

HB 2017 Transit Advisory Committee Minutes

Date: November 21, 2025

Time: 10:00 a.m. – 11:30 a.m.

Meeting Location: Virtual (Zoom)

Attendees:

Committee/Sub-Committee Members

Ally Holmqvist (Metro)

Andrew Aebi (TriMet Board District 3)

Andy Nelson (Ride Connection)

April Bertelsen (City of Portland, PBOT)

Aron Carleson (Hillsboro Schools Foundation)

Bryn Thomas

Commissioner JD

Commissioner Paul Savas (Clackamas County)

Dan Bower (Portland Streetcar, Inc.)

Diana Kotler

Dyami Valentine (Washington County – outside TriMet district)

Emily Motter

Eve Nilenders (Multnomah County)

Heidi Muller (Canby Area Transit)

Jan Campbell (TriMet Committee on Accessible Transportation)

Jason Snider (Washington County Commissioner)

John Mira (Ride Connection)

Kelsey Lewis (Wilsonville SMART)

Kristina Babcock (Clackamas County Transit Services)

Marcy Hughes (Metropolitan Family Service)

Margi Bradway (Multnomah County)

Mary Lou Ritter (Accessible Transportation Funds Advisory Committee)

Miranda Seekins (Washington County)

Michael Morrow (Committee Chair)

Phil Selinger (TriMet Board District 2)

Reza Farhoodi (TriMet Board District 5)

Sara Wright (City of Portland)

Sarah Iannarone (The Street Trust)

Sushmita Poddar (TriMet Board District 1)

T.J. McHugh

TriMet

Alex Page

David Bouchard

Debbie Gregg

Jeff Rogers (he/him)

JP Gonzalez

Kittie Kong

Tom Mills

Minutes:

Agenda Item 1

Welcome, Introductions, and Public Comment

Committee Chair Michael Morrow opened the meeting, welcomed attendees, and facilitated introductions across committee members, agency partners, service providers, and TriMet staff. He outlined that the focus of the meeting was to review FY 2024–25 STIF-funded accomplishments for partner providers and to preview proposed investments for the FY

2026–27 biennium. Public comment was opened twice; no members of the public offered comment, and the meeting moved to the announcements and presentations.

Agenda Item 2

Announcements

Sarah Iannarone (The Street Trust) provided an update on the statewide transit funding landscape. She noted that transit providers across Oregon, including TriMet and its regional partners, continue to face serious long-term funding challenges. She emphasized that many decision-makers do not fully understand how transit is funded, which contributes to decisions that can undermine service. The Street Trust is working to organize riders, community organizations, and climate advocates to defend existing service and to secure stable, progressive, long-term revenue sources for public transportation. Committee members were encouraged to stay engaged in these efforts. The Chair acknowledged the importance of this work and thanked Sarah for the update.

Agenda Item 3

FY 2024–25 STIF Provider Accomplishments and FY 2026–27 Plans

The committee received a series of presentations from Public Transportation Service Providers (PTSPs) covering accomplishments funded by the Statewide Transportation Improvement Fund (STIF) during the 2024–25 biennium and preliminary proposals for the 2026–27 STIF cycle. As TriMet’s own STIF report had been presented at a prior meeting, this agenda focused on partner providers.

Clackamas County and Partner Providers

Canby Area Transit (CAT) – Kristina Babcock reported that CAT continued operating the 99X intercity route (Woodburn–Oregon City), a local loop within Canby, and demand-response services. With STIF support, CAT maintained its fareless policy and Saturday service. Ridership remained steady across the network. In response to a question from Jan Campbell (Committee on Accessible Transportation), Kristina clarified that the 99X serves a stop near the Woodburn outlet area but does not loop through the outlet complex itself. CAT’s priorities for FY 2026–27 are to preserve existing service levels, maintain fareless operations, and continue Saturday service.

Clackamas County Programs – Kristina summarized county-managed services, including Mount Hood Express, the Village Shuttle, last-mile shuttles, and demand-response service for older adults and people with disabilities. During FY 2024–25, these programs provided approximately 64,000 rides on mountain-area services, about 34,000 rides on last-mile shuttles, and roughly 47,000 rides on demand-response services. STIF supported continued operation of these services, expansion and refinement of last-mile routes, and implementation of integrated real-time vehicle information across multiple small providers. For FY 2026–27, the county plans to focus on service preservation, the Mount Hood transit hub planning effort, capital needs such as vehicle replacements, and sustaining last-mile and demand-response mobility.

Sandy Area Metro – Sandy’s transit system, branded Sandy Area Metro, used STIF funds to maintain Saturday service, support regional connections (including links toward Gresham), and improve rider amenities such as Wi-Fi on selected routes. Priorities for the 2026–27 biennium include preserving current service levels and continuing to enhance accessibility and rider experience as resources allow.

South Clackamas Transportation District (SCTD) – SCTD serves Molalla and surrounding rural communities with a four-route network, including local routes and City Express service to Canby and Clackamas Community College. Some routes are fareless, while City Express service charges a fare. In FY 2024–25, STIF enabled the addition of AM and PM peak-period trips to better match commuter and school schedules, implementation of real-time arrival information, and installation of a backup power system at the operations facility. SCTD anticipates needing approximately \$1 million in FY 2026–27 STIF to preserve service and continue capital investments in vehicles and stop amenities.

