

Support HB 4008 – Transit Funding Task Force

HB 4008 would bring together diverse stakeholders--including transit providers, business organizations and employers, workers, elected leaders, local governments and transit users—to build consensus on a revenue mechanism for funding transit across the State. The Task Force would facilitate the conversation in public meetings with a required report summarizing the findings and recommendations ahead of the 2027 session.

Potential revenue mechanisms would be evaluated on the basis of:

- Adequacy – the potential for revenue generation.
- Equity – who is paying.
- Reliability - stability and durability of revenue source over time.

The task force would also determine the level of funding needed statewide to maintain adequate transit service that is reliable, safe and accessible and allows for population growth over time.



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Oregon transit providers warned last year that without additional funding, the improved transit service made possible by the STIF program was now at risk of being cut because of demand and cost increases, and those warnings have become reality. In Southern Oregon, **Rogue Valley Transportation District has been forced to cut over 60% of service, 10 of 16 bus lines, and laid off 82 employees. TriMet will need to cut at least 10% of total service if additional revenue is not identified.**

Transit Funding Crisis

- **63% of the transit providers surveyed by the Oregon Transit Association in 2025 were in a budget deficit or were projecting a deficit.**
- Revenue is not keeping pace with inflation: The operating cost of providing transit service has grown over 50% in the last 5 years.
- As we see with roads and bridges, public transit facilities and infrastructure are aging and costly to upgrade or replace.
- Without additional funding, the service expansion created by the STIF program is at further risk.

Prior to the 2017 transportation package, there was no program in the state of Oregon to fund transit operations statewide. This meant limited transportation options, especially in rural Oregon for seniors and those with disabilities, and significant gaps in interconnectivity. HB 2017 created the STIF program to expand public transportation statewide and directed transit agencies to provide reduced fares to students and low-income Oregonians. The STIF program is funded by a 0.1% employee payroll tax and the funding is kept locally, since it is directed to the transit agency where employees work.