

TRI-COUNTY PUBLIC TRANSPORTATION IMPROVEMENT PLAN

*FY2026-FY2027 STATEWIDE TRANSPORTATION
IMPROVEMENT FUND (STIF) PLAN AND PROJECT LIST*

DECEMBER 2024



Table of Contents

- 1. INTRODUCTION 1
- 2. PROJECTED STIF FUNDING & ALLOCATION 2
 - 2.1 *STIF Sub-allocations*..... 3
- 3. DEMOGRAPHIC ANALYSIS 4
 - 3.1 *STIF Definition of Poverty*..... 4
 - 3.2 *Demographic Indicators of Low-Income Communities*..... 5
- 4. TRIMET PROJECTS 8
 - 4.1 *Proposed Funding Level*..... 8
- 5. PROPOSED SERVICE AND CAPITAL IMPROVEMENTS 9
 - 5.1 *TriMet* 9
 - 5.2 *Clackamas County and Clackamas Transit Providers*..... 16
 - 5.3 *Multnomah County* 21
 - 5.4 *Washington County*..... 22
 - 5.5 *City of Portland*..... 24
 - 5.6 *Ride Connection*..... 24

Attachments

ATTACHMENT A HB 2017 ADVISORY COMMITTEE AND ACCESSIBLE TRANSPORTATION ADVISORY COMMITTEE 26

ATTACHMENT B DIVERSITY AND TRANSIT EQUITY INDEX MEASURES AND DATA SOURCES..... 29

ATTACHMENT C REGIONAL COORDINATION PROGRAM – RECOMMENDED STIF-FUNDED PROJECTS 32

ATTACHMENT D STIF POPULATION BASED FORMULA FUNDS PROGRAMS AND HUMAN SERVICES PROJECTS 34

ATTACHMENT E TRIMET LOW-INCOME FARE PROGRAM..... 36

1. Introduction

The Oregon Legislature enacted House Bill 2017 (HB 2017), the Keep Oregon Moving act, in mid-2017. Keep Oregon Moving includes a new employee payroll tax that equates to less than \$1 per week for the average Oregon worker and is dedicated to funding the expansion of public transportation services. The payroll tax became effective on July 1, 2018 and is administered through the Statewide Transportation Improvement Fund, or STIF. Ninety percent (90%) of the STIF funds will be disbursed by formula to Qualified Entities (QE) based on the amount of payroll tax generated in their area.

The Oregon Legislature designated TriMet as the Qualified Entity (QE) for the tri-county region for the purpose of administering the STIF planning process, and receiving and distributing STIF funds for Clackamas, Multnomah, and Washington counties. As the QE, TriMet is responsible for submitting the biennial STIF Plan, which is based on the Tri-County Public Transportation Improvement Plan (PTIP) in consultation with a regional advisory committee, for approval by the Oregon Transportation Commission.

Originally adopted in 2018, this document serves as the region's 2024 Public Transportation Improvement Plan (PTIP) update. TriMet's committee, the HB 2017 Transit Advisory Committee (Advisory Committee), approved of the projects included in the PTIP. Go to **Attachment A** for the full Advisory Committee roster.

Notable highlights of the PTIP development process and findings are summarized here.

Defining Low-Income Communities for Plan Investments

A key objective of HB 2017 is to improve transit services in Oregon's low-income communities. The PTIP takes special effort to define what constitutes the low-income communities that will benefit from HB 2017 investments. The TriMet Transit Equity Advisory Committee helped develop the region's Diversity and Transit Equity Index (Index). The Index was approved by Advisory Committee and applied in the plan to guide improvement plans and programs that benefit low-income communities.

Assessing Need and Identifying Proposed Service and Capital Improvements

Reflecting legislative priorities identified in the Keep Oregon Moving act, the PTIP addresses the transportation needs of people residing and traveling within the region, especially those residents in low-income communities. Key project and program provisions of the PTIP include:

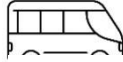




Implementing expanded reduced fare programs for low-income households



Fostering coordination between transit service providers to reduce fragmentation



Procure paratransit vehicles.



Increasing the frequency and adding new or expanded bus service in low-income communities



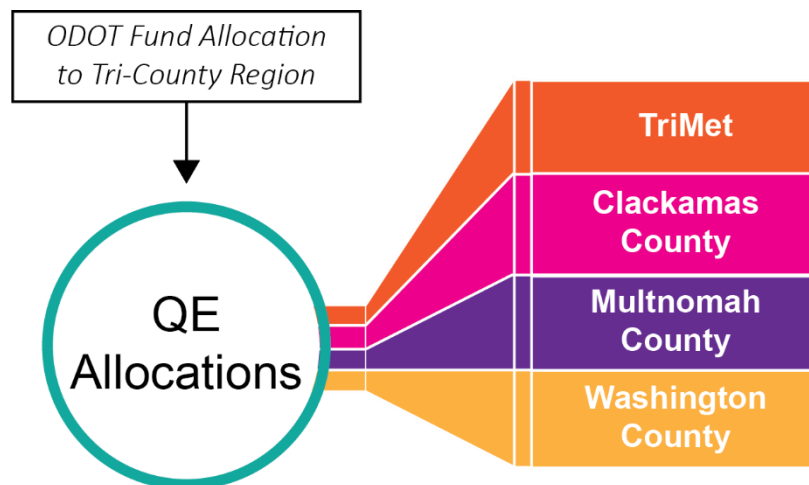
Improving the frequency and reliability of service connections between communities inside and outside of the TriMet service district



Expanding TriMet's Access Transit Program for students in Grades 9 through 12

2. Projected STIF Funding & Allocation

STIF Funds are made available through two different programs: STIF Payroll Based Formula Funds and STIF Population Based Formula Funds. The STIF Payroll Based Formula Funds are comprised of funds derived from the 0.001% employee payroll tax applied to all payroll in the QE area. These funds are disbursed based on where the payroll is earned. STIF Payroll Based Formula Funds are collected by the state and distributed to QEs to fund public transportation operations and capital improvements within their geographic areas. These funds are disbursed based on where the payroll is earned. TriMet, acting as the legislatively designated QE for the Tri-county region, is tasked with distributing STIF Payroll Based Formula Funds to the counties or other public transportation service providers (sub-recipients) within the three-county region. In the seventh full year of implementation (FY2024), the state and TriMet estimate that STIF revenue will be distributed to the region as follows:



STIF Population Based Formula Funds are mostly comprised of taxes on cigarettes and non-vehicle fuel taxes, and a portion of fees collected for photo identification cards. STIF Payroll Based Formula Funds are also included to help stabilize the funding. While these funds are disbursed across the state based on population, TriMet, as the region’s QE, allocates these funds across the tri-county region via a solicitation process conducted by the Accessible Transportation Funds Allocation Committee (ATFAC), a work group to the Advisory Committee. Go to **Attachment A** for the full ATFAC roster.

2.1 STIF Sub-allocations

HB 2017 requires TriMet, acting as the QE for the region, to recommend an appropriate process of sub-allocating STIF Payroll Based Formula Funds among the sub-recipients in the region. STIF Rules state:

To the extent possible, using the best available data, the sub-allocation method used by Qualified Entities must be proportionate to the amount of employee payroll tax revenue generated within the geographic territory of each Public Transportation Service Provider.

To meet this requirement in the 2024 PTIP, TriMet used ODOT’s Formula Fund Allocation Estimates to determine the allocation of funds between TriMet and the areas of Washington, Clackamas, and Multnomah counties outside of the TriMet district. TriMet relies on payroll history to further allocate STIF funds to the transportation providers in Clackamas County (i.e., South Metro Area Regional Transit in Wilsonville, Sandy Area Metro, Canby Area Transit, and South Clackamas Transportation District in Molalla) and in Washington County (i.e., South Metro Area Regional Transit in Wilsonville). **Table 1** summarizes the HB 2017 funding allocation to those areas outside of the TriMet district.

Table 1: Projected New STIF Revenues for TriMet & Public Transportation Service Providers, FY2026 – FY2027*

	FY 2026 - FY 2027 STIF Funds
TriMet	\$144,468,002
City of Canby	\$ 762,111
City of Sandy	\$336,016
South Clackamas Transportation District	\$598,168
City of Wilsonville	\$3,116,969
Clackamas County	\$1,340,371
Multnomah County	\$141,739
Washington County	\$933,960
Total	\$151,697,336

*Per ODOT’s direction, the amounts include a 20% over estimation to cover potential revenue surpluses.

In addition to new STIF revenues, TriMet and the Public Transportation Service Providers include unspent funds and interest from prior biennia in their STIF Plan. Adding these funds to the new STIF

Revenue, as seen in **Table 2**, provides a complete picture of the FY26-27 STIF revenue projected to be available to TriMet and the PTSPs.

Table 2: Projected New STIF Revenues and Unspent Funds and Interest from Prior Biennia for TriMet & Public Transportation Service Providers, FY2026 – FY2027*

	Projected FY 2026 - FY 2027 STIF Funds	Projected Unspent Funds and Interest from Prior Biennia	Total
TriMet	\$144,468,002	\$55,052,776	\$199,520,778
City of Canby	\$ 762,111	\$213,618	\$975,729
City of Sandy	\$336,016	\$243,899	\$579,915
South Clackamas	\$598,168	\$300,000	\$898,168
Transportation District			
City of Wilsonville	\$3,116,969	\$2,600,000	\$5,716,969
Clackamas County	\$1,340,371	\$825,000	\$2,165,371
Multnomah County	\$141,739	\$1,241,940	\$1,383,679
Washington County	\$933,960	\$860,600	\$1,794,560
Total	\$151,697,336	\$61,337,833	\$213,035,169

*Per ODOT’s direction, the amounts include a 20% over estimation to cover potential revenue surpluses.

3. Demographic Analysis

3.1 STIF Definition of Poverty

The STIF Plan must contain an explanation of how the Plan defines and identifies “communities with a high percentage of low-income households.” Furthermore, these definitions are to be incorporated in the Advisory Committee bylaws, so the members can consider these criteria in decision making.

In communities with high percentages of low-income populations, the STIF Plan

must demonstrate, and specify, the anticipated benefits and discrete measurable outcomes associated with each Project, including:

- An increase in frequency of bus service (schedules) in low-income population areas
- Expansion of bus routes and bus services
- Implementation of programs to reduce fares for public transportation

**THE TRI-COUNTY PUBLIC TRANSPORTATION IMPROVEMENT
PLAN IMPLEMENTS THE STIF RULES BY DEFINING POVERTY AS:**

... a household with a total income that does not exceed 200% of the (Federal) poverty guidelines*

*as updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of 42 U.S.C. 9902(2) for the 48 Contiguous States and the District of Columbia.

3.2 Demographic Indicators of Low-Income Communities

The Advisory Committee chose to expand the definition of poverty to include other factors that may indicate poverty and/or represent historically underserved communities. TriMet employed its Diversity and Transit Equity Index to identify equity areas that indicate high levels of poverty or underserved communities. The TriMet Transit Equity Advisory Committee developed the Diversity and Transit Equity Index (Index) to aid in planning transit service investments. The Index scoring regimen includes various measures that indicate the existence of low-income populations summarized by individual census block groups. Ten factors are normalized, scored, and integrated into the Index to describe and identify locations of high concentrations of low-income populations for the three-county region, including:

People of Color	Low Income Households*
Limited English Proficiency	Senior Population
Youth Population (age 21 and younger)	People with Disabilities (age 65 and older)
Households with Poor Vehicle Access	Access to Low and Medium Wage Jobs
Access to Affordable Housing	Access to Key Retail/Human/Social Services

* Persons Reporting Income Below 200% of Federal Poverty Level

For each of the region's Census block groups, the composite Index values are divided into quartiles. The original Diversity and Transit Equity Index and map was reviewed and approved in May 2018. The scoring and map was updated and approved by the by the Advisory Committee on March 22, 2024. See **Attachment B** for a full description and data source of each Index factor. **Figure 1**, maps the Diversity and Transit Equity Index (top scoring quartile - 25%) by Census block group for the entire tri-county region. **Figure 2**, maps the index for just the TriMet service district.

