



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: July 18, 2022		Subject: Resolution No. 2987 A Resolution of the City of Wilsonville Authorizing the City Manager to Execute the Tri-County Metropolitan Transportation District of Oregon (TriMet) Subrecipient Agreement Staff Member: Dwight Brashear, Transit Director and Amanda Guile-Hinman, City Attorney Department: Transit and Legal	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" 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 checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input checked="" type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Staff recommends Council adopt the Consent Agenda.			
Recommended Language for Motion: I move to adopt the Consent Agenda.			
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:

Agreement for distribution of State funds between TriMet and SMART.

EXECUTIVE SUMMARY:

HB 2017 created the Statewide Transportation Improvement Fund (STIF). Each transit agency receives 90% of the STIF funds generated from employees working within its jurisdiction – referred to as STIF Formula Funds.

The STIF Formula Funds are collected by the State, which distributes the STIF Formula Funds to designated Qualified Entities. Despite the City's efforts to have SMART designated as a Qualified Entity, the State designated TriMet as the Qualified Entity for the Portland metro region and SMART as one of the Subrecipients that will receive its STIF Formula Funds from TriMet.

Because of TriMet's designation as the Qualified Entity and SMART's designation as a Public Transit Service Provider (PTSP) and Subrecipient, TriMet and SMART must enter into an agreement for the disbursement of STIF Formula Funds from TriMet to SMART. TriMet, SMART, and the other Subrecipients under TriMet's jurisdiction as a Qualified Entity, negotiated terms of the agreement with input from Oregon Department of Transportation (ODOT) regarding the disbursement of STIF Formula Funds.

The STIF Formula Funds will be used by SMART to fund its projects/programs listed in Transit Master Plan Appendix B – Route Priorities (updated in 2018), which was incorporated into SMART's STIF Plan that was approved by the Oregon Transportation Commission. The STIF Plan was created to satisfy requirements set forth in the statewide plan process to receive and expend STIF Formula Funds.

This agreement is for the funding in Fiscal Years 2021- 2022 and 2022-2023. Negotiations for this agreement were recently finalized and therefore the agreement is coming before City Council mid-way through the project plan period.

EXPECTED RESULTS:

Upon execution of this agreement, TriMet will disburse funding that has accumulated since the beginning of the plan period. SMART will continue to implement its STIF Plan.

TIMELINE:

This agreement will be effective from July 1, 2021 to June 30, 2023, due to the recently finalized agreement negotiations. SMART is set to receive STIF Formula Funds collected in fiscal year 2021-2022 upon execution of the agreement, and regularly through the terms of the agreement.

CURRENT YEAR BUDGET IMPACTS:

Year Collected	Projected Revenue
FY 2021 – 2022	\$2,360,164
FY 2022 - 2023	\$2,969,613
Total	\$5,329,776

COMMUNITY INVOLVEMENT PROCESS:

SMART conducted an extensive two-year public involvement process to develop the 2017 Transit Master Plan. Businesses and community members identified needs and desires through workshops, interviews, two community surveys, public events, a citizen task force, and several other formats. A complete list of public participation efforts is detailed in the Transit Master Plan Public Involvement chapter and Appendix F.

From the planning process described above, SMART developed a route priority list that was adopted as part of the 2017 Transit Master Plan as Appendix B. The Council adopted Resolution No. 2700 in July 2018 that clarified Appendix B as part of SMART's work in creating its STIF Plan.

SMART worked with other transit agencies that are also Subrecipients of TriMet to ensure the most equitable terms that meet the requirements and goals of HB 2017.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

These service enhancements will respond to numerous public comments from the Transit Master Plan expressing a desire for more service. These enhancements will increase ridership, reduce traffic congestion, and improve the public transit experience for customers.

ALTERNATIVES:

N/A

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

A. Resolution No. 2987

1. Tri-County Metropolitan Transportation District of Oregon Subrecipient Agreement