TRIMET

Memo

Date: March 27, 2019

To: Board of Directors

From: Doug Kelsey

Subject: **RESOLUTION 19-03-18 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING THE FY2019-2021 REVISED STATE TRANSPORTATION IMPROVEMENT FUND (STIF) PLAN**

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1. **Purpose of Item**
   By means of this Resolution, the TriMet Board of Directors (Board) adopts the revised State Transportation Improvement Fund (STIF) Plan for the TriMet region, for submission to the Oregon Public Transportation Advisory Committee and the Oregon Transportation Commission for fiscal years 2019-2021.

2. **Type of Agenda Item**
   - ☐ Initial Contract
   - ☐ Contract Modification
   - ☒ Other: Adoption of the revised STIF Plan for FY19-FY21

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 both the Oregon Public Transportation Advisory Committee and the Oregon Transportation Commission. 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**
   In October 2018, the TriMet Board of Directors adopted the FY19-23 STIF Plan for the Portland Tri-County Area, as required by OAR 732-042-0015. The Board-adopted STIF Plan 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 to allow buses to move more quickly through congested

intersections and roadways; amenities such as bus shelters, transit trackers and ADA compliant bus stops; and for battery electric bus infrastructure.

After the Board adopted the Plan, ODOT required TriMet, as the QE, to submit an application reflecting the programs and funding allocations for the first three years of the Plan. ODOT considers this application to be the QE's official 3-year STIF Plan (Plan). TriMet submitted the Plan on time, and it was forwarded to the Oregon Public Transportation Advisory Committee (PTAC) for review and scoring. PTAC approved fifty-one of fifty-two projects in the Plan. The only project not to receive approval was the FY19-21 STIF Human Services Transportation Program, allocating $2,530,000 to senior and disabled transportation programs over three years. Exhibit A, attached to this Resolution, illustrates the specific programs to be funded in the FY19-21 Human Services Transportation Program.

The Human Services Transportation Program was not approved because the narrative contained a clause that would allow TriMet to spend funds on existing services that might lose funding during the 2019 legislative session. The PTAC gave TriMet 30 days to submit a revised Plan without the clause allowing expenditure of funds on existing services that might lose funding. Once submitted, the revised Plan must be adopted by TriMet's Board of Directors. Staff completed revisions to the Plan and submitted it to ODOT prior to expiration of the 30 day window.

If the TriMet Board of Directors adopts the revised Plan, it will be forwarded to the PTAC for approval. Once approved by the PTAC, the revised Plan will go to the Oregon Transportation Commission for final approval.

6. **Financial/Budget Impact**
   Having an adopted revised Plan is necessary for TriMet and the region to receive the approximately $2.5 million of STIF funding for senior and disabled transportation programs under the HB2017 application process. The Special Transportation Funds Allocation Committee (STFAC) has already selected the programs to receive funding, with TriMet LIFT being one of the recipients.

7. **Impact if Not Approved**
   If the TriMet Board of Directors chooses not to adopt the revised Plan, TriMet will receive all the STIF funds in the original Plan, except for the approximately $2.5 million FY19-21 Human Services Transportation Program, allocated to senior and disabled transportation programs. Consequently, TriMet would lose STIF funding for LIFT vehicle replacements previously approved by the STFAC.

RESOLUTION 19-03-18

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING THE REVISED FY2019-2021 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 HB2017 advisory committee and TriMet staff conducted a comprehensive one year public engagement and outreach program to develop and refine the FY2019-2023 STIF recommendation; and

WHEREAS, TriMet staff submitted the first three years of the Plan to ODOT per HB2017 Formula Funding rules; and

WHEREAS, the Oregon Public Transportation Advisory Committee approved the Plan but for one project – FY19-21 STIF Human Services Transportation Program – that provided $2,530,000 for senior and disabled transportation; and

WHERAS, the Oregon Public Transportation Advisory Committee has allowed TriMet to submit a revised STIF Plan with a revised narrative for the FY19-21 Human Services Transportation Program, to be adopted by the TriMet Board, in order to obtain approval by the Oregon Public Transportation Advisory Committee and the Oregon Transportation Commission for all projects in the Plan, including the STIF Human Services Transportation Program; and

WHEREAS, the TriMet Board desires to adopt the revised FY2019-2021 STIF Plan;

NOW, THEREFORE, BE IT RESOLVED:

1. That the attached as Exhibit A, showing programs to be funded by the FY19-21 Human Services Transportation Program, is incorporated into and made part of this Resolution.

2. That the narrative pertaining to the STIF Human Services Transportation Program in the revised FY 2019-2021 STIF Plan shall delete language allowing the expenditure of funds on existing services that might not be funded in the 2019 legislative session, and that the funding described in the attached Exhibit A be included in the revised STIF Plan.

3. That the TriMet Board approves the revised FY2019-2021 STIF Plan.

Dated: March 27, 2019

Presiding Officer

Attest:

Kelly Ruxton

Recording Secretary

Approved as to Legal Sufficiency

Legal Department

Resolution 19-03-19
Exhibit A

FY19-21 STIF Human Services Transportation Program

Grant Recipients and Projects	STIF
Ride Connection and Community Transportation Provider Network	**$1,005,945**
Impact NW - Transportation Services for Seniors and Adults with Disabilities Expansion	$167,616
Ride Connection - Regional Volunteer Program Capacity and Enhancement	$181,885
Ride Connection - Washington County Capacity Expansion	$249,788
Ride Connection - Network Replacement Vehicles	$406,656
Grant Recipients and Projects	**STIF**
TriMet	**$1,524,055**
LIFT Operations	
LIFT Vehicle Replacement	$1,516,055
Compliance Cost to Subrecipients	$8,000
Total Estimated Funding Available	**$2,530,000**