Figure 1: Top Quartile Results for Diversity and Transit Equity Index, Tri-County Area

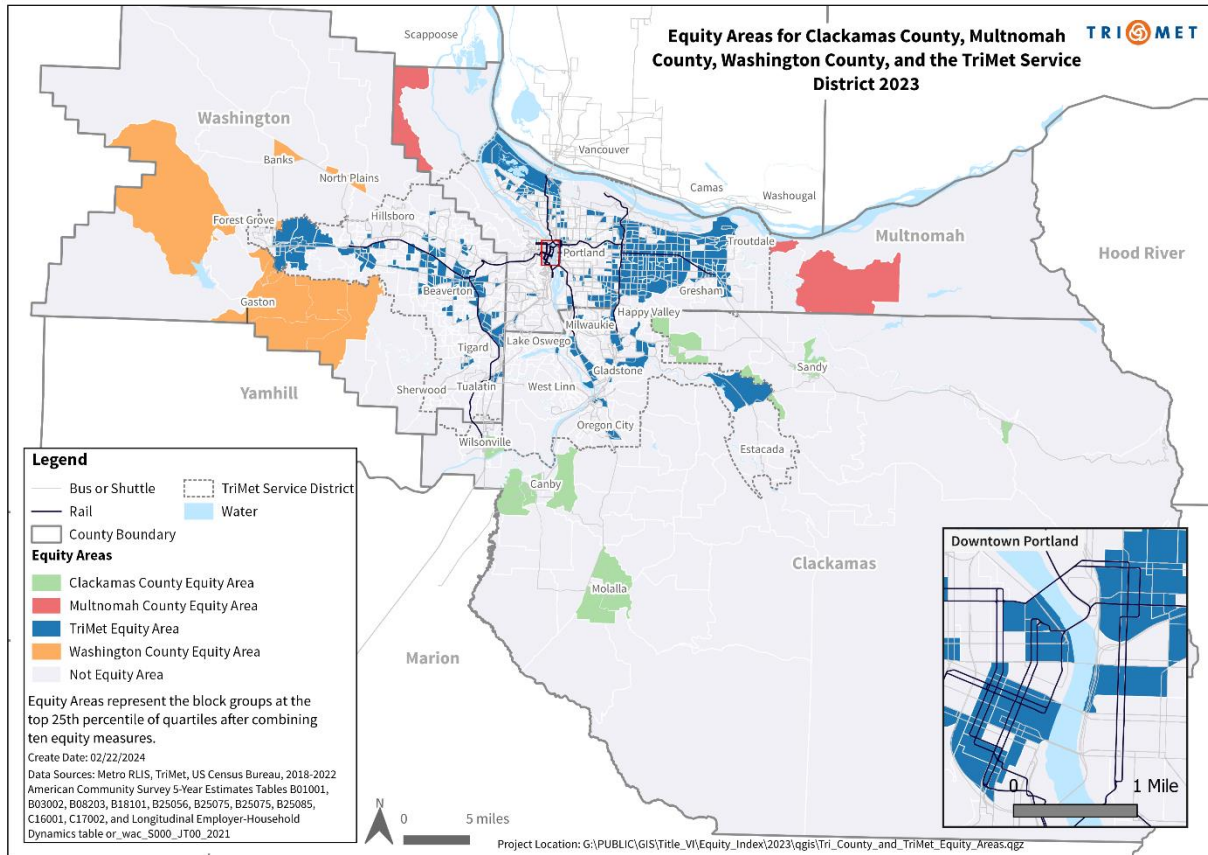
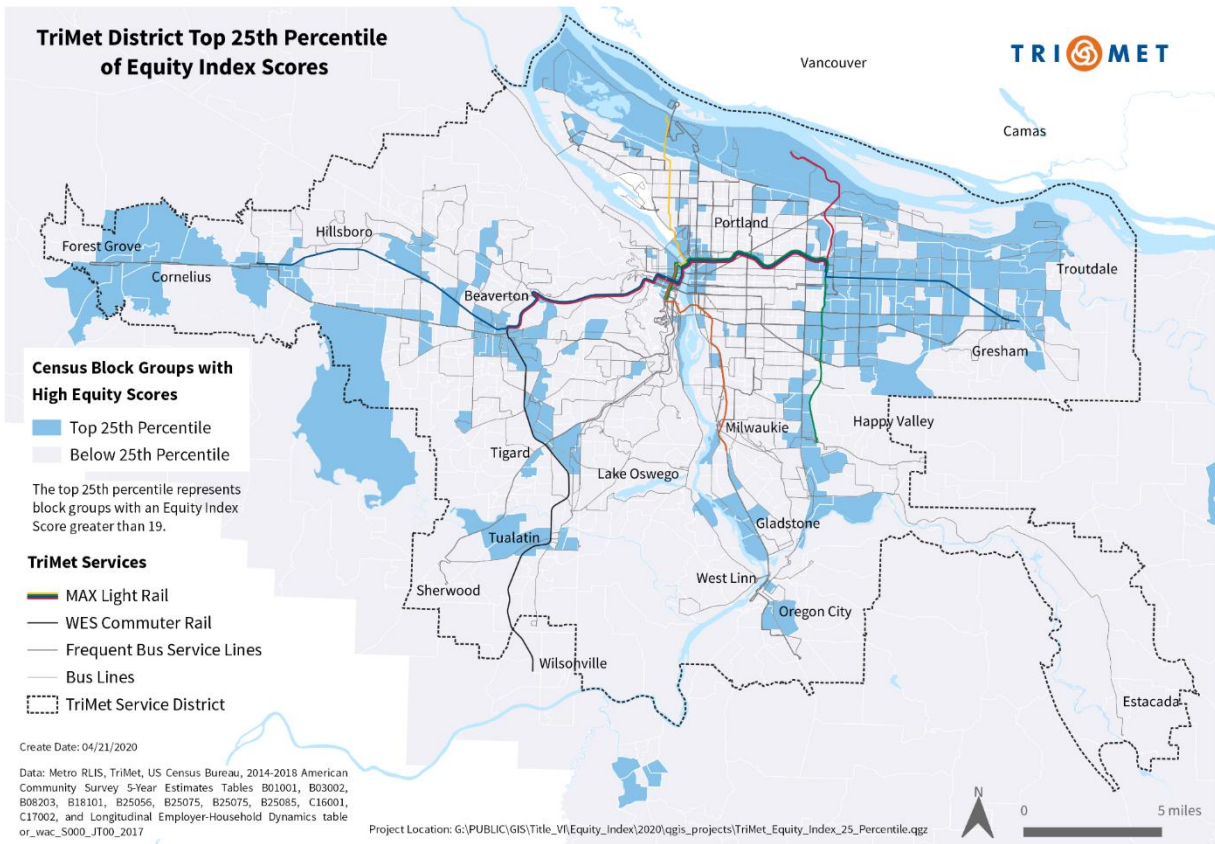


Figure 2: Top Quartile Results for Diversity and Transit Equity Index, Tri-Met Service District



4. TriMet Projects

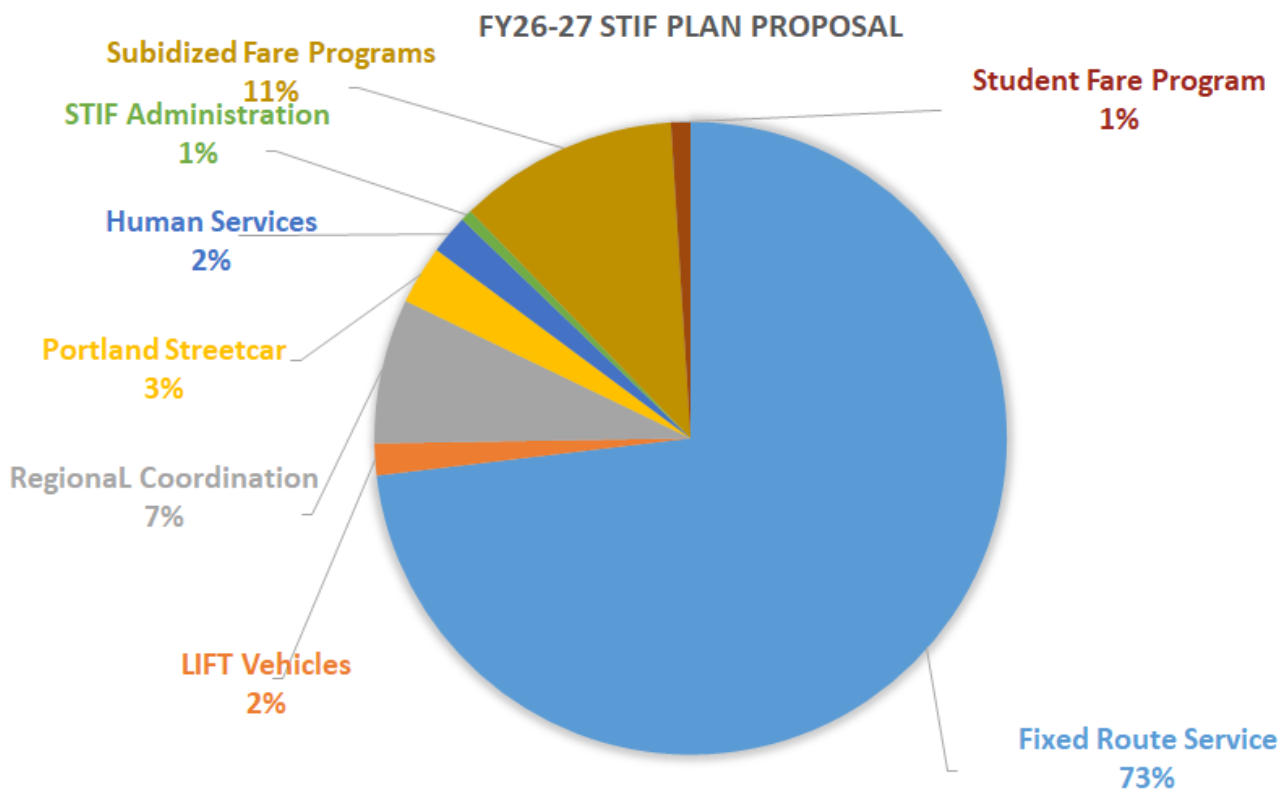
4.1 Proposed Funding Level

During the summer and fall of 2024, the Advisory Committee considered and recommended allocating ongoing funding towards eight projects and programs. As shown in **Figure 3**, the funding allocation includes important investments to continue expanding transit services and access in low-income communities:

Ongoing Funding

- Fixed Route Service: preservation and increase (\$145.9 million, 73%)
- Fare Subsidies: income based reduced fare, reduced fare based on military status, summer passes, and transit access grants (\$22.4 million, 11%)
- Student Fares: high school passes for low-income students (\$1.9 million, 1.0%),
- Vehicles: LIFT paratransit vehicles (\$3.6 million, 2%)
- Regional Coordination Program: exiting shuttle services to low-income communities and low-wage jobs within the district and between public transportation service providers in the region (\$14.8 million, or 7%).
- Portland Streetcar: maintain service (\$6.0 million, 3%)
- Human Services: bolstering the STIF Population Formula Funds (\$3.6 million, 2%)
- STIF Administration: labor and materials (\$1.1 million, 1%)

Figure 3: HB 2017 Funding Allocation, FY 2026 - FY 2027



5. Proposed Service and Capital Improvements

5.1 TriMet

5.1.1 Ongoing Transit Service Expansion and Preservation

The largest share of funding will be used to continue service expansion from prior years, to increase and improve transit service in the region, and to preserve existing transit service post COVID-19 pandemic.

