


Date: April 24, 2024

To: Board of Directors

From: Sam Desue, Jr. 

Subject: **RESOLUTION NO. 24-04-25 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING AN AMENDMENT TO THE FY 2024-2025 STATE TRANSPORTATION IMPROVEMENT FUND (STIF) PLAN**

1. Purpose of Item

This Resolution requests the TriMet Board of Directors (Board) to adopt an Amendment to the FY 2024-2025 Statewide Transportation Improvement Fund (STIF) Plan for the tri-county region.

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other: Resolution adopting Amendment to the FY 2024-2025 STIF Plan

3. Reason for Board Action

The Board must adopt the Amendment to the FY 2024-2025 STIF Plan before the amended STIF Plan may be submitted to the 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

In December 2022, the Board approved Resolution No. 22-12-69, adopting the FY 2024-2025 STIF Plan, which was composed of more than \$206.2 million in projects distributed among TriMet, the three counties, the Clackamas transportation districts, the City of Portland Streetcar, and Ride Connection. The Plan was submitted to the Oregon Department of Transportation (ODOT) in January 2023 and approved by the Oregon Transportation Commission in May 2023. The new STIF biennium began on July 1, 2023, at which time the FY 2024-2025 STIF Plan was enacted.

When developing the FY 2024-2025 STIF Plan, TriMet relied on revenue projections provided by ODOT, as it has for all prior STIF Plans. If ODOT under-estimates the STIF revenue, then ODOT holds on to the additional funds for the next biennium. Similarly, if TriMet under-estimates the amount of funds being carried over from the prior STIF biennium, then the remaining revenue is left out of the Plan. The STIF Program Guidelines

do not allow for these under-estimated amounts to be spent until they are included in the STIF Plan, nor do they provide a means of amending the STIF Plan in the middle of the biennium. As a result, TriMet and other recipients must wait for the next biennium to spend the funds; in this case, when the FY 2026-2027 STIF Plan is adopted.

Earlier this month, ODOT announced that it had been granted an emergency administrative rule change by the Oregon Justice Department to allow Qualified Entities (QE) to submit a one-time amendment to their FY 2024-2025 STIF Plans to include additional funds derived from new revenue estimates and carryover funds from prior biennia. As the QE for the tri-county area, TriMet is eligible to amend the FY 2024-2025 STIF Plan to increase it by \$38.9 million. TriMet is one of many transit providers across the state requesting to amend its FY 2024-2025 STIF Plan.

The proposed Amendment to the Plan includes additional revenue and carryover funds from all three counties for projects outside the TriMet district, as well as for the four Clackamas County transit providers: Canby Area Transit, Sandy Area Metro, South Clackamas Transportation District, and South Metro Area Regional Transit. The Amendment also includes these funds for the Portland Streetcar and Ride Connection for transportation for older adults and people with disabilities.

The table attached to this Resolution as Exhibit A describes the FY 2024-2025 STIF Plan Amendment, which would increase the total Plan amount to \$245.2 million.

ODOT released the amendment rules, process, and electronic submittal forms on April 8, 2024. The Amendment to the Plan is due on April 29, 2024 and requires approval by the Board.

6. Financial/Budget Impact

STIF funds benefit TriMet and the entire tri-county region. The Amendment to the FY 2024-2025 STIF Plan consists of \$38.9 million in projects distributed among TriMet, the three counties, the Clackamas transportation districts, Portland Streetcar, and Ride Connection. Approving this Resolution allows TriMet and the rest of the region to receive and spend all available STIF funds pursuant to House Bill 2017 – The Keep Oregon Moving Act.

7. Impact if Not Approved

If the Board chooses not to approve this Resolution, TriMet will not be able to submit the Amendment to the FY 2024-2025 STIF Plan. If the Amendment is not submitted, TriMet, the three counties, the Clackamas transportation districts, Portland Streetcar, and Ride Connection will not be able to use these funds until they are included in the FY 2026-2027 STIF Plan. In that case, the funds would not be available until July 1, 2025.

RESOLUTION NO. 24-04-25

**RESOLUTION NO. 24-04-25 OF THE TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING AN
AMENDMENT TO THE FY 2024-2025 STATE TRANSPORTATION
IMPROVEMENT FUND (STIF) 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, TriMet is the designated Qualified Entity for the tri-county area of Clackamas, Multnomah and Washington counties; and

WHEREAS, additional STIF funds are available for TriMet, Clackamas, Multnomah, and Washington counties, the Clackamas transit providers, the City of Portland Streetcar, and Ride Connection than were included in the FY 2024-2025 STIF Plan; and

WHEREAS, Oregon Department of Transportation was granted an emergency administrative rule change by the Oregon Justice Department to allow Qualified Entities (QE) to submit one-time amendments to their FY 2024-2025 STIF Plans to include additional funds derived from new revenue estimates and carryover funds from prior biennia; and

WHEREAS, TriMet wishes to amend the FY 2024-2025 STIF Plan to allow for the expenditure of the revised revenue estimates and carryover funds, as set forth in the attached Exhibit A; and

WHEREAS, the TriMet Board of Directors (Board) serves as the approving body for the Qualified Entity;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Board hereby approves the Amendment to the FY 2024-2025 STIF Plan, as set forth in the attached Exhibit A.
2. That the General Manager or his designee is authorized to take all actions necessary and appropriate to implement this Resolution.

Dated: April 24, 2024

Attest:

Recording Secretary

Presiding Officer

Approved as to Legal Sufficiency:



Legal Department

EXHIBIT A TO RESOLUTION NO. 24-04-25

The Amendment to the FY 2024-2025 STIF Plan showing increases to the previously approved amounts is set forth below.

Provider	Project Description	Amount
TriMet	Fixed route service	\$23,622,334
	LIFT operations	\$4,643,724
	Transit Access Student Fares Program	\$600,000
	Operator workforce management software upgrade	\$5,238,753
	Bus stop digital display program	\$824,850
	Better Bus transit priority improvement program	\$1,082,321
	Bus stop improvements & new shelter design	\$1,162,633
	Security cameras & video data storage	\$92,939
	Subtotal for TriMet	\$37,267,554
Clackamas County	Transit Service, Capital, Planning, and Admin.	\$167,192
Multnomah County	Transit Service, Capital, Planning, and Admin.	\$22,542
Washington County	Transit Service, Capital, Planning, and Admin.	\$459,450
Canby Area Transit	Transit Service, Capital, Planning, and Admin.	\$103,061
Sandy Area Metro	Transit Service, Capital, Planning, and Admin.	\$44,686
South Clackamas Trans. District	Transit Service, Capital, Planning, and Admin.	\$73,934
City of Wilsonville	Transit Service, Capital, Planning, and Admin.	\$420,064
City of Portland – Streetcar	Transit Service, Capital, Planning, and Admin.	\$100,000
Ride Connection	Transit Service, Capital, Planning, and Admin.	\$323,780
	Subtotal for Public Transit Service Providers	\$1,714,709
	Total	\$38,982,263