Meeting Agenda
Friday, November 19 (2–3 PM)
Virtual Meeting

Join Zoom meeting:

https://us02web.zoom.us/j/86930699450?pwd=T2U4MGFKMjI2bEUwRmZVWDJucHZqUT09

Meeting ID: 869 3069 9450 Meeting Passcode: B5G7iY

If you prefer to call in by phone, please dial 1(669)-900-6833 and enter the Meeting ID: 869 3069 9450 followed by the Meeting Passcode: 359559

2:00 Welcome and Introductions

2:05 Public Comment Period

2:10 Review and approval of January 13, 2021 meeting minutes

2:15 Overview of Crook County STF-funded projects

2:25 Veteran's Health Care Transportation Program update

2:35 ODOT updates

2:45 STIF and STF program consolidation update

2:55 2022 meeting schedule

3:00 Adjourn

To request this information in an alternative format, please call Derek Hofbauer, COIC Outreach and Engagement Administrator, at 541-548-9534 or send an email to dhofbauer@coic.org at least three days in advance of the meeting. COIC and Jefferson County encourages persons with disabilities to participate in all programs and activities.

.

Meeting Minutes
Wednesday, January 13, 2021

Committee Members
Adam Williams
Ken Fahlgren
Allen Dendy
Mary Lou Bernard

County Staff
Commissioner Brummer

COIC Staff
Rachel Zakem
Derek Hofbauer
Ashley Hooper

Welcome and Introductions

- Attendees made virtual introductions to the group.

Public Comment Period

- No public comments.

Review and approval of December 8, 2020 meeting minutes

- Mr. Fahlgren requested an update to the meeting minutes. His question in the previous meeting was about the availability of a bus barn or facility in Prineville for CET's vehicles.
    - Ms. Hooper responded that she will make this update to the minutes and an updated version will be provided to the committee.
    - Mr. Fahlgren made a motion to accept the minutes with this change, second by Mr. Williams, all approved.

Review and recommendation of FTA Section 5310 and STF Projects

- Mr. Hofbauer provided an explained the 5310 and STF funding pots:
    - 5310 is a federal funding program intended to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.
    - STF was created almost more than 25 years ago and is supported by cigarette tax revenue and various other funding sources. STF provides a flexible reliable source of revenue to support transit services for seniors and people with disabilities of any age.
- Overview of the 5310 and STF projects:
    - 5310 Project - $178,634 (City of Prineville Purchased Service)

        - This project funds purchased services to support continued transportation services for the City of Prineville, including Dial-A-Ride and Route 26 (Prineville – Redmond).
    - 5310 Project - $12,274 (Vehicle Preventative Maintenance)
        - This project will support the necessary maintenance for CET's Crook County fleet, specifically the vehicles COIC uses to support CET's Dial-A-Ride service in Prineville and the CET's Route 26 (Prineville – Redmond), to keep the fleet in a state of good repair.
    - STF Project - $131,400 (Service Operations)
        - Support current service-levels for Route 26 (Prineville – Redmond) and Dial-A-Ride services in Prineville. This funding will also fulfill local match requirements for necessary operations grants.
- Mr. Fahlgren asked if there are enough funding dollars to support these proposed projects and the veteran's healthcare transportation service.
    - Mr. Hofbauer responded that the veteran's service is supported through a separate funding pot and will not be impacted.
    - Ms. Hooper added that the Band of Brothers is eligible to apply for funding to support their service through the Statewide Transportation Improvement Fund. The eligibility criteria for this funding source was updated to include nonprofit and for-profit entities.
- Mr. Fahlgren recommended the City of Prineville 5310 project as the priority because it serves an urban area, the STF project as second priority, and the 5310 vehicle preventative maintenance project as third priority.
    - Mr. Dendy motioned to approve the projects in this order, Mr. Fahlgren seconded, all approved.

Discuss 2020 meeting schedule and committee membership updates

- Ms. Hooper shared that the committee currently has five members, which is the minimum number of members for the committee to function. She asked the committee members to provide contact information for anyone they would recommend to serve.
- The next meeting will be scheduled in the late summer, early fall.

