HB 2017 – Keep Oregon Moving

Statewide Transportation Fund (STIF)

• 1/10th of 1 percent tax for transit statewide
• 90% returns to the region it was collected
• TriMet is the Qualified Entity for the Tri County region
  • Submit a STIF plan to ODOT every 2 years
    • Increased Frequency to low-income areas
    • Natural gas or electric buses
    • Fare reduction for low-income
    • Expansion of bus routes and service to low-income areas
    • Improved connections inside/outside districts
    • Reduced fragmentation of services
    • Minimum of 1% of funding for student transportation
STIF Plan
Developed with the HB 2017 Transit Advisory Committee

- Approved by the TriMet Board in Feb. 2020
  - Met monthly since Feb. 2020
  - 57% women / 43% BIPOC
- Represents
  - Transit riders
  - Jurisdictions
  - Transportation providers
  - Schools
  - Rural areas
  - Advocates
Advocate organizations included:

- The Street Trust
- OPAL
- Constructing Hope
- Central City Concern
- OR-ID Council of Laborers
- East Metro Economic Alliance
- Centro Cultural
- IRCO
- Oregon Environmental Commission
- Hillsboro Chamber of Commerce
- Portland Business Alliance
FY19-21 STIF Plan – The PTIP

Approved in Oct. 2018 – 5 year plan

- Service expansion
- Low income fare
- Battery electric buses
- Regional coordination
- Student passes
- Senior and disabled transit
- Capital program
  - BEB infrastructure
  - Stop amenities
  - Transit priority
  - Physical safety improvements
FY19-21 STIF Plan – The PTIP

Out of District Providers
• Rural Washington County
• Rural Multnomah County
• Rural Clackamas County
• Clackamas County Transit Providers
  • SMART - Wilsonville
  • Canby Area Transit
  • Sandy Transit
  • SCTD Molalla
FY22-23 STIF Plan – The PTIP

Due to ODOT on Feb 1, 2021 – Continue the 5 year plan

- Service expansion
- Low income fare
- Battery electric buses
- Regional coordination
- Student passes
- Senior and disabled transit
- Capital program
  - BEB infrastructure
  - Stop amenities
  - Transit priority
  - Physical safety improvements
New in the FY22-23 PTIP

TriMet District Top 25th Percentile of Equity Index Scores

Census Block Groups with High Equity Scores

- Top 25th Percentile
- Below 25th Percentile

The top 25th percentile represents block groups with an Equity Index Score greater than 19.

TriMet Services

- MAX Light Rail
- WES Commuter Rail
- Frequent Bus Service Lines
- Bus Lines
- TriMet Service District

Data: Metro RUES, TriMet, US Census Bureau, 2014-2018 American Community Survey 5-Year Estimates Tables B19301, B05002, B05003, B13311, B25075, B25077, B25085, C15001, C15002, and Longitudinal Employer-Household Dynamics Table or_ww_5000_FY17

Project Location: C:/PUBLIC/GIS/FY2020/Equity_Index/2020/gps_project/TriMet_Equity_Index_25_Percentile.qgz
New in the FY22-23 PTIP

Special Transportation Funds Supplemental (STF Supplemental)

• Historically, the legislature dedicates some general funds to the STF Program

• 2019 legislature didn’t allocate general funds to STF and requested ODOT combine STF and STIF programs

• June emergency session combined the programs for the FY24-25 biennium

• STF Supplemental allocation is filling the gap in FY22-23
New in the FY22-23 PTIP

Service Preservation Funds

• HB 2017 legislation initially only allowed for expansion of services or new capital improvements

• COVID-19 has resulted in reduced revenues for all transit providers around the state

• HB 1601 was passed in the June emergency session – allows for funds to be spent to preserve service and programs

• Advisory committee set aside $42 mil for service preservation over the FY22-23 biennium
# FY22-23 STIF Plan

<table>
<thead>
<tr>
<th>Program</th>
<th>FY22 High ($65.2 mil)</th>
<th>FY23 High ($49.7 mil)</th>
<th>Change</th>
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</thead>
<tbody>
<tr>
<td>Low Income Fare</td>
<td>$7 mil</td>
<td>$11 mil</td>
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<tr>
<td>Service Expansion</td>
<td>$10 mil</td>
<td>$13.2 mil</td>
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<tr>
<td>Electric Bus Program</td>
<td>$5.1 mil</td>
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<tr>
<td>Regional Coordination</td>
<td>$3.1 mil</td>
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<tr>
<td>High School Pass Program</td>
<td>$500k</td>
<td>$500k</td>
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<tr>
<td>Senior/Disabled Transit</td>
<td>$1 mil</td>
<td>$1 mil</td>
<td>↓</td>
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<tr>
<td>Capital Program</td>
<td>$3.7 mil</td>
<td>$3.7 mil</td>
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<tr>
<td>STF Supplemental</td>
<td>$2.3 mil</td>
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<tr>
<td>Service Preservation</td>
<td>$32.5 mil</td>
<td>$9.8 mil</td>
<td>New</td>
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</tbody>
</table>

**Change**
- New
- No Change
FY22-23 STIF Plan Outreach

Online survey
• 157 respondents
• 647 comments

Virtual Town Halls
• Peak live viewers
  • 99 English
  • 31 Spanish
• Video viewers
  • 6,900 English
  • 1,800 Spanish

Reactions, Comments, Shares
• 232 English
• 128 Spanish
<table>
<thead>
<tr>
<th>Program</th>
<th>High Rating – 4 or 5</th>
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<tbody>
<tr>
<td>Low Income Fare</td>
<td>67%</td>
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<tr>
<td>Service Expansion</td>
<td>77%</td>
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<tr>
<td>Electric Bus Program</td>
<td>67%</td>
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<tr>
<td>Regional Coordination</td>
<td>63%</td>
</tr>
<tr>
<td>High School Pass Program</td>
<td>69%</td>
</tr>
<tr>
<td>Senior/Disabled Transit</td>
<td>86%</td>
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<tr>
<td>Capital Program(Triangle)</td>
<td>67% (averaged)</td>
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<tr>
<td>STF Supplemental</td>
<td>86% (same as above)</td>
</tr>
<tr>
<td>Service Preservation</td>
<td>86%</td>
</tr>
</tbody>
</table>
FY22-23 Plan Adoption

Legislation requires the TriMet Board adopt the plan

- The Plan is due to ODOT on Feb. 1, 2021
- Plan application takes a lot of time to put together (400+ pages)