

## **SB 429 STAFF MEASURE SUMMARY**

### **Joint Committee On Transportation**

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**Prepared By:** Patrick Brennan, LPRO Analyst

**Meeting Dates:** 3/23

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#### **WHAT THE MEASURE DOES:**

Specifies that distribution to TriMet from the Statewide Transportation Improvement Fund is conditioned upon providing documentation to the Oregon Transportation Commission of a state-recognized apprenticeship program administered by the district. Requires Commission to verify the existence of an apprenticeship program prior to making formula distributions from the Fund.

#### **ISSUES DISCUSSED:**

##### **EFFECT OF AMENDMENT:**

No amendment.

##### **BACKGROUND:**

The Tri-County Metropolitan Transportation District, better known as TriMet, was created in 1969 to replace the defunct Rose City Transit. Today, TriMet is the state's largest transit agency, operating bus lines, light-rail (MAX), and commuter rail (Westside Express Service, or WES) over a system that spans the Portland metropolitan region from Troutdale to Forest Grove, and from North Portland to Oregon City, Wilsonville, and Sherwood. TriMet also provides vehicle operators and maintenance services for the Portland Streetcar. During Fiscal Year 2019, TriMet saw nearly 75 million originating rides on its fixed route bus, MAX, and WES lines, with almost one million additional rides on its LIFT paratransit service.

The Legislative Assembly established the Statewide Transportation Improvement Fund (STIF) with passage of House Bill 2017 (2017), providing the first robust, statewide funding stream for public transit in Oregon. The program is funded through a 0.1 percent statewide employee payroll tax, which generates revenues that are distributed to transit providers via three streams: formula distributions based on population served (90 percent); competitive grants for service enhancements (five percent); and competitive grants for interagency transit connections (four percent); the remaining one percent is allocated to the Oregon Department of Transportation for administration and to provide technical assistance to transit providers.

Senate Bill 429 requires that TriMet establish, and provide documentation of, a state-recognized apprenticeship program. Existence of the program must be verified by the Oregon Transportation Commission prior to the Commission making formula distributions to TriMet.