Adjourn

Attachment 2

Award Notice - 2021-2023 Special Transportation Fund Program Formula

Published 04/13/2021 - ODOT Public Transportation Division

STF Agency	Allocation Estimate	Recommended Award
Baker County	$135,400	$135,400
Basin Transit Service Transportation District	$319,320	$319,320
Benton County	$440,334	$440,334
Burns Paiute Tribe	$135,400	$135,400
Columbia County	$247,923	$247,923
Confederated Tribes of Coos, Lower Umpqua and Siuslaw	$135,400	$135,400
Confederated Tribes of Grand Ronde Community of Oregon	$135,400	$135,400
Confederated Tribes of Siletz Indians	$135,400	$135,400
Confederated Tribes of the Umatilla Indian Reservation	$135,400	$135,400
Confederated Tribes of Warm Springs	$135,400	$135,400
Coos County Area Transportation District	$296,662	$296,662
Coquille Indian Tribe	$135,400	$135,400
Cow Creek Tribe of Umpqua Indians	$135,400	$135,400
Crook County	$135,400	$135,400
Curry County	$135,400	$135,400
Deschutes County	$896,459	$896,459
Gilliam County	$135,400	$135,400
Grant County Transportation District	$135,400	$135,400
Harney County	$135,400	$135,400
Hood River County Transportation District	$135,400	$135,400
Jefferson County	$135,400	$135,400
Josephine County	$405,144	$405,144
Klamath Tribes	$135,400	$135,400
Lake County	$135,400	$135,400
Lane Transit District	$1,755,993	$1,755,993
Lincoln County	$227,161	$227,161
Linn County	$589,185	$589,185
Malheur County	$152,111	$152,111
Morrow County	$135,400	$135,400
Rogue Valley Transportation District	$1,027,276	$1,027,276
Salem Area Mass Transit District	$1,995,616	$1,995,616
Sherman County	$135,400	$135,400
Sunset Empire Transportation District	$185,867	$185,867
Tillamook County Transportation District	$135,400	$135,400
Tri County Metropolitan Transportation District of Oregon	$8,598,238	$8,598,238
Umatilla County	$379,295	$379,295
Umpqua Public Transportation District	$523,060	$523,060
Union County	$135,400	$135,400
Wallowa County	$135,400	$135,400
Wasco County	$135,400	$135,400
Wheeler County	$135,400	$135,400
Yamhill County	$503,684	$503,684
Grand Total	**$21,928,328**	**$21,928,328**

Oregon Department of Transportation

STF/STIF Consolidation

Background and Purpose

During the 2019 session, the Oregon Legislature directed the Oregon Department of Transportation (ODOT) to develop a plan to merge two separate public transportation funding programs: the Statewide Transportation Improvement Fund (STIF) and the Special Transportation Fund (STF). The Legislature seeks to reduce redundancy, increase administrative efficiency, and improve funding reliability for public transportation providers throughout the state. ODOT is directed to report back on the progress of this consolidation during the 2020 legislative session.

What is the Special Transportation Fund (STF)?

The Special Transportation Fund was created in 1985 by the Oregon Legislature to support transportation services for older adults and people with disabilities. STF receives revenue from cigarette tax, non-highway gas tax and ID cards. Over the past few biennia, the STF program received General Fund revenues. However, no General Funds were appropriated to this program during the 2019 legislative session.

What is Statewide Transportation Improvement Fund (STIF)?

The Statewide Transportation Improvement Fund was created by the Oregon Legislature in 2017 to improve and expand public transportation service in Oregon. STIF receives revenue from payroll taxes.

Process

To guide a smooth consolidation process, ODOT convened the Consolidation Advisory Committee (CAC), accepted public comment, and will share recommended consolidation concepts with the 2020 Oregon Legislature.

Consolidation Advisory Committee

The CAC was tasked with advising ODOT on key elements and priorities to ensure a successful program consolidation. The CAC provided input on desired program attributes, formula funding considerations, and other elements to inform future statutory changes. The committee included representatives from public transportation service providers and advocates representing seniors, people with disabilities, equity and environmental justice, and social and human service agencies.

Public Input

ODOT hosted five public CAC meetings and members of the public were invited to comment. Additionally, ODOT shared public notices, updated materials on the project website, reached out to key members of the public for input, and encouraged CAC members to solicit comment from their networks.

Legislative Report

Upon conclusion of the CAC process, ODOT will advance committee recommendations and its plan for program consolidation to the Oregon Transportation Commission (OTC) for endorsement. ODOT and its partners will bring forward recommended options for statutory change to the 2020 legislative session.

Schedule

2019

- **Jul.** Oregon Legislature directs ODOT to consolidate STF and STIF
- **Sept.** Committee convenes, discusses characteristics of success and drafts concepts
- **Oct.** Committee finalizes consolidation concept recommendations
- **Nov.** ODOT shares recommended concepts with the OTC

2020

- **Feb.** Oregon Legislature considers implementing recommended concepts

Recommended Consolidation Concepts

The CAC recommended concepts for allocating funding, recipient and project eligibility, and local oversight. These concepts were designed to streamline public transportation funding for transit providers while maintaining the intent of both programs.

