

Cascades West Area Commission on Transportation

Thursday, September 28, 2017

5:00 - 7:00 pm

Meeting held at: Cascades West Center
1400 Queen Avenue SE, Albany

Videoconference at: OCWCOG Offices
203 North Main Street, Toledo

AGENDA

- | | | | |
|-----|------|--|--------------------------------|
| 1. | 5:00 | Welcome and Agenda Review | Vice Chair Nyquist |
| 2. | 5:05 | Approve Minutes from August 2nd meeting (Attachment 1)
<i>ACTION: Approval of minutes</i> | Vice Chair Nyquist |
| 3. | 5:10 | Public Comments
<i>This time is reserved for members of the public to comment on issues related to the CWA's activities (limited to three minutes per comment)</i>
<i>ACTION: Information only</i> | Vice Chair Nyquist |
| 4. | 5:15 | Active Transportation Update (Powerpoint)
<i>An overview of bike and pedestrian projects in the Cascades West region</i>
<i>ACTION: Information only</i> | Jenna Berman, ODOT |
| 5. | 5:35 | Lebanon Transit Development Plan (Attachments 2 and 3)
<i>An overview of transit planning activities in Lebanon</i>
<i>ACTION: Information only</i> | Kindra Oliver, City of Lebanon |
| 6. | 5:50 | Mid-Valley Intermodal Project Update
<i>An update from the Albany-Millersburg Economic Development Corporation (AMEDC) regarding the \$25 million in legislated funding for an intermodal facility in the mid-valley</i>
<i>ACTION: Information only</i> | Greg Smith, AMEDC |
| 7. | 6:05 | Corvallis-Albany Bike Path (Powerpoint)
<i>An update on development of the Corvallis-Albany Bike Path adjacent to US 20</i>
<i>ACTION: Information only</i> | Josh Wheeler, Benton County |
| 8. | 6:20 | Legislative Update: Transit Funding (Attachment 4 and Powerpoint)
<i>An update on House Bill 2017 and projections for local transit funding</i>
<i>ACTION: Information only</i> | Karyn Criswell, ODOT |
| 9. | 6:40 | Area Manager's Report
<i>ACTION: Information only</i> | Frannie Brindle, ODOT |
| 10. | 6:50 | Adjournment | |

DRAFT MINUTES

Cascades West Area Commission on Transportation (CWACT)
Oregon Cascades West Council of Governments (OCWCOG), Toledo
Albany videoconference
August 2, 2017 – 5:00 pm

CWACT Members Present:

Josh Smith, City of Toledo
Dick Anderson, City of Lincoln City
Patricia Joling, Port of Newport
Doug Hunt, Lincoln County
Frannie Brindle, ODOT
Susan Coleman, City of Sweet Home (via video)
Bob Elliott, City of Lebanon (via video)
Janet Steele, Linn County Public Sector (via video)
Barbara Bull, City of Corvallis (via video)

Guests:

Cynda Bruce, Lincoln County Transit
Roy Kinion, Lincoln County Public Works
Jae Pudewell, ODOT
Geoff Crook, ODOT

OCWCOG Staff Present:

Phil Warnock (via video)
Tarah Campi
Emma Chavez

1. Welcome and Agenda Review

The Chair, Commissioner Doug Hunt called the meeting to order at 5:05 pm.

2. Minutes from the May 25, 2017 meeting

ACTION: By consensus, the May 25, 2017 meeting minutes were approved as written.

3. Public Comment

There were no public comments.

4. Eclipse Planning

Jenny Demaris with Lincoln County Emergency Management provided a presentation on the eclipse planning.

Demaris noted that the Emergency Management team began planning for the eclipse almost a year ago, in November 2016. The team identified the needs that would need to be addressed. They reviewed the evacuation scenarios and how to overcome barriers. Tsunami evacuation drills will be practiced, and an emergency declaration will be prepared.

ATTACHMENT 1

Demaris provided updated copies of the Eclipse Information Guide and reviewed the document with members.

5. Lincoln County Transit Development Plan

Cynda Bruce with Lincoln County Transit provided an update on the *Lincoln County Transit Development Plan*. The *Plan* will provide strategic guidance for the provision of transit services, highly visible transit stops and facility siting, and coordination with the new five-county transit alliance (Northwest Oregon Connector Alliance, which operates the North by Northwest CONNECTOR service) over the 20-year planning period.

A Technical Advisory Committee of 20 members was formed for the development of the Plan. A Draft Plan should be completed in late 2017.