5.1.2 Assessing the Transit Market for Future Service Improvements

Though TriMet increased service levels on eighteen bus lines in FY19 and FY20, the COVID-19 pandemic facilitated a steep drop in ridership and a halt to significant service improvements. Changes to the transit market resulting from the pandemic, such as greater work from home rates, lower peak commuter ridership, and increased demand to areas with essential workers have persisted through FY24. In response, TriMet has completed a comprehensive service analysis called Forward Together, which assessed how the market for transit service has changed and recommended the reallocation of existing service and future restorations to new and growing ridership opportunity areas, times of the day (i.e., off-peak times), and times of the week (i.e., weekends).

Specifically, the plan calls for:

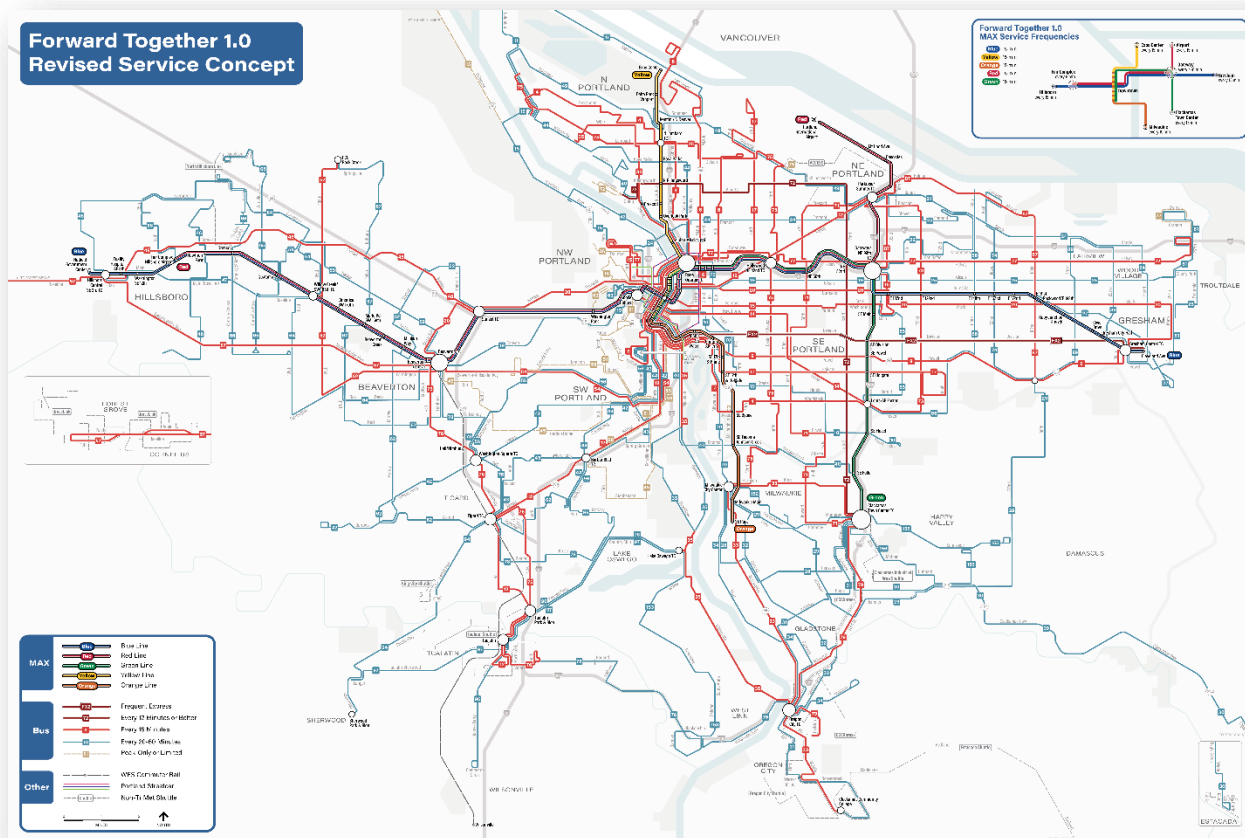
- new bus lines and route changes to areas where there is greater potential for transit ridership,
- Frequent Service upgrades to a significant number of bus lines so they operate at least every 15 min. between 7:00 a.m. and 7:00 p.m., seven days per week,
- more midday and weekend service to better serve low-income riders and essential workers who don't work an 8:00 a.m. to 5:00 p.m. weekday work shift, and
- a reduction or discontinuation of service to areas with low ridership, especially areas with high incomes where people have other transportation options.

The Forward Together service concept was completed in May 2023 with the first improvements starting in August 2023. Since then, TriMet has been incrementally implementing the service concept, though there is still much more to put into place. The 2024 PTIP relies on the service concept for upcoming service expansions and improvements.

Forward Together-Phase II, currently in the planning stages, will make recommendations for important service expansions and improvements with funds that go beyond what we know we can afford with current STIF funding projections. Future funding will need to be identified in order to make these improvements.

Figure 4 is the final Forward Together Service Concept map.

Figure 4: Forward Together Service Concept



5.1.3 Service Preservation and Expansion

The COVID-19 pandemic had a profound impact on transit ridership both in our region and across the country. Specifically, the increase in the rate of employees working from home has resulted in a large decrease in transit ridership. Though boardings on TriMet are growing (currently at about 71% of 2019 ridership), the market for transit rides to major employment centers remains significantly depressed, especially in downtown Portland where upwards of 30% of office space is vacant¹. This has resulted in reduced fare revenue. Since 2019, TriMet has lost more than \$50 mil per year in fare revenue due to lower ridership. This is exacerbated by the fact that bus and MAX service still hasn't been restored to their pre-pandemic levels – providing less opportunity for people to ride and pay a fare. Starting in 2020, the federal government provided financial assistance to

TriMet intends to dedicate \$145.9 million in STIF Payroll Based Formula Funds towards increasing bus and MAX service, maintaining prior service increases, and preserving existing service.

¹DOWNTOWN PORTLAND'S OFFICE VACANCY RATE IS HIGHEST IN THE NATION, REPORT SAYS, *Oregonian*, May 26, 2024

TriMet to help fill the deficit in fare revenue. However, federal assistance ended in July 2024, and STIF funding is now needed to help sustain TriMet’s existing transit service operations.

Using the *Forward Together* concept plan as a guide, TriMet plans to increase service with the intention of restoring the bus and MAX system service levels beyond the pre-COVID-19 levels in FY26 and FY27, though there will be differences on a line by line basis. This will support TriMet’s agency-wide goal of achieving 120 million rides per year in the future. In support of this effort, the Advisory Committee recommended dedicating \$145,942,093 of STIF funding in FY26 and FY27 for bus and MAX service preservation and expansion.

5.1.4 TriMet Fare Subsidy Programs

The committee recommends that TriMet continue to fund fare subsidies with STIF funding. TriMet’s fare subsidies are made available to the public in the following ways:

- Income Based Reduced Fare Program
- Military Status Reduced Fare Program
- Youth Summer Pass Program
- Transit Access Grants

TriMet’s Income Based Reduced Fare Program allows low-income citizens to pay an Honored Citizen fare when boarding the bus, MAX, WES, and Portland Streetcar. The Honored Citizen fare is half off the price of a full adult fare, and 72% off a monthly pass. Low income is defined as 200% of the federal poverty level, which for 2024 equals an annual gross income (before taxes) of \$30,120 for an individual, or \$62,400 for a family of four.

It is projected that \$22.4 million in STIF Payroll Based Formula Funds will be dedicated to the Low-Income Fare program.

Members of the following programs are automatically eligible to receive an Honored Citizens Fare:

- Oregon Health Plan/Medicaid
- SNAP/EBT (Electronic Benefits Transfer) Card
- Temporary Assistance for Needy Families (TANF)
- Free and Reduced-Price Lunch
- HUD Housing Choice Voucher
- LIHEAP (Home Energy Assistance)
- Employment Related Daycare
- Women Infants and Children (WIC)

TriMet’s Income Based Reduced Fare Program has enrolled over 72,000 people since 2018 with 27,963 actively using the program as of Dec. 2024 (go to <https://trimet.org/income/index.htm>).

TriMet’s reduced fare program also allows veterans, active-duty members of the military, and reservists to pay an Honored Citizen fare when boarding the bus, MAX, WES, and Portland Streetcar. TriMet began granting Honored Citizen status based on military service in November 2023 and currently has nearly 800 enrollees in the program (go to <https://trimet.org/fares/military.htm>).

TriMet’s Summer Pass Program is available to anyone between the ages of 14 and 18 years old during the months of June through August. Piloted in the summer of 2022, the Summer Pass Program allows

qualified youth to ride TriMet buses, MAX, WES, and Portland Streetcar for free. The number of available passes is limited to 30,000, with a focus on transit dependent youth and those in need of transit to access resources such as education, health, food, and jobs. Available passes are divided across the Tri-County Area every summer (go to <https://trimet.org/accesstransit/highschool-summerpass.htm>).

Lastly, TriMet provides Transit Access Grants to organizations supporting the region's most needy. This program provides funding to eligible 501(c)3 nonprofits, community based organizations, government entities, and community partners to provide fare assistance via three programs:

- Fare Grant Program – grants of up to \$35,000 in TriMet fares for eligible 501(c)3 nonprofits and community based organizations to provide to their qualifying clients and service populations.
- Fare Assistance Program – administrative discount credit for eligible 501(c)3 nonprofits, community based organizations, and government entities to purchase TriMet fare for qualifying clients and service populations.
- Enrollment Partner Program – opportunity for community partners to enroll people in TriMet's income based reduced fare program (Honored Citizen).

Go to <https://trimet.org/accesstransit/> to learn more.

5.1.5 Student Fares

TriMet, as the Qualified Entity for the Tri-County Metropolitan Area, is required to set aside a minimum of 1% of funds for School Transportation for grades 9 through 12. The committee has approved TriMet to continue using 1% of funds to provide free fares to the region's high school students who are transit dependent. High schools throughout the

1% of STIF Payroll Based Formula Funds, \$1.9 million, in the TriMet service district will be dedicated to expanding TriMet's Access Grant Program to area high schools for low-income students in grades 9 through 12.

TriMet District can apply for funds to buy discounted transit tickets and passes for students. Schools that participate in TriMet's Youth Pass program are not eligible for TriMet's Student Fare Program. If unallocated funds remain unclaimed after the initial solicitation of interest, grant funds are made available to schools with unmet demand on a proportional basis. For more information on TriMet's Access Transit Program, go to <https://trimet.org/accesstransit/highschool.htm>.

5.1.6 Purchase LIFT Vehicles

As TriMet works to expand its network of frequent service lines, LIFT paratransit must offer additional service to ensure it maintains comparability with fixed route while simultaneously having no service turndowns and honoring every trip request proffered. LIFT serves over 12,000 eligible riders, and provided close to 650,000 trips in FY24, a 20% increase over the prior year.

TriMet plans to spend \$3.1 million in STIF Payroll Based Formula Funds to purchase 17 new LIFT replacement vehicle to help maintain complementary ADA paratransit service for disabled customers who can't ride fixed route bus and MAX service.

