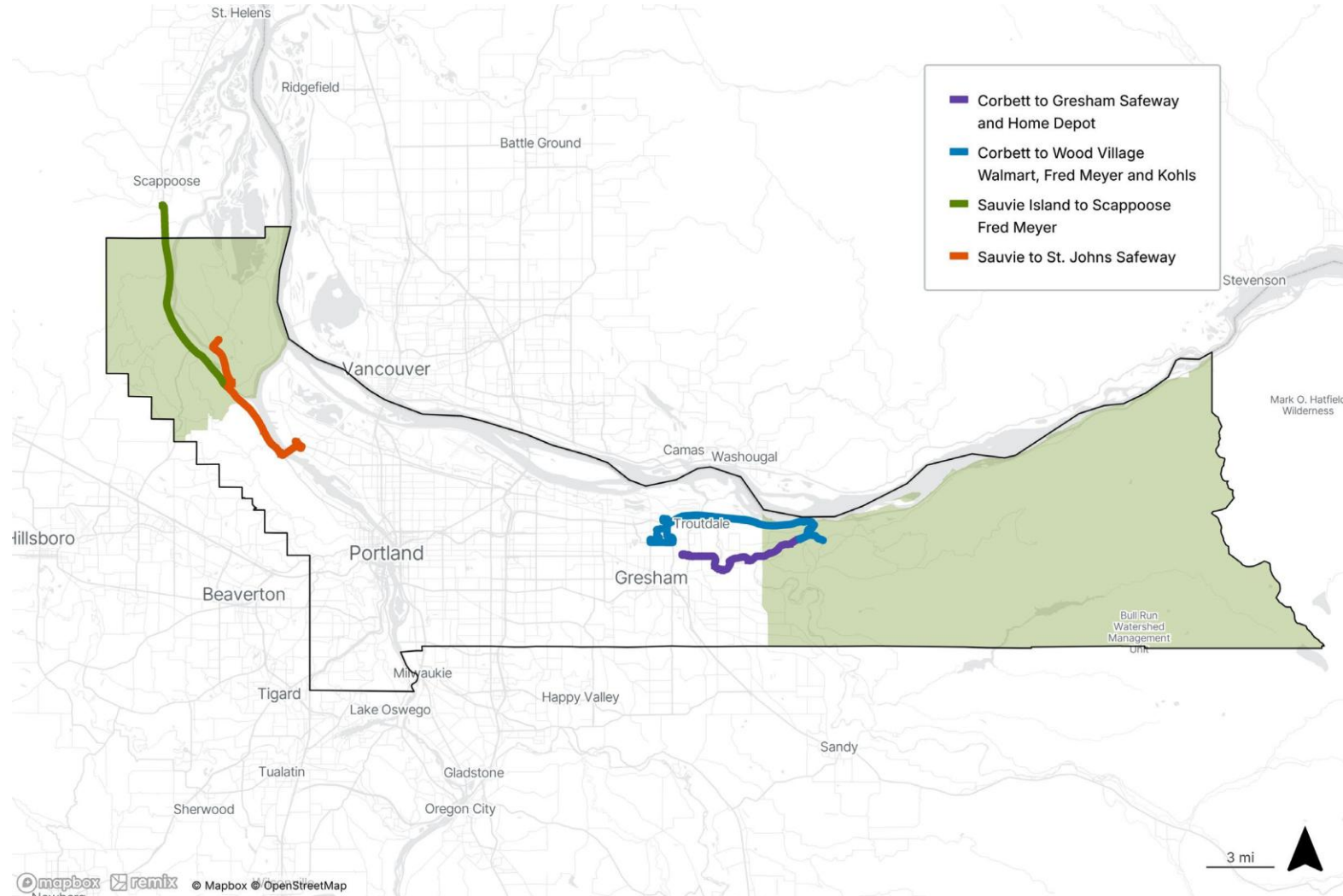
FY2026-2027 Rural Transit Work



- Provided demand-response (dial-a-ride) service to rural parts of the county
- Piloted Rural Shopping Shuttle
- Public engagement at community events



Rural Shopping Shuttle Routes



Non-medical Transportation Services (Title XIX Match)

- Provides on-demand or scheduled rides to vulnerable individuals
- Goal is to meet individuals' community integration, social, and recreational needs



Non-medical Transportation Services (Title XIX Match)

