



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: June 20, 2022		Subject: Statewide Transportation Improvement Fund (STIF) FY24-25 Planning Staff Member: Kelsey Lewis, Grants & Programs Manager and Eric Loomis, 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 expenditures for the Fiscal Year 2024-2025 biennial planning process, to be included in the application for funds through TriMet.

EXECUTIVE SUMMARY:

The Oregon Legislature enacted House Bill 2017 (HB 2017) in mid-2017, which created a new employee payroll tax dedicated to funding the expansion of public transportation services. The payroll tax became effective in 2018 and is administered through the Statewide Transportation Improvement Fund (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 tri-county region 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 FY 2022-2023 plan. 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 2024 and 2025.

SMART is the second largest recipient of STIF formula dollars in the Tri-County region behind TriMet. Our estimate for STIF revenue in this period is \$1.5 million per year, or \$3 million for the biennium. Because SMART can only spend revenue that has been included in a STIF plan, we have formulated a plan based on 120% of expected revenue (\$3.6 million). In past years, revenue has come in higher than the original estimate. We are also including \$1.5 million in anticipated unspent funds from prior years, \$3.4 million in Regional Coordination funds from TriMet, and \$0.6 million in Special Transportation Funds (STF) for a total of \$9.1 million.

Continuing Projects from Existing STIF Plan

STIF Coordinator (1.0 FTE)

STIF Audit

Program Reserve

Route 2X Express Service from Tualatin to Wilsonville

Continued Service on Routes 1X, 2X, 7 and Neighborhood Shuttles

Continue Medical Shuttle Service to Tualatin

I-205 Express Service to Clackamas Town Center

Electric Charging Infrastructure

Electric and Compressed Natural Gas (CNG) Buses- Federal Grant Match

New Projects Proposed in 2024-2025 STIF Plan

Planning Projects

Transit Oriented Development Customer Service (2.0 FTE)

Basalt Creek Service Study

Signage Updates to Improve Access to Transit

Operations Projects

80X Service to Woodburn

Out-of-town Medical Dial-a-Ride Service (previously funded by STF)

Capital Projects

SMART Facilities Expansion

Bus for Clackamas Town Center Service (1)

Bus for Woodburn Service (1)- Federal Grant Match

Bus Stop & Amenities Construction- Federal Grant Match

Approximate Funding per Category of Project

Planning: \$1,136,000

Operations: \$6,472,000

Capital: \$1,540,000

Total: \$9,148,000

TIMELINE:

SMART staff intends to submit a plan to TriMet in July 2022. TriMet will finalize the combined plan in October 2022 and submit the final application for funds to the Oregon Department of Transportation (for approval by the Oregon Transportation Commission) in January 2023.

CURRENT YEAR BUDGET IMPACTS:

There are no current budget year impacts.

COMMUNITY INVOLVEMENT PROCESS:

Project ideas in this plan come from public engagement during the creation of the “Programs Enhancement Strategy” as a supplement to the Transit Master Plan in 2018 (Attachment 1).

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

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

ALTERNATIVES:

If SMART does not submit a plan for how we intend to use the funds, we cannot spend funds in the FY 2024-25 biennium. Staff recommends submitting a plan, as attached or with changes.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Programs Enhancement Strategy “Appendix G” of the Transit Master Plan