100% of the TriMet LIFT ridership base is comprised of individuals with disabilities that preclude them from accessing or utilizing fixed route service. Additionally, LIFT ridership represents the following racial/ethnic and socioeconomic groups:

- 48% of riders are age 65+
- 69% are Caucasian (71.6 % Portland-Metro Region)
- 8% are Black (5.7 % Portland-Metro Region)
- 5% Hispanic/Latino (9.4 % Portland-Metro Region)
- 1% Asian/Pacific Islander (7.6 % Portland-Metro Region)
- 17% prefer not to say, regarding their race/ethnicity
- 87% live at or below the federal poverty level

The LIFT revenue vehicle fleet is comprised of 268 vehicles with a mix of cutaway buses and Ford Transit vans. Of these vehicles, 177 are well beyond the ODOT useful life benchmarks for age and mileage and are failing in service regularly. When vehicles are beyond their useful life they are more costly and much harder to maintain, this compromises TriMet’s ability to provide safe, on time, efficient and reliable paratransit. As a result, the most vulnerable riders in the Tri-County Region are negatively impacted. This leaves our riders unable to access life sustaining medical services, preventative medical appointments, employment opportunities, social service appointments, and maintain connections to their communities.

On a daily basis, the LIFT fleet is experiencing 42-52% of its fleet being unavailable for service due to mechanical failures caused by the collective age of the fleet. Accordingly, the committee recommended that TriMet use \$3,166,857 of STIF funds in FY26 and FY27 to purchase 17 LIFT vehicles.

5.1.7 Regional Coordination

The HB 2017 legislation required that funding be used to help facilitate trips between the TriMet district and areas outside the TriMet district. Additionally, the committee set aside funding for first and last-mile shuttles in areas that are not cost effective for TriMet to serve. The committee recommends committing \$14.7 million to the Regional Coordination Program to operate shuttle and other transit service in these areas:

\$14.7 million in STIF Payroll Based Formula Funds will be dedicated to the Regional Coordination Program.

- Oregon City
- Clackamas Town Center to Clackamas Industrial Area
- Clackamas Town Center to Sandy
- Clackamas Town Center to Wilsonville
- Clackamas Town Center to Clackamas Community College
- Estacada to Clackamas Community College
- Wilsonville to Bridgeport/Tualatin Park & Ride
- Airport Way/Columbia Corridor
- Forest Grove/Cornelius
- Tualatin Industrial Area
- North Hillsboro Industrial Area
- Bethany/Cedar Mill to Sunset TC
- King City to Bridgeport/Tualatin Park & Ride

Go to **Attachment C** for a list of Regional Coordination projects and cost included in the PTIP.

5.1.8 Portland Streetcar

The Advisory Committee recommends that the FY26-27 STIF plan will continue to allocate \$6 million to the City of Portland to operate the Portland Streetcar. This will match the current amount in the FY24-25 STIF plan.

\$6 million in STIF Payroll Based Formula Funds will go towards operations of the Portland Streetcar.

5.1.9 Human Services Transportation of Older Adults and People with Disabilities

The committee recommends that TriMet continue to set aside \$4 million for community-based transportation services for older adults (65 and older) and people with disabilities. Included among the services provided are shopping and medical shuttles, on-demand paratransit services, and transportation provided by volunteers with mileage reimbursement. Funds could also be used for preventative maintenance and capital purchases like new vehicles or scheduling and dispatch software. Funds are provided to jurisdictions (cities, counties, and TriMet) and private non-profit providers of transportation to older adults and people with disabilities. Funding for specific services were allocated via a solicitation process conducted by the Accessible Transportation Funds Advisory Committee (ATFAC), a work group of the Advisory Committee. These funds are in addition to the more than \$10 million in STIF Population Based Formula Funds and \$7.5 million in federal 5310 funds that the work group also allocates during this process.

TriMet will commit \$4 million in STIF Payroll Based Formula Funds will be to transportation programs for older adults and people with disabilities.

5.1.10 STIF Administration

ODOT's STIF rules require TriMet, as the Qualified Entity for the Tri-County Area, to develop and submit to ODOT the STIF Plan in coordination with the Advisory Committee, contract with Public Transportation Service Providers (PTSPs), pass funds through to the PTSPs, submit quarterly and annual progress reports to ODOT, and conduct compliance on all sub-recipients of the funds. This requires a significant amount of administrative work for TriMet over the biennium. Therefore, the committee recommends that TriMet spend \$1,169,620 in STIF funds for staff time and materials required to conduct all administrative tasks required of the QE related to the STIF program over the course of the FY26-27 biennium.

\$1.1 million of STIF Payroll Based Formula Funds will be dedicated to offsetting the cost of STIF administration.

5.1.11 STIF Population Based Formula Funds for Transportation of Older Adults and People with Disabilities

STIF Population Based Formula Funds are mostly comprised of taxes on cigarettes and non-vehicle fuel taxes, and a portion of fees collected for photo identification cards. STIF funds are also included to help

stabilize the funding. During the FY26-27 biennium, these funds are projected to total \$10,098,060. The Advisory Committee endorsed the recommended list of projects derived from the solicitation process conducted by the ATFAC. These projects will serve older adults and people with disabilities. Go to the **Attachment D** for a full list of projects and programs selected by the ATFAC.

Table 3: TriMet FY26-27 STIF Projects

Project		Description	Funding
Tri-County Metropolitan Transportation District of Oregon			
1	Operations	Maintains current service levels and provides funding for future service expansions.	\$145,942,093
2	Operations	Fare Subsidy planning and administration of managing and providing HOP card and fares at a subsidized rate.	\$22,475,453
3	Operations	Administration funding for QE planning, compliance, monitoring and administration which include labor support and staff time.	\$1,169,620
4	Operations	Student Fare Subsidies for grades 9-12 per the 1% STIF requirement.	\$1,995,927
5	Capital	LIFT / Accessible Vehicle Purchase.	\$3,684,316
6	Regional Coordination	Provide funding for shuttles between the TriMet district and areas outside the TriMet district.	\$14,770,828
7	Portland Streetcar	Funding to assist with Streetcar's annual operating budget.	\$6,000,000
8	Human Services	Funding for transportation services for older adults and people with disabilities.	\$3,554,541
Tri-County Metropolitan Transportation District of Oregon Total			\$199,592,778

5.2 Clackamas County and Clackamas Transit Providers

5.2.3 Service Improvements

The following tables show the planned transit service investments to improve frequency and reliability of service in Clackamas County. The improvements will help reduce fragmentation in the provision of transportation services outside the TriMet service district.

Table 4: Clackamas County FY26-27 STIF Projects

Project		Description	Funding
Clackamas County			
1	Mt Hood Express and Village Shuttle Service	Continued funding for existing Mt Hood Express and Village Shuttle services from the City of Sandy to Rhododendron and Government Camp.	\$450,000
2	Local Service Connections	Work with Clackamas County small transit providers to address missing connections in Clackamas County.	\$195,000
3	Vehicle Maintenance	Match for Vehicle maintenance costs associated with transportation programs.	\$59,654
4	Technology Upgrades	Provide match for implementation and maintenance of new technology solutions for transportation programs.	\$43,216
5	Planning - Transit Related Development	Building on the Transit Hub initial study; identify and further develop Transit Hub site.	\$47,947
6	Capital Purchases-Mt Hood Express	Provide match to purchase vehicle(s) to stabilize fleet capacity.	\$40,000
7	Service -Clackamas County Programs - Paid Driver Program	Support and increase demand response services for Seniors and Persons with disabilities.	\$1,158,751
8	Service - Clackamas County Senior Centers	Support transportation services provided by the Senior Centers and other rural Transit providers in Clackamas County.	\$462,224
9	Service - Clackamas County - Volunteer Program	Support transportation services provided by Transportation Reaching People Program. Transportation provided by volunteer drivers.	\$147,578
10	Capital Purchase - E&D Transportation	Purchase one or two vehicles for the Transportation Reaching People program to expand the fleet and provide additional services.	\$200,000
11	Administrative Costs	Cover costs of administering and providing match for all STIF related projects.	\$350,000
12	Program Reserve	Cover the costs of projects within the STIF Plan. Will address any potential loses or increased match requirements.	\$134,554
13	Audit	Yearly required audit costs.	\$20,000
14	STIF Discretionary	Match for STIF Discretionary Projects approved for Clackamas County.	\$150,000
15	Infrastructure Updates Mt Hood Express	Provide match for updates to the infrastructure for Mt Hood Express.	\$45,000
16	Clackamas County T-19 Rides	Match for T-19 rides provided by Transportation Reaching People and the Clackamas County Senior Centers.	\$30,000
17	Boring Life Line Services	Provides service to the unincorporated community of Boring, which is outside of the service area of any senior center or transit service.	\$103,374
1 - RC	Service - Clackamas County Shuttles	Continued funding for all shuttle services in Clackamas County, including Clackamas Community College Xpress, Oregon City, Estacada, and Clackamas Industrial Last Mile Shuttles.	\$2,033,513
2 - RC	Administrative Costs	Approved category to cover the costs of administering the Regional Coordination STIF program, including project planning, implementation, and audit.	\$250,000
4 - RC	Program Reserve	Cover costs of administering and providing match for all Regional Coordination.	\$175,000
Clackamas County Total			\$6,095,811

Table 5: Wilsonville/SMART FY26-27 STIF Projects

	Project	Description	Funding
City of Wilsonville/SMART			
1	Vehicles (Replacement)	Provide matching funds for Federal Grant to replace three buses with battery electric models.	\$585,000
2	Vehicles (Expansion)	Purchase one cutaway bus and one supervisor van to support service expansion.	\$300,000
3	Bus Stop Preventive Maintenance	Purchase replacement signage and/or amenities for bus stops.	\$50,000
4	Regional Coordination Service	Provide Route 2X service between Tualatin Park and Ride and Wilsonville Transit Center, and provide service between Wilsonville and Clackamas Town Center.	\$5,424,000
5	Service and Operations	Provide continued service on Route 1X, 2X in-town and Route 7; provide expansion service between Wilsonville and Woodburn; and fund transit customer service personnel at Wilsonville Transit Center.	\$2,415,427
6	Out of Town Medical Dial-a-Ride	Provide Dial-a-Ride transportation service to medical facilities in the greater metro area.	\$288,000
7	Administration	Costs of administering the STIF program, primarily STIF audit expense.	\$10,000
8	Transit Hub Planning	Create a plan or study to determine the best location and/or designs for a Town Center transit hub.	\$50,000
9	Program Reserve	The Program Reserve is designated to support all current STIF plan projects if project expenses exceed total planned.	\$506,542
Wilsonville/SMART Total			\$9,628,969

Table 6: City of Canby FY26-27 STIF Projects

	Project	Description	Funding
City of Canby			
1	Weekday Demand Reponse	Provide Complimentary Paratransit services, and General Public Demand Response services as space allows, and a Premium Dial-A-Ride service for eligible customers.	\$253,606
2	Saturday Service	Provide fixed route service on Saturdays from Oregon city to Woodburn Via 99E.	\$157,458
3	Saturday Service	Provide Demand Response service on Saturdays for at least 10 hours per Saturday.	\$125,968
4	Canby Loop	Operate the Canby Loop to connect under-served areas of Canby to local services, and increase access to transit providers from outside the city.	\$692,303
Canby Total			\$1,229,335

