



**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: June 1, 2026		Subject: Statewide Transportation Improvement Fund (STIF) Plan for the 2028-29 Biennium	
		Staff Member: Kelsey Lewis, Grants & Programs Manager & Diana Kotler, Transit Operations Manager	
		Department: SMART	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Council consider the staff recommendation and provide comment.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input checked="" type="checkbox"/> Adopted Master Plan(s): Transit Master Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

Staff will present plans for Statewide Transportation Improvement Fund projects for the 2028-2029 biennial plan, to be included in the application for funding through TriMet to the Oregon Transportation Commission.

EXECUTIVE SUMMARY:

The Oregon Legislature enacted a new employee payroll tax under House Bill 2017 dedicated to funding the expansion of public transportation services. The payroll tax is administered through the Statewide Transportation Improvement Fund, or STIF. The Oregon Department of Transportation (ODOT) disburses ninety percent (90%) of the STIF funds by formula to Qualified Entities (QE) based on the amount of payroll tax generated in their area.

The Oregon Legislature designated TriMet as the Qualified Entity (QE) for the purpose of administering the STIF planning process, and receiving and distributing STIF funds for Clackamas, Multnomah and Washington counties. The current STIF plan underway is the fiscal year (FY) 2026-2027 plan. Project eligibility is strictly regulated by HB 2017. A project must appear in an adopted plan to be eligible for funding. SMART submits its plan for the next two years of STIF funding through TriMet for approval by the Oregon Transportation Commission. Now is the time to submit our plan for STIF funding in the Fiscal Years 2027 - 28 and 2028 -29.

ODOT has not yet released new revenue estimates in 2026, so we are using round estimates to build the draft plan. The final plan will come to City Council as part of the STIF agreement with TriMet, likely in early 2027. The estimate for STIF revenue in this period is \$3.1 million for the biennium. We are also including \$2.2 million in anticipated unspent funds from prior years, and \$3.6 million in Regional Coordination funds from TriMet for a total of \$8.4 million.

Given SMART's recent expansion of bus service and newly updated facilities, both at the transit center and the operations facility, this plan is mostly focused on maintaining operations and replacing vehicles.

Continuing Projects from Existing Plan

Route 2X service from Wilsonville to Tualatin (Regional Coordination)

Route 12X service from Wilsonville to Clackamas Town Center (Regional Coordination)

Continued service on Routes 1X, 2X, 7 and 12X

Replacement buses- grant match

Out-of-town medical Dial-a-Ride service

Bus stop and transit center amenities to improve access to transit

STIF audit

New Projects Proposed in 2028-2029 Plan

Consultant for future service planning

Operations reserve fund

Plan contingency fund (formerly called program reserve)

Approximate Funding

Direct STIF funds: \$3,100,000
Regional Coordination funds: \$3,600,000
Previous plan unspent funds: \$2,200,000
Total: \$8,900,000

TIMELINE:

SMART staff intends to submit a plan to TriMet in the summer of 2026. TriMet will finalize the combined plan in November 2026 and submit the final application for funds to the Oregon Department of Transportation (for approval by the Oregon Transportation Commission) in January 2027.

CURRENT YEAR BUDGET IMPACTS:

There are no impacts on the current budget year.

COMMUNITY INVOLVEMENT PROCESS:

Project ideas in this plan came from public engagement during the creation of the 2023 Transit Master Plan. This plan is available at <https://www.ridesmart.com/transit/page/transit-master-plan>. SMART also conducts a rider survey each year to get further feedback on transit needs from the community.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

These projects intend to increase access to and utilization of the transit system in Wilsonville.

ALTERNATIVES:

City Council can submit a plan, as attached or with changes, or choose not to submit a plan, however, that is not recommended since we cannot spend STIF funds for the 2028-29 biennium if a plan is not submitted.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

N/A