Members discussed transit connectivity needs from Yachats to Florence, and Lincoln County to the Valley, noting that Valley Retriever is no longer running. It was noted that North by Northwest CONNECTOR is available from Yachats to Rose Lodge, including Siletz, Toledo, and Corvallis.

6. Coastal Highway Resilience Study

Geoff Crook with ODOT's Sustainability Program gave a presentation on the *Planning for Resilience Study* of the Oregon Coast Highway (US 101).

In 2016, ODOT was awarded a Federal Highway Administration (FHWA) grant to analyze how green infrastructure techniques can protect the Oregon Coast Highway. ODOT is studying how nature-based or "green" infrastructure can help protect US 101 from the impacts of extreme storms and coastal bluff erosion. The study will include a set of preferred alternatives, conceptual plans, and cost estimates for three high-risk sites: Beverly Beach, Lost Creek, and Ona Beach.

Crook noted that the findings provided valuable information. Resource agencies have provided design options that would be considered structural vs non-structural in certain coastal environments, and therefore subject to Goal 18, a statewide planning regulation addressing coastal land use. It is believed that the study can be seen as a positive step towards designing a collaborative, constructible project in a critical area of need.

Next steps include analyzing the options and outreach to stakeholders to help inform and guide decisions for how to address the hazard sites in the future. The team will meet with ODOT management to discuss plans and next steps related to the issues and opportunities identified in the study. A report is set to be completed by September 2017.

7. Area Manager's Report and Legislative Overview

Frannie Brindle reported that the 2021-2024 *Statewide Transportation Improvement Program (STIP)* process has begun. ODOT would like to encourage public participation due to the unprecedented levels of funding related to House Bill 2017 (HB207), Oregon's landmark \$5.3 billion transportation funding package. Brindle stated that the goal of decision makers and stakeholder is to have a high level of transparency, openness, and accessibility. In order to engage the public, ODOT is using several digital

ATTACHMENT 1

communications tools such as streaming Oregon Transportation Commission (OTC) meetings for public viewing, sending monthly email updates to interested parties, and posting all *STIP* information on a new website.

The OTC will begin by allocating funds to various program categories. The proposed categories are; Enhance, Non-Highway, Local Programs, Fix-it, Safety, and Other Functions. In August, an ODOT workshop will include in-depth discussion around non-highway and local programs. The Commission will make decisions on allocating funding among the programs by the end of 2017, and then will move into selecting projects.

Susan Coleman with the City of Sweet Home questioned if there would be funding for a flashing pedestrian signal by the Sweet Home school. Brindle stated that the City could potentially apply for funding, through *Safe Routes to School (SRTS) infrastructure dollars included in the bill. The grant application process for the new SRTS funding has not yet been determined*

Brindle provided an in-depth review of HB2017 and noted related tax increases.

8. Adjournment

Meeting adjourned at 7:12 pm.



MEMORANDUM

Senior Services & Dial-a-Bus

Date: September 18, 2017

To: CWACT Members

From: Kindra Oliver, Senior Services Director

Subject: Transit Development Plan Overview

Lebanon Senior Services staff, Oregon Department of Transportation (ODOT) staff and Nelson/Nygard consultants have been collaborating with community partners and stakeholders over the last year to create a Transit Development Plan (TDP) for the City of Lebanon.

Our current demand- response transportation service has been bursting at the seams the last few years to keep up with the increased demand for transit service in our community. We have known for quite some time there are more efficient modes of service for transportation and are grateful to ODOT for reaching out to the City with an opportunity to go through this process and for awarding funding for an enhanced transit service design to help meet the growing needs of our community.

Enclosed is an outline of recommendations for short and long-term solutions and strategies regarding transit for the City of Lebanon.



CITY OF LEBANON

Transit Development Plan Summary

September 2017

Acknowledgements

The City of Lebanon and the Oregon Department of Transportation appreciate the input, energy, and commitment of local and regional stakeholders who participated in this plan update. The following organizations and individuals made significant contributions toward this effort:

Transit Plan Advisory Committee

Bev Dunigan, Linn Benton Community College

Bruce Clemetsen, Linn Benton Community College

Ian Rollins, Samaritan Hospital

Jeff Walpole, Linn County Developmental Disabilities Program

Ken Bronson, Sweet Home Dial-a-Bus/Linn Shuttle

Mark Volmert, Linn County

Shelly Garrett, Lebanon Chamber of Commerce and Visitors Center

Walt Wendolowski, City of Lebanon

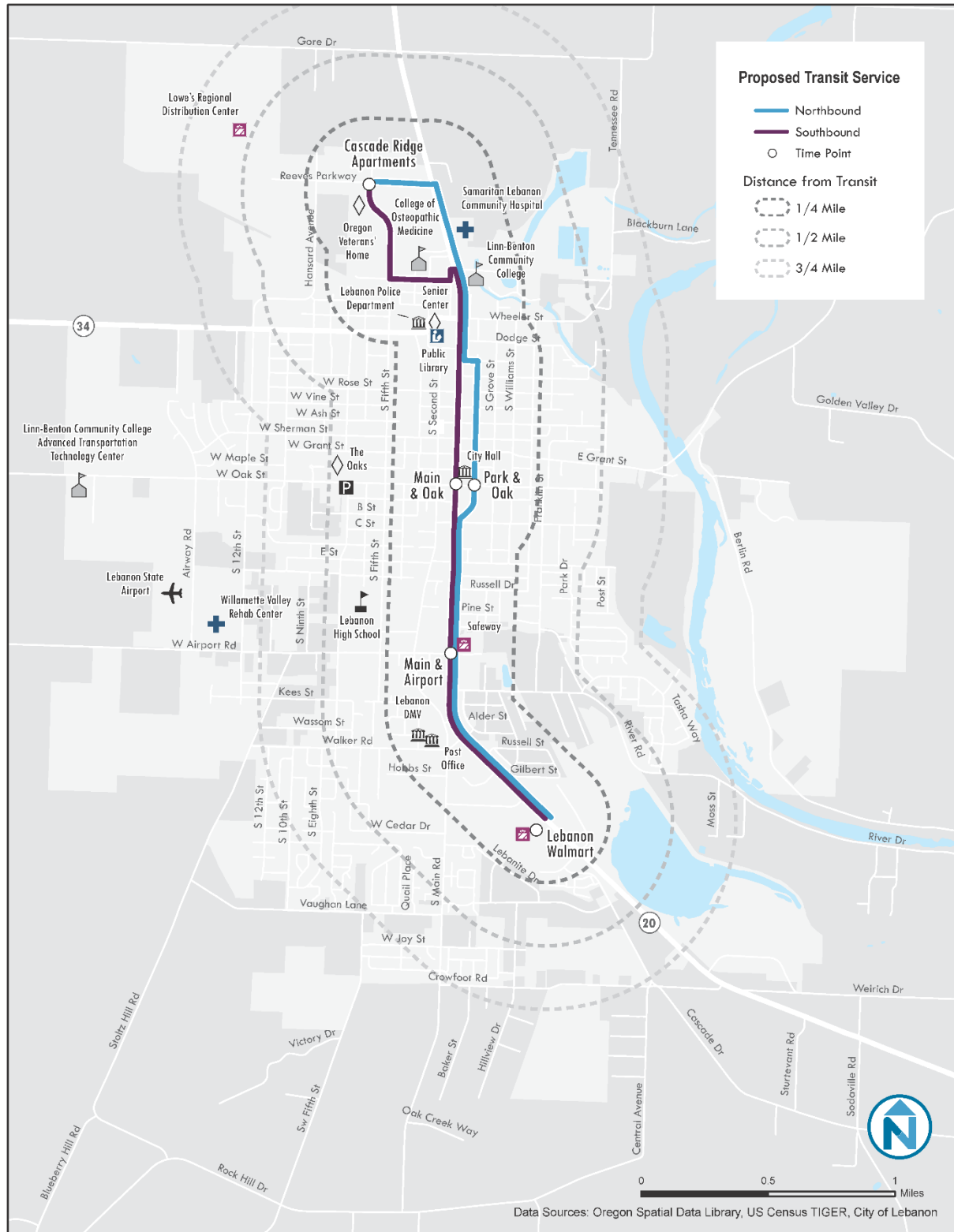
City of Lebanon

Kindra Oliver, Lebanon Dial-a-Bus

Oregon Department of Transportation

Arla Miller

Valerie Grigg Devis



SUMMARY OF IMPLEMENTATION STRATEGIES

The figure below shows a summary of strategies factors for the short, medium, and long-term implementation of a deviated fixed-route service in Lebanon.