- Eligibility
 - Adults age 60 and up, and people with disabilities
 - Active Medicaid benefit
 - Income within 200% of the Federal Poverty Level
 - Limited or no alternative supports for rides
- FY2026 impact: 19,346 rides provided



Non-medical Transportation Services (Title XIX Match)

Non-Medical Transportation Rides

Fiscal Year
FY 2026

Mode Group
Multiple values



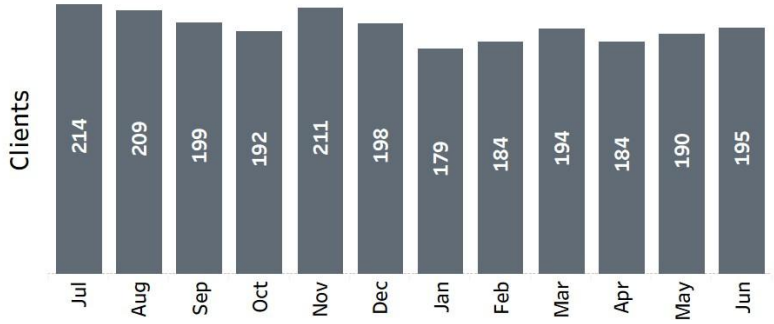
19,346 Rides



↑ Use this chart as Filter



377 Clients



Rides By Mode Group

Ambulatory

14,431

Rides

Non-Ambulatory

4,915

Rides

↑ Use these charts as Filter

Rides By Mode

Bus

2,211

Sedan

12,220

Wheelchair

4,915

Clients By Ride Mode Group

Ambulatory

258

Clients

Non-Ambulatory

159

Clients

Clients By Ride Mode

Bus

18

Sedan

242

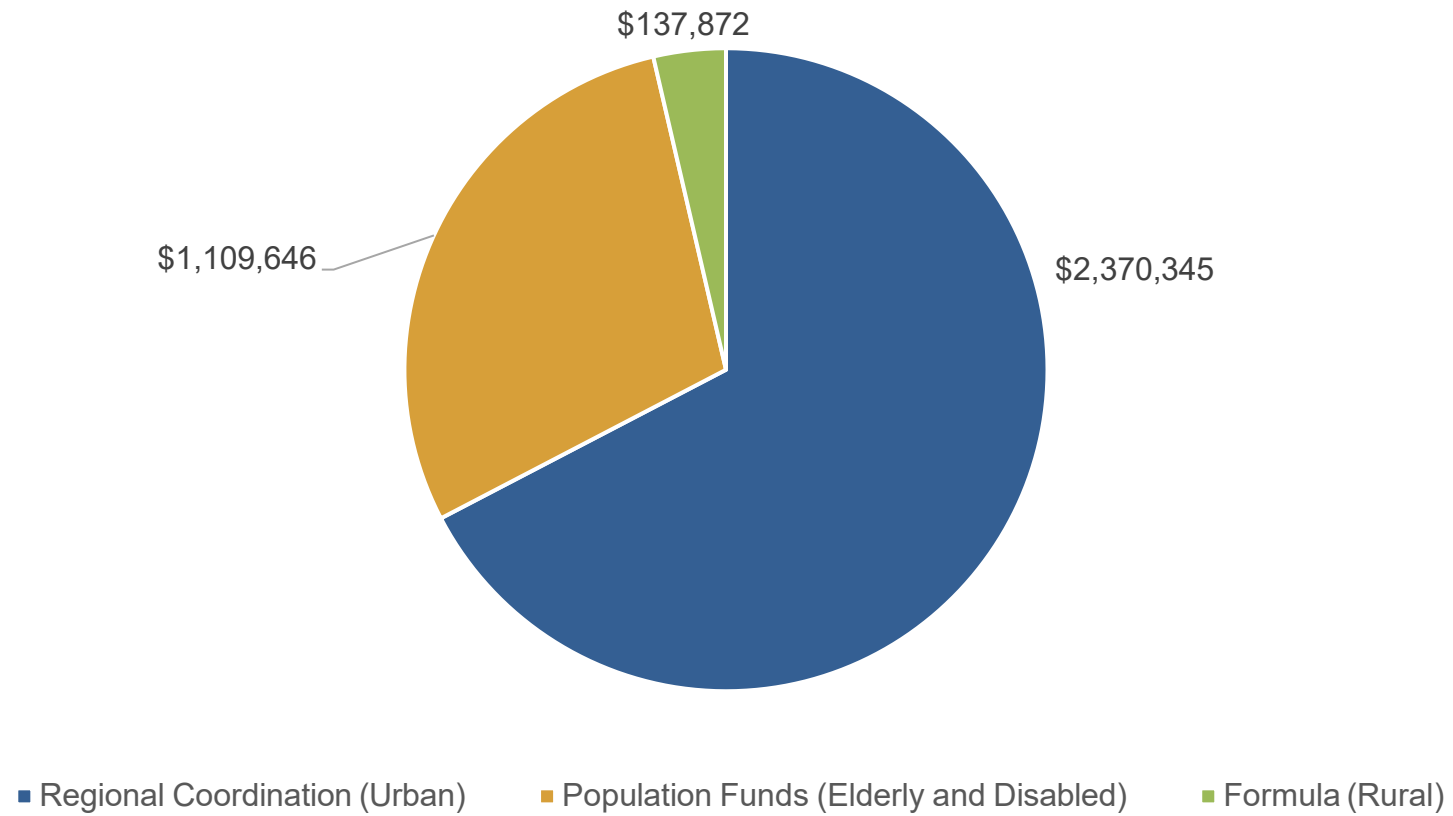
Wheelchair

159



Multnomah County's FY2028-2029 STIF Funding

FY2028-2029 Funding by Type



Multnomah County FY2028-29 STIF Plan

- Regional Coordination
 - Maintain and refine ACCESS shuttle service
 - Adjust service hours and route to better meet needs
 - Wrap up Transit Access to Jobs study
- Rural Transit
 - Continue and promote rural demand-response service
 - Explore and develop other options with the community in place of shopping shuttle
- Transportation Services to Medicaid-eligible Community:
 - Continue provision of non-medical transportation rides supporting quality of life and independence
- Contingency, Planning, Administration



Thank you! Any questions?



For more information: www.multco.us/transit