Table 7: South Clackamas Transportation District FY26-27 STIF Projects

Project	Description	Funding
South Clackamas Transportation District		
1	Molalla City Loop Bus Deviated Fixed Route Operating funds will maintain the Molalla City Bus (intra-city) deviated fixed-route service.	\$154,052
2	Enhanced Transit Service for Clackamas Community College Provide additional bus service on the Molalla to CCC commuter route to allow for more frequent service.	\$300,168
3	Annual Audit Funding for QE Requirement This project will provide funding for required QE annual audits.	\$60,000
4	Purchase Transit Vehicles This project will provide funding for replacement transit vehicles.	\$300,000
5	Molalla City Express Service This proposal seeks funding to establish a new bus route serving residents of the City of Molalla.	\$238,000
South Clackamas Transportation District Total		\$1,052,220

Table 8: City of Sandy FY26-27 STIF Projects

	Project	Description	Funding
City of Sandy			
1	Expanded Services Continuanace	Continue funding for existing STIF service on the SAM Gresham route from the City of Sandy to the Gresham Transit Center.	\$42,874
2	Expanded Services Continuanace	Continue funding for existing STIF service on the SAM Estacada route from the City of Sandy to Estacada City Hall.	\$51,584
3	Expanded Services Continuanace	Continue funding for existing STIF service on the SAM Shopper Shuttle route in the City of Sandy.	\$119,241
4	Saturday Shopper	Funding for STIF service on SAM Shopper Saturdays.	\$52,256
5	Administration Costs	Approved category to cover the costs of administering the STIF program.	\$20,000
6	Program Reserve	Approved category to cover cost of preserving service, including operations costs.	\$30,061
7	Preventative Maintenance	Vehicle maintenance costs associated with transit service.	\$20,000
8	Capacity Project	Construction of new building, tenant improvements to current administrative building, vehicle and office equipment.	\$165,638
9	Supporting Older Adults and People w Disabilities	Provides local dial-a-ride service for the city of Sandy. SAM rides provides service within 3 miles of city limits.	\$310,364
10	Supporting Older Adults and People w Disabilities	Elderly and Disabled Door to Door Service. This service is available to elderly and people with disabilities who live in Sandy city limits.	\$11,201
11	Supporting Older Adults and People w Disabilities	Intercity commuter route with the ability to deviate in a rural, underserved service area.	\$101,926
13	Regional Coordination, Clackamas Town Center Route	Funding to cover all operations costs for the Clackamas Town Center route.	\$900,000
14	Regional Coordination, Clackamas Town Center Route	Regional coordination carryover from FY24/25 used to cover operational expense of the Clackamas Town Center route.	\$78,261
Sandy Total			\$1,903,406

5.3 Multnomah County

5.3.1 Rural Transit Service and Regional Coordination Projects

Multnomah County receives a very small portion of STIF Payroll Based Formula Funds because TriMet encompasses the majority of the county. These funds will be used to provide demand response rural transit service. Most of the funds Multnomah County receives come from TriMet’s Regional Coordination Program. Due to the late start during FY 2019 – FY 2021, Multnomah County estimates up to \$1.2 million in unspent funds and interest carryover for the Regional Coordination Program. This estimate is projected through the end of FY25 based on current spending. **Table 9** illustrates Multnomah County’s anticipated programming of new and unspent STIF funds.

Table 9: Multnomah County FY26-27 STIF Projects

	Project	Description	Funding
Multnomah County			
1	Rural Area Transit	Provide demand-response rural transit service to connect rural areas of the County with other transit districts.	\$120,000
2	Rural Area Transit	Project administration including staff resources.	\$70,000
3	Rural Area Transit	Conduct additional planning work and coordination with stakeholders.	\$106,739
4	Rural Area Transit	Purchase/fabrication and installation of branded bus stop signs and shelters.	\$11,280
5	Rural Area Transit	Program Reserve for all tasks listed above (operations, administration, planning, bus stops and signs) as needed.	\$67,000
6	Regional Coordination	Operations (contracted service) for job- and community-connector shuttle services.	\$2,209,000
7	Regional Coordination	Project administration costs, including staff resources for.	\$325,000
8	Regional Coordination	Service planning, evaluation, and study; coordination with transit agencies and stakeholders.	\$105,000
9	Regional Coordination	Bus stop sign and shelter purchase/fabrication and installation.	\$24,660
10	Regional Coordination	Continue transit access study to identify transit gaps, needs, markets and solutions.	\$185,000
11	Regional Coordination	Program reserve for operations, planning and capital.	\$301,000
12	Multnomah County Title XIX	Provide transportation to nonmedical Medicaid eligible clients.	\$1,114,718
Multnomah County Total			\$4,639,397

5.4 Washington County

5.4.1 Proposed Service Improvements

These improvements build upon successful existing services and leverage other state and federal funding programs. These priorities will be funded with the County's allocation of STIF formula funds and Regional Coordination funds allocated by TriMet. Maintaining existing service is the highest priority. Service expansion and capital investment could be delayed if necessary due to lack of revenue or other factors. Specific service improvements will be refined through continued community outreach.

Table 10: Washington County FY26-27 STIF Projects

	Project	Description	Funding
Washington County			
1	Washington County Transit Planning	Conduct planning work including evaluating transit priorities and update Transit Development Plan for FY 2027-29.	\$40,000
2	Washington County Transit Planning	Service planning activities for Ride Connection local shuttles, westLink, reallocation of shuttle service to new areas.	\$25,000
3	westLink	Maintain existing service funded through prior funding cycles.	\$430,000
4	westLink	Program Reserve for westLink.	\$87,000
5	Demand Response	Maintain general public access for rural door to door service. Increase funding for operations in expanded service area.	\$203,000
6	Demand Response	Program reserve for Demand Response programs	\$41,000
7	Inter-regional Coordination	Coordination with Yamhill and Tillamook counties, SMART and POINT to improve service connections.	\$60,000
8	Inter-regional Coordination	Program reserve for Inter-regional Coordination	\$12,000
9	Local Shuttles/Regional Coordination Fund	Provide services on GroveLink, CorneliusLink, Tualatin Shuttle, King City Link, North Hillsboro Link, Bethany Link.	\$6,184,700
10	Local Shuttles/Regional Coordination Fund	Administration - manage STIF program.	\$92,900
11	Local Shuttles/Regional Coordination Fund	Program Reserve for Regional Coordination.	\$66,000
12	Administration and Marketing	Administration - manage STIF program	\$85,000
13	Administration and Marketing	Increase awareness and ease of use of services. Improve efficiency and customer service including possible use of third-party platform to schedule.	\$20,314
14	Administration and Marketing	Program Reserve for administration and marketing.	\$15,960
15	Capital Construction, Maintenance & Operations	Capital construction: Shuttle stop infrastructure and access to transit improvements. Charging stations for future zero-emission fleet.	\$190,000
16	Capital Construction, Maintenance & Operations	Maintenance and operations: Create and maintain asset management system for shuttle stop signage and capital assets.	\$30,000
17	Technology	Funding for technology investments and potential STIF Discretionary match.	\$34,000
Washington County Total			\$7,616,874

5.5 City of Portland

5.5.3 Streetcar Operations

STIF revenues will be used to support ongoing operations of Portland Streetcar - the funding will cover approximately 20% of the annual operating budget or approximately 14,000 revenue hours of service during each fiscal year of the plan. The City will need an ongoing STIF allocation to meet the service preservation objectives of this project, pursuant to needed approvals.

Table 11: City of Portland FY26-27 STIF Projects

Project	Description	Funding
City of Portland Streetcar		
1	Portland Streetcar Service Preservation Funding will cover a portion of the annual operating budget.	\$6,000,000
City of Portland Streetcar Total		\$6,000,000

5.6 Ride Connection

5.6.3 Service Operations and Network Management

Ride Connection is a private non-profit organization, located in Portland, Oregon, that coordinates transportation operations, mobility management activities provided by community-based organizations and groups, and provides direct service when a partner cannot be found. The following projects are funded by FY26-27 STIF Population Based Formula Funds and Human Services funds disbursed by TriMet.

Table 12: Ride Connection FY26-27 STIF Projects

	Project	Description	Funding
Ride Connection			
1	Network Management	Project supports network programs, provides partner support, and promotes coordinated and innovative service delivery.	\$2,794,669
2	Washington County Title XIX program	Project supports the matching and gap funding in service cost to sustain the Title XIX Medicaid Waivered Transportation Services in Washington County.	\$408,000
3	Direct Service	Project provides door-to-door services to older adults and individuals with disabilities. Utilizes a mix of paid and volunteer drivers to fulfill these requests.	\$4,621,141
4	5310 Match	Project provides the necessary match required for 5310 funded Capital purchases.	\$137,123
5	Washington County King City Shuttle	Project provides a shuttle serving King City, Tigard, Durham, Tualatin, and surrounding areas.	\$109,000
6	Asian Communities Transportation Project Targeted to Seniors and People	Project provides transportation to seniors and individuals with disabilities from underserved Asian communities in SE and mid-county Multnomah County.	\$115,443
7	Albertina Kerr: Community Transportation for Adults with Disabilities	Project provides skills training, pre-employment support, and enrichment services to people with intellectual and developmental disabilities.	\$165,598
8	Impact NW: Seniors and Adults with Disability Transportation Services	Project provides transportation services for medical appointments, accessing senior meal sites, supportive services, and basic needs assistance to seniors and people with disabilities.	\$728,776
9	MFS Project Linkage	Project provides vital transportation services for older adults and people with disabilities, most of whom are low income, improving their access to essential services.	\$718,947
10	Neighborhood House Pathways	Project provides door-to-door transportation services for seniors and people with disabilities in Southwest Multnomah County.	\$153,480
11	Centro Cultural del Condado de Washington	Project serves participants in the Edad de Oro (Golden Age) program and Nutrition Program for Elders who are primarily transit dependent or heavily limited with mobility due to disabilities.	\$329,686
Ride Connection Total			\$10,281,863

Attachment A
HB 2017 Advisory Committee and
Accessible Transportation Advisory Committee

HB2017 Advisory Committee Members

Andrew Aebi TriMet Board District 3 Representative	Adam Argo TriMet Board District 4 Representative
April Bertelsen City of Portland	Dan Bower Executive Director, Portland Streetcar
Brandon Brezic Central City Concern	Jan Campbell Chair, TriMet Committee on Accessible Transportation
Aron Carleson Executive Director, Hillsboro Schools Foundation	Julia Brim Edwards Multnomah County Board of Commissioners
Reza Farhoodi Rider Representative, Portland	Jarvez Hall TriMet Board District 6 Representative
Shante' Hinshaw Constructing Hope	Duncan Hwang Metro Council
Sarah Iannarone The Street Trust	Jon Issacs Portland Metro Chamber
Marshall McGrady, IBEW Local 48	Michael Morrow TriMet Board District 7 representative
Deanna Palm Executive Director, Washington County Chamber of Commerce	Sushmita Poddar TriMet Board District 1 representative
Mar Lou Ritter ATFAC Member	Roy Rogers Commissioner, Washington County
Paul Savas Commissioner, Clackamas County	Phil Selinger TriMet Board District 2 representative
Dyami Valentine Washington County - representing areas outside the TriMet district	Mariana Valenzuela, Centro Cultural
Julie Wilcke Ride Connection	

Accessible Transportation Fund Advisory Committee (ATFAC)