Category	Strategy	Description	Timeframe
Transit Service	Route testing	Test the preferred deviated fixed-route to ensure it is functional for Lebanon Transit vehicles.	Short-term
	Bus stops & time points	Based on route testing, identify bus stops and time points for the deviated fixed-route. Linn Shuttle bus stop locations should be prioritized.	Short-term
	Service schedule	Track arrival and departure times during route testing to finalize the service schedule.	Short-term
	Purchase bus	Purchase a replacement bus to ensure passenger comfort, manageable maintenance costs, and adequate capacity.	Short-term
	Shopper shuttle	Consider piloting a shopper shuttle service to further reduce demand for Lebanon Dial-a-Bus and capture some existing ridership.	Medium-term
	System expansion	Based on the performance of the deviated fixed-route service, consider opportunities to expand the transit system and transition from deviated fixed-route service to fixed-route service commensurate with funding.	Long-term
	Purchase bus(es)	If Lebanon should continue to expand its transit system and/or pursue the long-term scenario, additional transit vehicles will likely be needed to accommodate the expanding system.	Long-term
Capital	Installation of minimum amenities	Establish minimum bus stop amenities that would be installed at every bus stop.	Short-term
	Vehicle maintenance and repair	Explore vehicle maintenance and repair options with local partners, such as the Advanced Transportation Technology Center (ATTC) and the Lebanon Community School District.	Short-term
	Asset inventory	Develop an Asset Inventory to help track the maintenance and condition of vehicles and bus stop amenities. ODOT will likely expect local agencies to have this information as part of the Statewide Transit Asset Management Plan.	Med-term (In progress)
	Vehicle storage	Explore alternative vehicle storage options to accommodate future system expansion.	Med-term
	Transit center	Identify potential sites for a potential future transit center that could serve as a multimodal hub, providing direct connections between transit services and bicycle facilities.	Long-term
	Vehicle fleet	Maintain the existing fleet in a state of good repair. According to ODOT condition ratings, a score above 2.5 is considered to be in a state of good repair.	Ongoing
Fares	Fare structure	Consider options for revising the current fare structure in order to shift demand from Lebanon Dial-a-Bus to the deviated fixed-route service.	Short-term

Transit Development Plan | Final
City of Lebanon

Category	Strategy	Description	Timeframe
	Pass programs	Coordinate with local employers and public institutions to establish a fare pass program.	Short/Med-term
	Regional coordination	Consider the fares of peer agencies when revising the fare structure to enhance the customer experience and support the potential for a regional pass program.	Med-term
Financials	Sustainable funding	Explore and establish a sustainable funding source for transit to replace the ODOT discretionary grant funds currently earmarked for the deviated fixed-route service. Consider the potential new sources listed in Appendix F.	Short/Med-term
	Transportation System Plan coordination	Ensure the City TSP includes public transportation infrastructure investments to identify partner projects within other modal projects.	Ongoing
Staffing & Training	Staffing	Hire a new dispatcher.	Short-term (Completed)
	Training	Look into options for cross training other City of Lebanon staff to help provide dispatcher coverage on an as-needed basis.	Short-term
Land Use	Transit-related design requirements	Adopt design requirements for transit and transit-related amenities that support transit and may encourage ridership.	Short-term
	Transit-related development requirements	Amend Chapter 16.12 to require new developments to provide pedestrian access to existing and planned transit routes.	Short-term
	Redevelop parking areas	Amend Chapter 16.14 to allow the redevelopment of existing parking areas for transit-oriented uses.	Med/Long-term
Support Programs	Branding	Develop a unified brand for transit service in Lebanon, including branded vehicles and bus stop signage	Short-term
	Marketing	Create marketing materials that support the new brand and promote transit service, including an updated brochure and website.	Short-term
	Performance monitoring plan	Develop a Performance Monitoring Plan that consistently tracks specified performance measures for all transit services and is updated annually at a minimum.	Short-term
	Volunteer driver program	Consider implementing a volunteer driver program.	Med-term
Technology	Scheduling software	Consider implementing a scheduling software for Dial-a-Bus and deviations for the new deviated fixed-route service.	Short-term
	Other technologies	Consider other technologies that could support the expanding system, such as a Vehicle Information System (VIS) that includes automatic passenger counters (APCs), automated voice announcements, and automatic vehicle location (AVL) technology or real-time arrival information for transit riders.	Long-term