Washington County

Reza Farhoodi presented Washington County’s STIF-supported programs. The county expanded its intercity shuttle between Banks, North Plains, Hillsboro, and Forest Grove to six weekday round trips and extended coverage to areas near Glencoe High School. Rural demand-response services increased their hours to accommodate growing needs for trips to medical appointments, shopping, and other essential destinations. The county continues planning an employment connector to link residents with job sites that are difficult to reach by fixed-route transit. Washington County is also launching a bus stop enhancement program to install shelters and improve pedestrian access at selected stops. A microtransit pilot serving southwest Beaverton, Progress Ridge, River Terrace, and the Mountainside High School area is planned for early 2026. The service will be fareless, use ADA-accessible eight-passenger vehicles with bike racks, and provide on-demand trips within the zone with connections to the Washington Square Transit Center.

In discussion, committee members noted that these initiatives align with long-standing regional goals to improve transit access in growing suburban and rural areas. Aron Carleson stressed that while access around Glencoe has improved, many other high schools in the region still lack adequate transit service and will require continued advocacy and investment.

Multnomah County

Eve Nilenders summarized STIF-supported services in Multnomah County, including regional coordination shuttles within the TriMet district, rural transit services outside the district, and the Title 19 (Medicaid) transportation match program. Regional coordination shuttles delivered more than 61,000 rides during the biennium. Upgraded data systems now enable stop-level ridership analysis, which identified the Access Shuttle transfer point as the highest-use location in the shuttle network. Some shuttle corridors were replaced by expanded TriMet fixed-route service, such as Swan Island evening trips now served by TriMet Line 40. In at least one corridor, shuttle frequency was improved from hourly to 30-minute peak service. For FY 2026–27, Multnomah County plans to preserve core shuttle

operations, evaluate demand for expanded hours and weekend service, and conduct a job-access study to better align shuttle routes with employment centers. County and PBOT staff emphasized that the Access Shuttle remains critical for connecting workers to industrial-area jobs.

Portland Streetcar

Dan Bower reported that STIF funding helps maintain approximately 65,000 annual service hours on Portland Streetcar, carrying 9,000–10,000 daily riders. An RFP is currently open for 15 new fully low-floor, battery-capable streetcars, with delivery targeted for 2028–2029. Dan addressed accessibility and rider experience concerns raised by Jan Campbell, including inconsistent accessibility on the newest cars and cleanliness and monitoring of conditions on board. He noted that three recently purchased vehicles that do not fully meet local accessibility expectations are being sold to Tacoma, and that vehicles procured under the new RFP will reflect Portland Streetcar’s accessibility standards. He also explained that on-board ambassador staff are funded separately from STIF and currently number eight employees across four positions, covering roughly 7:00 a.m. to 9:00 p.m. daily. Dan expressed interest in continued collaboration with the Committee on Accessible Transportation on vehicle design and accessibility issues.

Ride Connection and Metropolitan Family Service

Andy Nelson described how Ride Connection uses STIF funding to support a tri-county community transportation network, including administrative backbone functions, direct operations, and capital investments. In the 2024–25 biennium, the Ride Connection network delivered more than 400,000 rides, with seven partner agencies operating at full levels. STIF also supported travel training for approximately 1,800 riders, helping older adults and people with disabilities learn to use fixed-route transit, paratransit, and other services. The King City Link neighborhood service continued to grow in use and importance.

Marcy Hughes reported on Metropolitan Family Service’s Project Linkage program, which provided nearly 47,000 rides during the biennium and restored volunteer driver capacity to about 90 percent of pre-pandemic levels. She shared the story of a rider whose access to Project Linkage transportation enabled him to obtain critical medical care and safely maintain independence at home, demonstrating the life-saving and dignity-supporting impact of STIF-funded community transportation.

Agenda Item 4

Committee Terms, Membership, and Bylaws

Chair Michael Morrow reviewed the HB 2017 Transit Advisory Committee’s two-year term cycle, aligned with the STIF biennium. He noted that there would be no December meeting and that the committee would reconvene in early 2026 to begin the new term and the next phase of STIF planning. A recent bylaw amendment now allows members to serve up to four two-year terms (a maximum of eight years).

Members completing their terms were recognized and thanked for their service: Dan Bower, Jan Campbell, Aron Carleson, Deanna Palm, and Commissioner Paul Savas. Members who departed earlier in the biennium were also acknowledged, including Adam Argo, Commissioner Julia Brim-Edwards, Reza Farhoodi, John Isaacs, Former Commissioner Roy Rogers, and Julie Wilcke. Outgoing members offered reflections emphasizing the importance of high school transit access, continued progress in accessibility, and preserving transit coverage in rural and suburban communities that rely heavily on STIF-funded services.

Agenda Item 5

Adjournment

With no further business before the HB 2017 Transit Advisory Committee, Chair Michael Morrow adjourned the meeting. Committee members and staff exchanged holiday well-wishes.