A Portland Streetcar, numbered 022, is crossing a cable-stayed bridge. The car is orange and green with "PORTLAND STREETCAR" written on its side. The destination sign on the front reads "B LOOP Lloyd via OMSI". The bridge has white cables and a clear blue sky is in the background.

Portland Streetcar STIF Allocation

- \$3.4m/year for Service Preservation.
- STIF revenues used to fund a portion of City of Portland's share of daily operations.
- Maintain frequency and reliability for approximately 9,000 riders/day.



Portland Streetcar meets all STIF Plan Evaluation Criteria

- Is the project eligible for STIF funding?
 - ✓ Yes. Portland Streetcar is an eligible public transportation service.
- Is the project an existing project?
 - ✓ Yes. This is an existing project in the current STIF Plan.
- To what extent does the project serve a transportation need and is a good use of public funds?
 - ✓ Yes. Funds help preserve frequent, reliable transit service for approximately 9,000 daily riders and provide a portion of total City operating costs.
- To what extent does the project serve underserved communities?
 - ✓ Yes. Streetcar continues to serve multiple adopted equity areas and benefits riders including lower-income households, older adults, people with disabilities, and households without cars.

Portland Streetcar Rider Demographics

- 55% do not own a car
- 68% rent their homes
- 36% identify as having a disability
- 35% are over the age of 65
- 31% earn less than \$33,000/year
- 69% ride daily or several times per week

Context:

40% of the affordable housing units built in Portland since 2001 are along the streetcar routes.



