

Date: October 24, 2018

To: Board of Directors

From: Doug Kelsey

Subject: **RESOLUTION 18-10-72 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING THE FY2019-2023 STATE TRANSPORTATION IMPROVEMENT FUND (STIF) PLAN**

1. Purpose of Item

This resolution adopts the State Transportation Improvement Fund (STIF) Plan for the TriMet region for submission to the Oregon Transportation Commission for fiscal years 2019-2023.

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other: Adoption of STIF Plan for FY19-FY23

3. Reason for Board Action

Administrative rules implementing HB2017 require that the Qualified Entity (QE) for the geographic area adopt the service and funding plan before submission to the Oregon Transit Commission and ODOT. HB2017 designates the QE for an area with more than one transit or transportation district as the district with the largest service area. In the tri-county metropolitan area of Multnomah, Clackamas and Washington counties, TriMet serves as the QE and the TriMet board serves as the approving body for the STIF Plan.

4. Type of Action

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

5. Background

As the QE for the region, the Board of Directors is required to “adopt a written STIF plan to establish a list of Projects to guide STIF formula fund investments.” OAR 732-042-0015. The STIF Plan that is being submitted for adoption allocates on-going funding for TriMet’s low income fare program, service enhancements, regional coordination, student fare, elderly and disabled service, and the non-diesel bus program. It also apportions one-time only funding for security, in the form of additional lighting and cameras at transit centers; enhanced transit concepts, for physical improvements in the built environment allowing buses to move more quickly through congested intersections and roadways; amenities such as bus shelters, transit

trackers and ADA compliant bus stops; and battery electric bus infrastructure. This STIF Plan is for services and programs in fiscal years 2019-2023. Subsequent plans will be for two year periods and will need to be adopted by the TriMet Board at each of those times.

The TriMet Board, acting as the QE, was required to appoint an advisory committee representing a wide set of interests. The board established the initial advisory committee in October 2017 and amended the membership in December 2017 and March 2018. The HB2017 Advisory Committee advises the TriMet Board of Directors on the development of a plan for the use of funds received under HB2017 that must be submitted to the Oregon Transportation Commission (OTC).

HB2017 requires that the advisory committee seek community input on the plan. Community input was achieved through:

- Eleven HB 2017 Advisory Committee Meetings
- 12 Workshops ~ 600 attendees
- 2 Online surveys – 178 responses
- 7 Open Houses – 229 responses
- Meetings with the following stakeholder groups:
 - TriMet Board of Directors
 - TriMet Transit Equity Advisory Committee
 - Committee on Accessible Transportation
 - Washington County Coordinating Committee
 - Clackamas County Coordinating Committee
 - East Multnomah County Transportation Coordinating Committee
 - Joint Policy Advisory Committee on Transportation (JPACT) and Region One Area Commission on Transportation
 - Separate community engagement for sub-recipients managed by counties

6. Financial/Budget Impact

Having an adopted plan is necessary for TriMet and the region to receive funding under the HB2017 application process.

7. Impact if Not Approved

If the TriMet Board of Directors chooses not to adopt this plan, TriMet will not be able to submit the region's STIF plan by the November 1 deadline. If we do not submit a plan by November 1, TriMet would not be able to seek HB 2017 funding until the next available deadline, which is May 1, 2019. This would cause a significant delay in the ability of TriMet and the other transit providers in the region to put needed public transit service out on the street and fund other priorities such as transit amenities, enhanced transit concepts, TriMet's low-income fare, additional security, and the non-diesel bus program.

RESOLUTION 18-10-72

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING THE FY2019-2023 STATE TRANSPORTATION IMPROVEMENT FUND (STIF) PLAN

WHEREAS, the Oregon Legislature passed HB2017, Or Laws 2017 Chapter 750, which dedicates new revenue for mass transit to be allocated through the Statewide Transportation Improvement Fund (STIF); and

WHEREAS, Oregon Department of Transportation rules require that STIF funds can only be used to fund expanded services that are part of an adopted plan; and

WHEREAS, the TriMet Board appointed a citizen advisory committee in accordance with the HB2017 implementation rules that represents a broad cross section of interests and jurisdictions; and

WHEREAS, the HB2017 advisory committee and TriMet staff conducted a comprehensive six-month public engagement and outreach program to develop and refine the FY2019-2023 STIF recommendation; and

WHEREAS, the HB2017 advisory committee has considered extensive public input and developed recommendations regarding the proposed uses of STIF and adopted the plan by an overwhelming majority; and

WHEREAS, the TriMet Board desires to adopt the FY2019-2023 STIF Plan;

NOW, THEREFORE, BE IT RESOLVED:

1. That the FY 2019-2023 STIF Plan attached as Exhibit A to this Resolution is incorporated into and made part of this Resolution.
2. That the TriMet Board approves the FY2019-2023 STIF Plan.

Dated: October 24, 2018

Attest:

Presiding Officer

Recording Secretary

Approved as to Legal Sufficiency



Legal Department