Funding Allocations

The CAC recommends two options for allocation of funds:

	Concept – A	Concept – B
Similarities	• Uses STIF to backfill STF formula, by reducing each of the STIF funds proportionately • Then allocates 90% by formula, 5% by discretionary, 4% by intercommunity discretionary, and 1% to the Technical Resource Center • Maintains minimum base STF and STIF formula allocations at 2019-21 levels, adjusted by rate of growth/decline of consolidated fund as a whole • Adds 8th area of emphasis to STIF formula for services for older adults and people with disabilities • Eliminates STF discretionary grant program	
Differences	• Formula portion of consolidated fund: › STF distributed by population at 2019-21 levels › Distributes remaining by share of payroll • Future STF legacy formula revenues (cigarette tax, non-highway gas tax and ID cards) distributed by population, adjusted by rate of growth/decline of consolidated fund	• Formula portion of consolidated fund: › STF formula legacy revenues (cigarette tax, non-highway gas tax and ID cards) distributed by population › STIF backfill portion of STF formula and STIF formula is disbursed by share of payroll • Future STF legacy formula revenues distributed by population, adjusted by rate of growth/decline of legacy STF revenues

Funding Eligibility

Public transportation service providers throughout the state are eligible. At the lead agency's discretion, private, for-profit, and non-profit providers are eligible direct or sub-recipients if they provide services for older adults or people with disabilities.

Administrative Rate

ODOT will take audited program administration and management costs off the top of the consolidated fund. ODOT can expend funds on projects of statewide significance and transit services that fill gaps in the statewide network.

Local Processes

The consolidated fund should require at least one local advisory committee to review and advise public transportation service providers on projects proposed for funding.

What's Next

Upon endorsement by the OTC, ODOT and its partners will advance these recommended options for consideration during the 2020 legislative session. After the close of session, ODOT will update its rules as necessary.

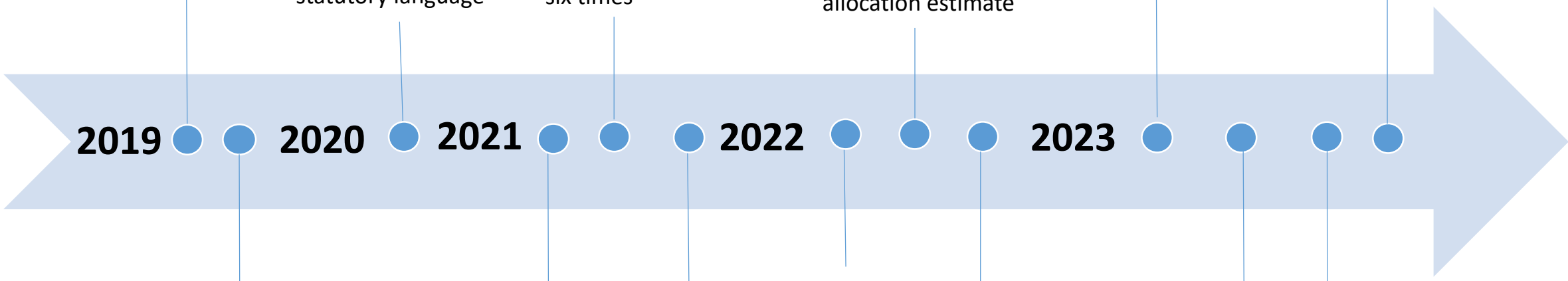
Contact ODOT

For more information visit:
https://www.oregon.gov/ODOT/RPTD/Pages/STF-STIF-Consolidation.aspx

For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY (800) 735-2900 or Oregon Relay Service 7-1-1.

Oregon Department of Transportation

STF/STIF Consolidation Timeline



Summer 2019
Oregon Legislature directs ODOT to consolidate the STF and STIF programs

Fall 2019
ODOT establishes a Consolidation Advisory Committee (CAC) to inform statutory changes necessary to merge the programs

Summer 2020
Senate Bill 1601 is signed, incorporating recommendations from the CAC in the statutory language

Spring 2021
ODOT convenes a Rules Advisory Committee (RAC) to draft new consolidated STIF program rules

May-Oct. 2021
Rules Advisory Committee meets six times

Nov.-Dec. 2021
Secretary of State public input process

Jan. 2022
OTC adoption target

Spring 2022
PTD develops solicitation materials: updates to the STIF Plan template, guidance, application instructions, and allocation estimate

Summer-Fall 2022
PTD conducts provider trainings on the new STIF program

January 2023
STIF Plans due to ODOT

April 2023
PTAC reviews submitted STIF Plans

May-June 2023
OTC reviews award recommendations

July 1, 2023
New STIF Plans are effective