Rocky Bixby Seniors or Persons with Disabilities Living in the Service Area	Jan Campbell Chair, TriMet Committee on Accessible Transportation
Leon Chavarria Seniors or Persons with Disabilities Living in the Service Area	Teresa Christopherson Clackamas County, Staff representatives of County Agencies on Aging and Disability
Eileen Collins Staff representative of TriMet	Dave Daley Seniors or persons with disabilities who reside in Multnomah County
Mike Foley Seniors or Persons with Disabilities Living in the Service Area	Andi Howell City of Sandy, Staff representatives of public transit entities other than TriMet
Annadiana Johnson TriMet Committee on Accessible Transportation	Kelsey Lewis City of Wilsonville, Staff representatives of public transit entities other than TriMet
Rebecca Miller Washington County, Staff representatives of County Agencies on Aging and Disability	Eric Olson, Seniors or persons with disabilities who reside outside the TriMet District
Mary Lou Ritter, Seniors or persons with disabilities who reside in Washington County	Claudia Robertson Chair, TriMet Committee on Accessible Transportation
Julie Stephens Seniors or persons with disabilities who reside in Clackamas County	Julie Wilcke Staff representative of Ride Connection

Attachment B
Diversity and Transit Equity Index Measures and Data Sources

Diversity and Transit Equity Index Measures & Data Sources

Key

Index Measure

- Definition
 - Data Source

1. People of Color

- Pct. population non-white and/or Hispanic/Latino
 - Source: 2018-2022 American Community Survey
 - Geographic scale: Block Group
 - Basis: Title VI/Environmental Justice definition

2. Low-Income Households

- Pct. households below 200% federal poverty level
 - Source: 2018-2022 American Community Survey
 - Geographic scale: Block Group
 - Basis: Metro definition of low-income

3. Limited English Proficiency Persons

- Pct. population speaking English less than “very well”
 - Source: 2018-2022 American Community Survey
 - Geographic scale: Census Tract
 - Basis: TriMet definition

4. People with Disabilities

- Pct. population with a disability
 - Source: 2018-2022 American Community Survey
 - Geographic scale: Census Tract
 - Basis: Committee decision

5. Adults Age 65 and Older

- Pct. population age 65 and over
 - Source: 2018-2022 American Community Survey
 - Geographic scale: Block Group
 - Basis: TriMet Honored Citizen age

6. Youth Age 21 and Younger

- Pct. population age 21 or under
 - Source: 2018-2022 American Community Survey
 - Geographic scale: Block Group
 - Basis: Multnomah Youth Commission 2014 Youth Summit recommendation

7. Households with Poor Vehicle Access

- Pct. households with zero vehicles OR 2+ workers and one vehicle
 - Source: 2018-2022 American Community Survey
 - Geographic scale: Census Tract
 - Basis: Committee decision

8. **Access to Affordable Housing**

- Rental housing w/ rent under \$800 (B25056 Contract Rent & B25061 Rent Asked)
 - Source: 2018-2022 American Community Survey
 - Geographic scale: Block Group
 - Basis: UC Davis Center for Regional Change Jobs/Housing Fit Analysis, modified for higher housing costs in Portland metro
- Affordable owner-occupied or available for sale valued at \$175,000 or less (B25075 Value & B25085 Price Asked)
 - Source: 2018-2022 American Community Survey
 - Geographic scale: Block Group
 - Basis: UC Davis Center for Regional Change Jobs/Housing Fit Analysis, modified for higher housing costs in Portland metro

9. **Access to Low/Medium Wage Jobs**

- Jobs with earnings of \$3,333/month or less
 - Source: 2021 Longitudinal Employer-Household Dynamics (LEHD)
 - Geographic scale: Aggregated to Block Group
 - C000 (Total Jobs), CE01 & CE02 (Low/Med Wage Jobs), CR02/CR03/CR04/CR05/CR07 (Minority Jobs), CT02 (Hispanic Jobs)
 - Basis: UC Davis Center for Regional Change Jobs/Housing Fit Analysis

10. **Access to Key Services**

- Key retail/human/social services (grocery stores, hospitals, schools)
 - Source: 2022 Quarterly Census of Employment and Wages
 - Geographic Identifiers
 - 2022 Metro RLIS data
 - Basis: Committee decision

Attachment C
Regional Coordination Program – Recommended STIF-Funded Projects

PTSP	Programs	FY26 Cost*	FY27 Cost*
Washington County	GroveLink, Hillsboro, Tualatin, Borland Rd., King City Shuttle Expansion, Bethany Cedar Mill Shuttle	\$ 3,120,628	\$ 3,202,121
Clackamas County	Oregon City, Clackamas Industrial, Clackamas Community College, Estacada to Clackamas Community College	\$ 1,291,757	\$ 1,141,756
Multnomah County	ACCESS (Alderwood-Cornfoot-Columbia)	\$ 1,612,000	\$ 1,492,660
SMART	Route 2X, Wilsonville CTC via 205	\$ 2,712,000	\$ 2,712,000
Sandy	Clackamas Express (Sandy to Clackamas Town Center)	\$ 489,130	\$ 489,131
Total		\$ 9,225,515	\$ 9,037,668

*Total costs include new Regional Coordination funds awarded in the FY26-27 biennium and unspent Regional Coordination funds awarded in the FY24-25 biennium.

Attachment D

STIF Population Based Formula Funds Programs and Human Services Projects

Applicant	Project Description	FY26/27 STIF Population	FY26/27 STIF Human Services	FY24/25 Unspent STIF	State 5310
South Clackamas Transportation District	Molalla City Bus Deviated Fixed Route Service	\$ 154,052	\$ -	\$ -	\$ -
	Vehicle Preventive Maintenance		\$ -	\$ -	\$ 200,000
Canby	Deviated Fixed Route	\$ 253,606	\$ -	\$ -	\$ 195,000
SMART	Demand Response	\$ -	\$ -	\$ 288,000	\$ -
Clackamas County	Senior Center Specialized Services	\$ 392,224	\$ -	\$ -	\$ -
	TRP Paid Driver / Dedicated Dialysis / Dedicated Medical	\$ 1,047,751	\$ -	\$ 16,000	\$ -
	Volunteer Program	\$ 77,578	\$ -	\$ -	\$ -
	Waivered Non-Medical Transportation (T-19)	\$ 10,000	\$ -	\$ -	\$ -
	Boring Lifeline Services	\$ 103,374	\$ -	\$ -	\$ -
	Preventative Maintenance		\$ -	\$ -	\$ 220,000
City of Sandy	SAM rides dial-a-ride program	\$ 310,364	\$ -	\$ -	\$ -
	SAM Elderly and Disabled Program (ED)	\$ 11,201	\$ -	\$ -	\$ 86,799
	SAM Estacada Deviated Service	\$ 101,926	\$ -	\$ -	\$ 5,775
	SAM Preventative Maintenance	\$ -	\$ -	\$ -	\$ 155,500
TriMet LIFT	TriMet LIFT Revenue Vehicle Replacements	\$ -	\$ 445,459	\$ 72,000	\$ 1,540,854
Multnomah County	Title XIX Match	\$ 1,114,718	\$ -	\$ -	\$ -
Ride Connection and Network Partners	Network Replacement Vehicles	\$ -	\$ -	\$ -	\$ 296,000
	Network Preventative Maintenance	\$ -	\$ -	\$ -	\$ 815,495
	Mobility Management	\$ -	\$ -	\$ -	\$ 963,650
	Technology Capital and Infrastructure	\$ -	\$ -	\$ -	\$ 1,316,660
	Network Management	\$ 1,347,928	\$ 1,446,741		\$ 1,552,341
	Washington County Title XIX program	\$ 408,000	\$ -	\$ -	\$ -
	Direct Service	\$ 4,621,141	\$ -	\$ -	\$ -
	5310 Match	\$ 137,123	\$ -	\$ -	\$ -
	Washington County King City Shuttle	\$ 109,000	\$ -	\$ -	\$ -
Asian Health and Services	Asian Communities Transportation Project	\$ -	\$ 115,443	\$ -	\$ -
Albertina Kerr/Exceed	Community Transportation for Adults with Disabilities	\$ -	\$ 61,468	\$ 104,130	\$ -
Impact NW	Seniors and Adults with Disability Transportation Services	\$ -	\$ 728,776	\$ -	\$ -
Metropolitan Family Services	MFS Project Linkage	\$ -	\$ 718,947	\$ -	\$ -
Neighborhood House	Neighborhood House Pathways	\$ -	\$ 153,480	\$ -	\$ -
Central Cultural	STF Transportation Access for Latino Elders and People with Disabilities	\$ -	\$ 329,686	\$ -	\$ -

Attachment E
TriMet Low-Income Fare Program

Date: December 13, 2017

To: Board of Directors

From: Neil McFarlane



Subject: **ORDINANCE NO. 347 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING A LOW INCOME FARE PROGRAM AND AMENDING TRIMET CODE CHAPTER 19 (FIRST READING)**

1. Purpose of Item

Ordinance No. 347 amends TriMet Code Chapter 19 and adopts a new Low Income Fare program.

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other Ordinance

3. Reason for Board Action

The TriMet Code may be amended only by adoption of an ordinance. Adoption of Ordinance No. 347 requires two readings.

4. Type of Action:

- Resolution
- Ordinance 1st Reading
- Ordinance 2nd Reading
- Other

5. Background

TriMet has a long history of creating programs to make transit more affordable for youth, seniors, and riders with disabilities.

This Ordinance allows TriMet to create a new Low Income Fare program giving eligible registered individuals earning up to 200% of the federal poverty level the opportunity to purchase adult single use and day passes at 50% off and monthly passes at 72% off the cost of the adult fare.

This effort combined with our work on decriminalizing the fare citation process, and implementing the Hop Fastpass system, reinforces our commitment to make the system more equitable and accessible.

In 2013 under the direction of the Board, TriMet created the Access Transit programs that provide grants and discounted fares to nonprofit organizations, which in turn use these resources to assist low-income riders.

While these programs have provided much needed access for low-income persons served by nonprofits, TriMet did not previously have the resources to implement a comprehensive system wide program to provide a reduced-price fare for the broader population of low-income riders. For over three years, TriMet and partners have been looking into the feasibility of implementing a Low Income Fare program that would be sustainable, meaningful, targeted, and manageable. Addressing the transportation needs of low-income residents required a comprehensive approach and involvement by many regional jurisdictions and partners to move the idea forward.

Under the direction of TriMet's Board, TriMet's General Manager and Metro Councilor Sam Chase convened a regional Low Income Fare Taskforce (Taskforce) which explored the feasibility of a local program through a regional collaborative effort. The Taskforce included 22 members from across the tri-county area, and consisted of local elected officials, community based organizations, business associations, and stakeholders from secondary and post-secondary institutions.

Over the course of five months, the Taskforce met and built an understanding of existing programs around the country, heard from current program representatives, discussed potential program parameters, including subsidies, eligibility levels and the need to balance potential tradeoffs, and debated funding options and strategies.

At the conclusion of the process, the Taskforce agreed to the following:

- Members agreed to support the development of a regional Low Income Fare program; and
- Members recommended eligibility of up to 200% of Federal Poverty Level:

Members chose 200% of the Federal Poverty Level as the eligibility threshold because it aligned with many other state and federal poverty program requirements, and would provide the most benefit while leveraging the eligibility determination process of current systems reducing barriers for enrollment in a local program.

The Taskforce members recommended a program subsidy equivalent to Honored Citizen and Youth fare structures at 50% off an Adult ticket/day pass, and 72% off the Adult monthly pass.

The primary funding strategy identified by the Taskforce was to advocate for public transportation funds as part of the State's transportation package, with the commitment that any new resources coming to TriMet be prioritized to fund a new low Income fare program and increased services. Over the course of the legislative session, many of the Taskforce members leveraged their partnerships and networks, and testified in support of this strategy.

In August 2017, Governor Kate Brown signed HB 2017 a new historic transportation package that included resources for public transit. The resources allow staff to begin work on building out a new regional Low Income Fare program planned for launch in July of 2018.