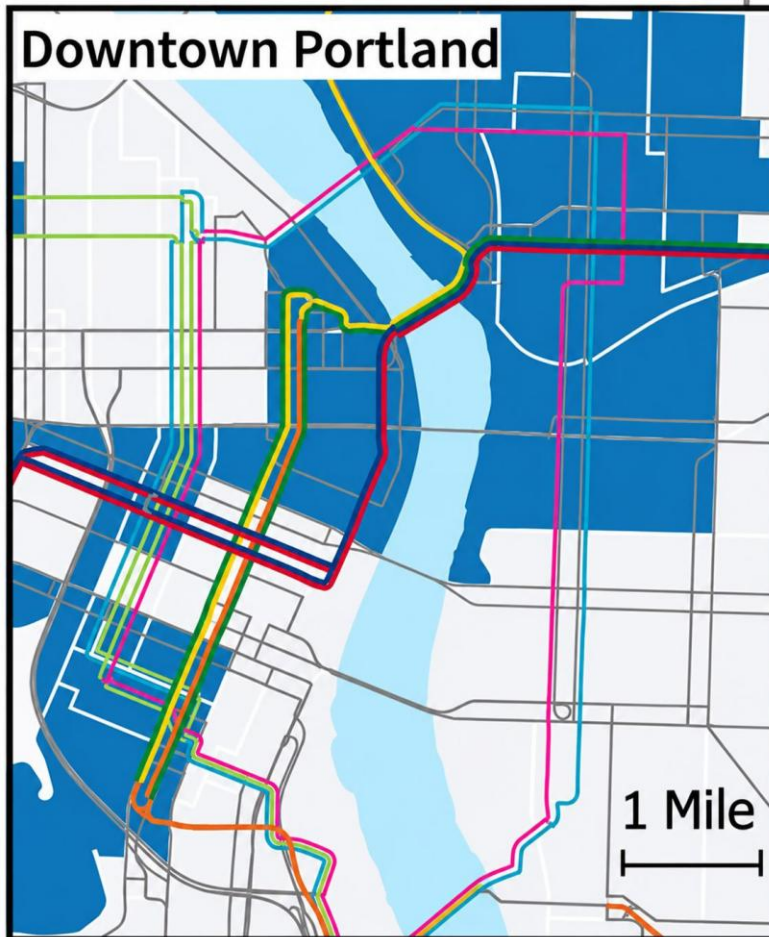
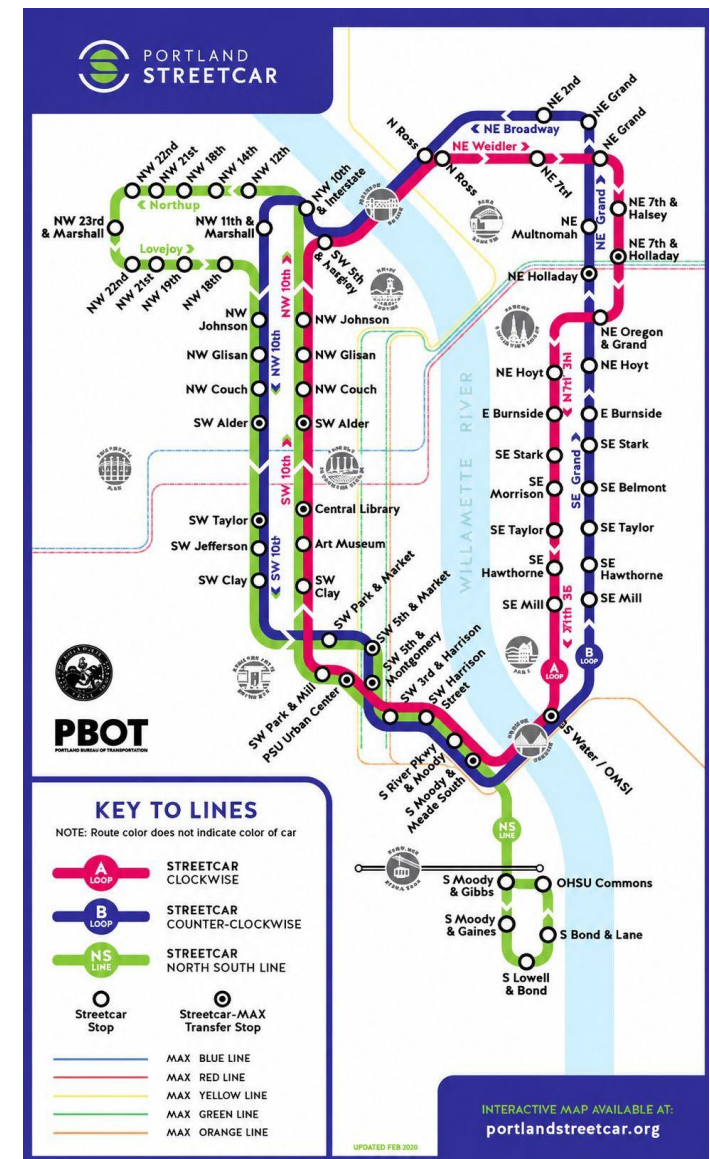
Portland Streetcar

multiple

equity areas

on the adopted

Equity map



Continued Streetcar operations maintain access to transit for historically and currently marginalized communities, including older adults, people with disabilities, and lower-income riders.

Questions

Thank You

Next Meeting: October 23, 2026

