

Date: December 11, 2024

To: Board of Directors

From: Sam Desue, Jr.

Subject: **RESOLUTION NO. 24-12-66 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING THE FY 2026-2027 STATEWIDE TRANSPORTATION IMPROVEMENT FUND PLAN**

1. Purpose of Item

This Resolution requests that the TriMet Board of Directors (Board) adopt the FY 2026-2027 Statewide Transportation Improvement Fund Plan for the TriMet region.

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other: Adoption of FY 2026-2027 STIF Plan

3. Reason for Board Action

The Board must adopt the FY 2026-2027 STIF Plan before it may be submitted to the Oregon Public Transportation Advisory Committee and the Oregon Transportation Commission for approval.

4. Type of Action

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

5. Background

As part of the Keep Oregon Moving Act (HB 2017), the legislature established the Statewide Transportation Improvement Fund (STIF) to provide statewide distribution of transportation funds, pursuant to biennial, regional STIF Plans. Each regional STIF Plan must be submitted to the Oregon Department of Transportation (ODOT) and approved by the Oregon Public Transportation Advisory Committee (PTAC) and the Oregon Transportation Commission (OTC). The deadline for submission of the FY 2026-2027 STIF Plan to ODOT is January 16, 2025, after which ODOT will submit the Plan to PTAC and the OTC.

The STIF administrative rules denote TriMet as the Qualified Entity (QE) for the Multnomah, Clackamas and Washington tri-county region, and require the Board, as the governing body of the QE, to “adopt a written STIF Plan to establish a list of Projects to guide STIF formula fund investments” for submission to the PTAC and the OTC. The administrative rules further require that every project on the “list of Projects” come from a

“local plan.” The local plan for our region is the FY26-27 Public Transportation Improvement Plan (PTIP).

The Board-appointed HB2017 Transit Advisory Committee (Advisory Committee) is charged with the task of developing the biennial STIF Plan for the Board’s adoption. On November 22, 2024, the Advisory Committee approved the FY 2026-2027 STIF Plan, which is based on the PTIP, for submission to the Board for approval. Pursuant to this Resolution, the Board would approve both the underlying PTIP and the FY 2026-2027 STIF Plan, and authorize the submission of the STIF Plan to the PTAC and OTC, via ODOT staff, for approval.

Internet links to the FY 2026-2027 STIF Plan and the underlying FY26-27 PTIP may be found at www.trimet.org/hb2017.

At the October 23, 2024 Board Meeting, the Board received a full briefing and held discussion on the FY26-27 STIF Plan. That briefing can be found at <https://trimet.org/meetings/board/meetings.htm>.

The FY 2026-2027 STIF Plan allocates funding for:

- TriMet’s low income fare program,
- student fares,
- service enhancements and preservation,
- regional coordination shuttles and services,
- Portland Streetcar service,
- transit service for older adults and people with disabilities,
- TriMet LIFT vehicles, and
- plan compliance and administration

The FY 2026-2027 Plan also includes transit investments in areas outside the TriMet District boundary but within the tri-county area, including rural Clackamas, Multnomah, and Washington counties, as well as the Clackamas transportation districts of South Metro Area Regional Transit (SMART), Canby Area Transit (CAT), Sandy Transit, and South Clackamas Transportation District (SCTD).

In 2020, the Oregon legislature passed Senate Bill 1601, which consolidated the STIF Formula Funding with the Special Transportation Fund (STF), which is derived from taxes on cigarettes, gasoline, and identification cards. Now referred to as STIF Population Based Formula Funds (STIF Pop), these monies provide transportation services to older adults and people with disabilities, so that they may access health, education, work, social, and recreational opportunities and live as independently and productively as possible.

As a result of this consolidation, the FY 2026-2027 STIF Plan proposed for adoption by this Resolution also includes STIF Pop projects. The Accessible Transportation Funds Advisory Committee (ATFAC), an Advisory Committee work group, allocated funding for these STIF Pop projects prior to their approval by Advisory Committee.

6. Financial/Budget Impact

Revenues distributed under the STIF Plan benefit TriMet and the entire tri-county region. The FY2026-2027 STIF plan is composed of approximately \$223 million in projects distributed among TriMet, the three counties, the several Clackamas transportation districts,

and Portland Streetcar. Approving this Resolution allows TriMet and the rest of the region to receive and spend funds under the STIF application process pursuant to HB 2017.

7. **Impact if Not Approved**

If the Board chooses not to approve this Resolution, TriMet will not be able to submit the region's STIF Plan by the January 16, 2025 deadline. If the Plan is not submitted by the deadline, neither TriMet nor the region's other public transportation service providers will be able to seek FY 2026-2027 STIF Formula funds or spend any existing carryover funds.

RESOLUTION NO. 24-12-66

**RESOLUTION NO. 22-12-66 OF THE TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING THE FY
2026-2027 STATEWIDE TRANSPORTATION IMPROVEMENT FUND PLAN**

WHEREAS, the Oregon Legislature passed HB 2017, Or Laws 2017 Chapter 750, which dedicates revenue for mass transit to be allocated through the Statewide Transportation Improvement Fund (STIF); and

WHEREAS, Oregon Department of Transportation administrative rules require that STIF money may be used to pay only for services that are included in a STIF Plan adopted by a region's Qualified Entity; and

WHEREAS, TriMet is the designated Qualified Entity for the tri-county area of Clackamas, Multnomah and Washington counties, and the TriMet Board of Directors (Board) serves as the approving body for the Qualified Entity; and

WHEREAS, over the previous 11-month period, the Board-approved HB 2017 Transit Advisory Committee (Advisory Committee), the Board-approved Accessible Transportation Funds Advisory Committee (ATFAC), and TriMet staff developed the FY 2026-2027 STIF Plan, which reflects the FY26-27 Public Transportation Improvement Plan (PTIP); and

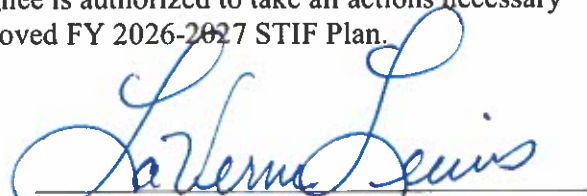
WHEREAS, the FY26-27 PTIP and the FY 2026-2027 STIF Plan, located at www.trimet.org/hb2017, have been approved by the Advisory Committee; and

WHEREAS, the Board wishes to approve the underlying PTIP and adopt the Advisory Committee's recommended FY 2026-2027 STIF Plan;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Board hereby approves the Advisory Committee's recommended FY 2026-2027 STIF Plan, located at www.trimet.org/hb2017.
2. That the Board hereby approves the underlying FY2026-2027 PTIP, located at www.trimet.org/hb2017.
3. That the General Manager or his designee is authorized to take all actions necessary and appropriate to implement the approved FY 2026-2027 STIF Plan.

Dated: December 11, 2024



Presiding Officer

Attest:



Recording Secretary

Approved as to Legal Sufficiency:



Legal Department