Title VI Fare Equity Analysis

In accordance with Title VI of the Civil Rights Act of 1964, FTA Circular 4702.1B and TriMet's 2016 Title VI Program, TriMet conducts an equity analysis any time fare changes are proposed to ensure that changes do not unfairly impact people of color and low-income populations. The proposal to decrease Adult fares for eligible low-income riders in July 2018 calls for such an analysis prior to the TriMet Board of Directors taking action.

Findings

Disparate Impact Analysis (Minority Riders)

The analysis found that a greater percentage of minority riders would be positively affected (i.e., eligible trips) by the fare change than the percentage of minority riders on TriMet services as a whole.

Therefore, the proposal to decrease single fares, 1-day, and monthly passes by different percentages does not present a potential Disparate Impact.

Disproportionate Burden Analysis (Low-income Riders)

The analysis found that the specific structure will positively benefit low-income riders. The program eligibility requirement is inclusive of TriMet's definition of a low income rider. Thus, the program stands to benefit all low-income riders as defined by TriMet's Title VI policy.

Therefore, this proposal does not present a potential Disproportionate Burden on low-income riders.

Community Outreach and Public Comment

TriMet's Diversity and Transit Equity Team and other staff utilized a variety of outreach and community engagement efforts in order to gather feedback, understanding, and input into the development of a regional Low Income Fare program.

Transit Equity Advisory Committee (TEAC)

The vision of a regional Low Income Fare program had long been championed by the members of TEAC, and in the spring of 2016 they adopted the development of a program as a major initiative to pursue as a committee. TEAC members identified the research areas to focus on, reviewed the products and recommendations of the research team, helped inform the process of the Taskforce, advocated for the passage of HB 2017 and helped build out the community engagement process.

TriMet Community Partner Forums

As part of its community outreach efforts, TriMet's Diversity & Transit Equity Department completed a series of community forums targeting 80 Access Transit partner agencies who serve transit dependent communities. The goal of these forums was to provide awareness and engagement opportunities for our community partners around the upcoming changes, which included an overview of the Low Income Fare program.

Community Partner Forum Schedule:

Date	Location	Address	Time
October 30 th	Rosewood Initiative	16126 SE Stark St.	10am-12 noon
November 7 th	PCC- Willow Creek	241 SW Edgeway Dr.	10am-12 noon
November 16 th	Clackamas CC	19600 Molalla Ave.	10am-12 noon

TriMet Fall 2017 Open Houses

TriMet staff held seven open houses in Oregon City, North Portland, Gresham, Tigard, Milwaukie, Hillsboro, and downtown Portland to facilitate budget discussions with community stakeholders and riders, communicate proposed service changes and enhancements and discuss new initiatives related to fare enforcement, and the implementation of a Low Income Fare program. At each event, a table was staffed to share information regarding the Low Income Fare program as well as to receive feedback on program development. Questions included: 1) where should participants register for the program; 2) what types of documentation should be required in order to verify eligibility; and 3) how often should participants have to reapply? Overall, the feedback received was positive and community members are looking forward to the implementation of the Low Income Fare program.

Diversity and Transit Equity Staff attended and presented on TriMet's efforts around establishing a regional Low Income Fare program to the East County Caring Committee in August of 2017, and on the program at the October 2017 Making Visible Differences Steering Committee.

Online Survey

In addition to its in-person convening's, community forums, open houses, and community presentations, TriMet also sought feedback online through a webpage introducing a low-income fare <https://trimet.org/lowincome/index.htm> and encouraged riders and systems stakeholders to weigh in on programmatic areas to help inform the program model.

6. Financial/Budget Impact

The potential cost of implementing a Low Income Fare Program is expected to be approximately \$12.3 million per year. Funding is proposed to come from HB 2017 State revenue. Funding Risks: HB 2017 plan needs to be approved by the OTC; funding not likely to flow until early 2019 meaning some cost of upfront program development will not be covered, given this occurs in the programs ramp-up period we believe these one-time costs are low. Overall risks are low based on conversations with ODOT and legislative intent.

7. Impact if Not Approved

If the Board does not proceed with a first reading and public hearing of Ordinance No.347, the existing fare provisions of the TriMet Code would remain in place. However, as part of HB 2017 TriMet has been authorized to move forward with a local program and will soon be resourced to implement the initiative. TriMet has previously committed to local elected officials, community based organizations, riders, and system stakeholders of its intent to begin the new program by July of 2018. Failure to approve the ordinance could result in TriMet not being able to meet that timeline.

ORDINANCE NO. 347

ORDINANCE OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING A LOW INCOME FARE PROGRAM AND AMENDING TRIMET CODE CHAPTER 19 (FIRST READING)

THE BOARD OF DIRECTORS OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET), pursuant to the authority of Oregon Revised Statutes Chapter 267, having considered the transit equity service change analysis Final Report, does hereby ordain and decree the following Ordinance:

Section 1- Adoption of Changes to TriMet Code Chapter 19

Amendments to TriMet Code Chapter 19 are adopted as set forth in the Attached Exhibit A, which is incorporated into and made part of this Ordinance.

Section 2- Experimental Fare

Upon approval by the General Manager, a Low Income Fare consistent with the amendments to TriMet Code Chapter 19 in Section 1 may be implemented on a temporary basis as an experimental fare prior to the operative date of Section 1 of this Ordinance.

Section 3- Effective Date

This Ordinance shall take effect thirty days after the date of its adoption. The Amendments to TriMet Code Chapter 19 in Section 1 shall be operative on July 1, 2018.

Dated: December 13, 2017

Presiding Officer

Attest:

Recording Secretary

Approved as to Legal Sufficiency:


Legal Department

ORDINANCE NO. 347

EXHIBIT A

TriMet Code (TMC) Chapter 19, Fares, Section 19.05 Definitions and Section 19.15 Fares, are amended as set for below. Additions are show in underline, bold text.

*Unchanged sections of the chapter omitted for brevity, indicated by a set of three asterisks (***)*

CHAPTER 19 – FARES

19.05 **Definitions**. As used in this Chapter, unless the context requires otherwise:

A. “Honored Citizen” means:

- (1) Persons 65 years of age or older who show valid government-issued photo identification showing proof of age, or a valid TriMet photo Honored Citizen Card;
- (2) Persons under 65 years of age registered legally blind by the Commission for the Blind who show a valid TriMet Honored Citizen Card;
- (3) Persons under 65 years of age registered disabled by the Social Security Administration who show a valid TriMet Honored Citizen Card;
- (4) Persons under 65 years of age who are certified disabled by the State of Oregon Vocational Rehabilitation Division, State of Oregon Senior and Disabled Services Division or by the U.S. Railroad Retirement Board when each applies the same standards of disability as are applicable to persons who are determined to be disabled pursuant to subparagraph 3 above and who show a valid TriMet Honored Citizen Card;
- (5) Veterans under 65 years of age certified 100% disabled by the Veterans Administration who show a valid TriMet Honored Citizen Card;
- (6) Persons under 65 years of age qualifying as “Temporarily Disabled” under criteria established by TriMet, and so certified by a licensed physician, and who show a valid TriMet Honored Citizen Card;
- (7) Persons qualified eligible by the Clackamas, Clark, Multnomah or Washington County Association for Retarded Citizens, or the Clackamas, Multnomah or Washington County Mental Health Association under the criteria established by TriMet and those agencies, who show a valid TriMet Honored Citizen STAR Card (marked with a “STAR”);
- (8) Persons under 65 years of age, not verified disabled by the Commission for the Blind, Social Security Administration, United States Railroad Retirement Board or the Veterans Administration, but who qualify as disabled under criteria established by TriMet and are so certified by a licensed physician, and who show a valid TriMet Honored Citizen Card;

- (9) Persons certified by a licensed physician or health or social service professional to qualify for a TriMet Honored Citizen "A" Card (marked with an "A") under criteria established by TriMet and who show a valid TriMet Honored Citizen "A" Card;
- (10) Persons qualified eligible by C-Tran who show a valid C-Tran Senior, C-Tran Disabled, or C-Tran C-Van Identification Card; and
- (11) Persons who show a valid Medicare Card and either (a) valid government-issued photo identification or (b) a valid TriMet photo Honored Citizen Card, as proof of identity for the Medicare Card.

Replacement TriMet Honored Citizen Cards are subject to payment of a \$5.00 fee.

B. "Honored Citizen Downtown Bus Pass" is a photo identification card issued to persons qualifying for Honored Citizen status as set forth in Section 19.05(A) above, who provide proof of residency within the area bounded on the North by NW Irving, except that at the intersection of NW Irving and NW Station Way it shall be bounded on the North by NW Station Way to NW Broadway and then by NW Broadway south to NW Irving and continuing west on NW Irving to the Stadium (I-405) Freeway, on the West and South by the Stadium (I-405) Freeway and on the East by the Willamette River, under criteria established by TriMet. The photo identification card allows fareless travel on bus and rail trips which begin and end within the area described above, for a period of two years from the date of issuance. The General Manager may promulgate Administrative Requirements governing the Program requirements of the Honored Citizen Downtown Bus Pass, including but not limited to the fee for participation in the Program.

C. **"Low Income Fare" is a fare designation available to persons who are determined by TriMet to meet the eligibility requirements for a reduced fare because the person can demonstrate to TriMet's satisfaction through a process established by TriMet that their annual income is at or less than 200% of the Federal Poverty Level. The Federal Poverty Level is a measure of income issued by the United States Secretary of Health and Human Services.**

- (1) **A person deemed eligible by TriMet for the Low Income Fare will be provided a non-transferable Low Income Fare identification card.**
- (2) **The General Manager may promulgate Administrative Requirements governing eligibility, applications, the issuance and appearance of Low Income fare cards, renewals, and any other requirements for the Low Income Fare.**

[subsequent subsections renumbered]

(19.05 amended by Ordinances No. 162, Section 1; Ordinance No. 178, Section 1; Ordinance No. 190, Section 1; Ordinance No. 239, Section 1; Ordinance Nos. 277, 286, 299, 309, 312, 316, 317 and 323)

19.15 **Fares.**

A. Regular Transit Services:

The fares payable for use on the TriMet transit system shall vary according to the status of the rider and method of payment. Any person displaying a valid Low Income Fare identification card issued under TMC 19.05 is permitted to use as proof of payment any HONORED CITIZEN fare instrument, including eFare, described in this section. A valid Low Income Fare identification card qualifies as a TriMet Honored Citizen identification card when required to be displayed as proof of eligibility for an Honored Citizen fare. Persons eligible for the Low Income Fare are not eligible for the Honored Citizen Downtown Bus Pass.

The fares payable for use on TriMet and shall be as follows:

(1) Monthly Passes and 30-Day Passes

(a) <u>Status</u>	<u>Fare</u>
YOUTH	\$28.00
HONORED CITIZEN	\$28.00
ADULT	\$100.00

- (b) A 30-Day Pass shall be valid for travel on any regularly scheduled TriMet route in accordance with the status of the rider for the period of thirty (30) consecutive days from the date of purchase.

(2) Pre-Paid Tickets

(a) <u>Status</u>	<u>Fare</u>
YOUTH	10/\$12.50
HONORED CITIZEN	10/\$12.50
ADULT	10/\$25.00

- (b) Pre-paid unvalidated tickets may be used in the amount of their cash value for payment of additional fare, i.e., two Adult tickets may be used for an Adult 1-Day Pass. Refunds for overpayment will not be given.

(c) Field Trip Group Discount ("Class Pass") Tickets

- (1) Groups whose members are 18 years of age or younger, traveling with at least 15 but not more than 35 members on the bus, or with at least 15 but not more than 70 members on MAX, including other persons aged 18 or older traveling with

the group as designated group leader(s) or chaperone(s), are eligible for the Field Trip Group Discount ("Class Pass") ticket. The cost of the ticket shall be \$1.00 per person. A ticket must be purchased for the trip. The ticket shall be valid for travel only for the date, route(s), time(s), and number of persons specified on the ticket. Each member must carry a ticket, or the group leader must carry a ticket for the group.

- (2) The group must schedule the trip at least 14 days in advance. Trips may be scheduled for weekdays or weekends using regularly scheduled service. Weekday trips must occur between the hours of 9:00 a.m. and 3:00 p.m. Specified trip times shall be at the discretion of TriMet. TriMet reserves the right to schedule trips according to anticipated available capacity on regularly scheduled service.

Possession of a Class Pass ticket in no way guarantees available vehicle capacity on scheduled trip times. In the event that all members of a group are unable to board the vehicle as specified on the Class Pass ticket, due to heavy passenger loads, the operator will arrange to have the Class Pass ticket be valid on the next regularly scheduled vehicle.

Groups wishing to reschedule a trip must cancel at least one business day in advance of the scheduled trip. Trips must be scheduled at least 14 days in advance of the new travel date. A new ticket will be issued to the group leader stating the new date, route(s), time(s), and number of persons in the group.

- (3) Class Pass tickets shall be available for purchase only at TriMet's Ticket Office at Pioneer Square, or by mail. Tickets must be purchased at least 14 days in advance. Tickets are nonrefundable, nontransferable, and shall not be laminated or duplicated.

(d) Event Fare

An Event Fare shall be available to events for all tickets for the event which are purchased and distributed in advance through ticket outlets. The Event Fare shall be \$2.50 per ticket per day, which shall be valid fare for travel, all hours on the day of the event(s) for which the ticket is purchased. Tickets for the event which are sold at the door shall not be included in the Event Fare program.

(3) Cash Fares

<u>Status</u>	<u>Fare</u>
YOUTH	\$1.25
HONORED CITIZEN	\$1.25
ADULT	\$2.50

(4) Annual Passes

<u>(a) Status</u>	<u>Fare</u>
YOUTH	\$308.00
HONORED CITIZEN	\$308.00
ADULT	\$1,100.00

- (b) Annual Passes must be purchased as one lump sum; installment payments are not permitted, except that: (1) employers who enter into a written annual agreement to purchase Annual Passes in a minimum dollar amount of \$6,050, may elect to make quarterly installment payments subject to administrative program requirements, and (2) employers who enter into a written annual agreement to purchase Annual Passes, where the Annual Pass year ends on August 31, shall receive a pro-rated per pass price in the sum of: the number of months remaining in the Annual Pass year X the Monthly Pass price X .92. The price paid by employers for Annual Passes under a written agreement is subject to adjustment to include any Adult Annual Pass fare increases adopted by the TriMet Board that take effect during the term of the agreement. Employers shall pay any Adult Annual Pass price increases during the term of the agreement in accordance with administrative program requirements. However, the total amount of increase shall not exceed 3% of the employer's per pass price that was in effect on September 1 (or the effective date of the agreement).

(5) Select Term Pass Program

- (a) Colleges with a campus(es) located within the TriMet district may purchase for their qualified students at that campus(es), Term passes in accordance with the Select Term Pass program requirements set forth in this Paragraph (5) and the administrative program requirements established for the fare. A "campus" means a building(s) located at one physical location within the TriMet district under the control of a college. "Qualified students" are either full-time or part-time students, as defined by the college administrative criteria, who attend class at a campus. The college shall be required to enter into a written contract for purchase of the Select Term Pass in accordance with the administrative program requirements established for the fare. The Select Term Pass fare instrument shall be valid for travel for the Term Pass fare period.
- (b) The Select Term Pass fare instrument shall consist of the student's college photo identification card with an affixed TriMet issued validation sticker, or a TriMet approved eFare Program card ("eFare card"), and must be carried by the student as proof of fare payment.
- (i) If using TriMet issued validation stickers, colleges shall provide the student with a photo identification card, which shall also include the college's name. The validation sticker must be placed on the photo identification card. A student's photo identification card with an affixed Term validation sticker shall be valid through the month and year designated on the sticker.

- (ii) Colleges may use a TriMet approved eFare card, which shall be required to display the college's name, the student's name, and may include the student's photo. If the approved eFare card does not include a photo, the student may be asked to display other valid photo identification as proof of their identity. Students are required to tap their eFare card prior to each vehicle boarding and upon occupying any district areas requiring proof of fare payment.
- (iii) Colleges shall verify student status before providing an individual with a Term Pass fare instrument. The Term Pass fare instrument may not be provided to or used by non-students, is non-transferable, and is a valid fare instrument only for the person whose name appears on the card.
- (c) The Term Pass fare period shall be established in the written contract with the college. During the contract period, the Select Term Pass price shall be calculated on a per Term basis (Term Pass fare period). The price of the Select Term Pass shall be the sum of the number of months in the Term times the Board adopted Adult Monthly Pass fares that will be in effect during that Term, less a discount of 10%. The price will not be pro-rated. The price paid by college for the Select Term Pass under a written contract is subject to adjustment to include any Adult Monthly Pass fare increases adopted by the TriMet Board that take effect during the term of the contract. Colleges shall pay any Select Term Pass price increases during the term of the contract in accordance with administrative program requirements.
- (d) Only one pass may be sold to each qualified student per Term Pass fare period.

(6) 1-Day Pass

A 1-Day Pass shall be valid for travel on any regularly scheduled TriMet route, in accordance with the status of the rider, for the remainder of the service day in which the 1-Day Pass is valid.

<u>Status</u>	<u>Fare</u>
YOUTH	\$2.50
HONORED CITIZEN	\$2.50
ADULT	\$5.00

(7) 7-Day Pass

The 7-Day Pass shall be valid for travel on any regularly scheduled TriMet route in accordance with the status of the rider for the period of seven (7) consecutive days.

<u>Status</u>	<u>Fare</u>
YOUTH	\$7.50
HONORED CITIZEN	\$7.50

ADULT \$26.00

(8) 14-Day Pass

A 14-Day Pass shall be valid for travel on any regularly scheduled TriMet route in accordance with the status of the rider for the period of fourteen (14) consecutive days as follows:

<u>Status</u>	<u>Fare</u>
YOUTH	\$14.50
HONORED CITIZEN	\$14.50
ADULT	\$51.00

(9) Washington County Commuter Rail (WES) Service

Fares payable for use of Washington County Commuter Rail (WES) Service shall be the same as other regular fixed route fares established according to the status of the rider and the method of payment for travel as set forth in TMC Section 19.15.

B. Door-to-door LIFT services:

- (1) The fare for door-to-door LIFT services, excluding rides paid for by agencies under contract with TriMet, shall be:
 - (a) Cash: \$2.50.
 - (b) Pre-paid Tickets: 10/\$25.00.
 - (c) Monthly Pass: \$74.00; non-transferable.
 - (d) Annual Pass: \$888.00; non-transferable.
 - (e) 20 trip punch card: \$48.00; valid for 20 trips on LIFT service only, non-expiring.
 - (f) 14-Day Pass: \$37.50; valid for travel on LIFT service for a period of fourteen (14) consecutive days, non-transferable.
- (2) The following additional methods of fare payment will be accepted as total payment for door-to-door LIFT services:
 - (a) A regularly scheduled service route transfer plus \$1.50;
 - (b) Regularly scheduled service route tickets will be accepted on LIFT service for their face value toward the LIFT cash fare; or
 - (c) Adult 1-Day Pass.

- (3) Purchase of a pre-paid ticket or pass does not guarantee that a ride will be provided.
- (4) A LIFT pre-paid ticket, LIFT monthly pass or LIFT annual pass is valid for travel on regular fixed route service when accompanied by valid TriMet Honored Citizen identification.

C. Electronic Fare (“eFare”) Program

Use of an electronic fare payment system (“eFare”) Program shall be subject to the following fare provisions:

(1) eFare Cards

- (a) An eFare card is a contactless electronic fare instrument that allows a rider to tap at designated card readers to pay their fare.
- (b) The rider must tap their eFare card prior to each vehicle boarding to validate their trip or upon occupying district areas requiring proof of fare payment.
- (c) eFare cards are non-transferable.
- (d) The following fares shall be available using stored value from an eFare card account, according to the status of the rider:
 - (i) 2 ½ Hour Ticket
A rider shall be allowed unlimited rides for a duration of 2 ½ hours following the initial eFare card tap.

<u>Status</u>	<u>Fare</u>
YOUTH	\$1.25
HONORED CITIZEN	\$1.25
ADULT	\$2.50

(ii) 1-Day Pass

Fares paid per card tap shall accumulate, and a rider shall be charged only up to the applicable 1-Day Pass price and not more (“capped”), regardless of how many taps the rider accrues during the service day. Once charges accrue to the applicable 1-Day Pass price during a service day, additional trips are free for the remainder of that service day.

<u>Status</u>	<u>Fare</u>
YOUTH	\$2.50
HONORED CITIZEN	\$2.50

ADULT \$5.00

(iii) 1-Month Pass

Fares paid per card tap shall accumulate, and a rider shall be charged only up to the applicable 1-Month Pass price and not more (“capped”), regardless of how many taps the rider accrues during the calendar month. Once charges accrue to the applicable 1-Month Pass price during a calendar month, additional trips are free for the remainder of that calendar month.

<u>Status</u>	<u>Fare</u>
YOUTH	\$28.00
HONORED CITIZEN	\$28.00
ADULT	\$100.00

- (e) Reloadable eFare cards shall be available for purchase for a fee of \$3.00.
- (f) A minimum \$5.00 load to an eFare card account shall be required, except that no minimum load shall be required for eFare cards loaded at the TriMet Ticket Office.
- (g) Annual Passes may be purchased as one lump sum, according to the requirements set forth in TMC Section 19.15(A)(4). Annual Passes shall be issued in the form of an eFare card.
- (h) Payment of fares for LIFT paratransit services by an eFare card shall be initiated either by tapping a card reader, or payment shall be deducted from the rider’s account when the LIFT operator picks up the rider and confirms the rider’s trip through their Mobile Driver Terminal (MDT). LIFT payments in this paragraph (h) exclude rides paid for by agencies under contract with TriMet. The following LIFT paratransit fares shall be available for payment from an eFare card account:
 - (i) Single Ticket: \$2.50
 - (ii) 1-Month Pass: \$74.00. Fares paid shall accumulate, and a rider shall be charged only up to the applicable 1-Month Pass price and not more (“capped”), regardless of how many taps the rider accrues during the calendar month. Once charges accrue to the applicable 1-Month Pass price during a calendar month, additional trips are free for the remainder of that calendar month.
 - (iii) Annual Passes may be purchased as one lump sum, according to the requirements set forth in TMC Section 19.15(B)(1)(d).
 - (iv) Payment of a LIFT fare under this paragraph (h) shall be valid as payment for travel on regular fixed-route service. In the case a rider begins their trip on fixed-route by tapping their LIFT eFare card, the applicable Honored Citizen fare and fare identification requirements shall apply.

(2) Other eFare Payment Instruments

Financial instruments issued by the major payment brands including VISA, MasterCard, American Express and Discover that are capable of providing payment through contactless tapping at designated card readers may be used to purchase the Adult 2 ½ Hour Ticket and Adult 1-Day Pass per paragraphs (1)(d)(i) and (ii) above. The rider must tap their fare payment instrument prior to each vehicle boarding to validate their trip or upon occupying district areas requiring proof of fare payment.