Cascades West

Area Commission on Transportation

HB 2017 ALLOCATION



Cities

Adair Village:	\$19 K
Albany:	\$1.2 M
Brownsville:	\$39 K
Corvallis:	\$1.3 M
Depoe Bay:	\$33 K
Halsey:	\$21 K
Harrisburg:	\$84 K
Lebanon:	\$380 K
Lincoln City:	\$196 K
Lyons:	\$27 K
Mill City:	\$43 K
Millersburg:	\$40 K
Monroe:	\$14 K
Newport:	\$235 K
Philomath:	\$107 K
Scio:	\$20 K
Siletz:	\$28 K
Sodaville:	\$7 K
Sweet Home:	\$210 K
Tangent:	\$28 K
Toledo:	\$80 K
Waldport:	\$48 K
Waterloo:	\$5 K
Yachats:	\$17 K

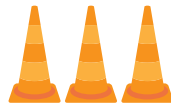
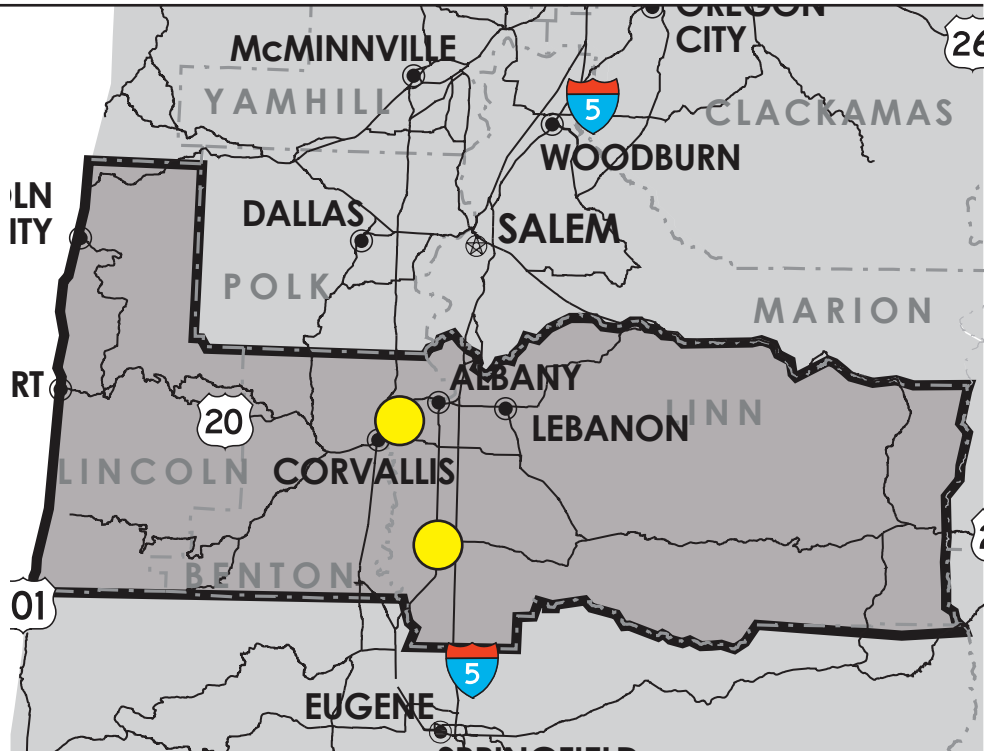
Counties

Benton County:	\$1.8 M
Lincoln County:	\$1.2 M
Linn County:	\$3.2 M

10 year annual average



Bicycle & Pedestrian
\$1.2 M per year statewide



Projects

OR 99E in Halsey	\$13 M
U.S. 20 safety upgrades from Albany to Corvallis	\$20 M



Mid-Willamette Valley Intermodal Facility	\$25 M
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Safe Routes to School

\$10 M per year statewide
increasing to \$15 M per year in 2023.



Transit

10 year annual average

Lincoln County:	\$840 K
Benton County:	\$2.4 M
Linn County:	\$2.4 M
Confederated Tribes of the Siletz:	\$100 K
STATEWIDE: \$130 M per year	

HB 2017 A

House District 10

Benefits of investing in transportation.

LOCAL INFRASTRUCTURE & MAINTENANCE

With four fuels tax increases stair-stepped over seven years **cities and counties get additional money each year:**

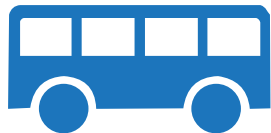
Depoe Bay: \$36 K	Toledo: \$88 K
Falls City: \$24 K	Waldport: \$53 K
Lincoln City: \$214 K	Lincoln County: \$1.4 M
Newport: \$257 K	Tillamook County: \$905 K
Sheridan: \$154 K	Yamhill County: \$2.7 M
Siletz: \$31 K	



\$1.2 million

per year for
bike/ped
statewide

STATEWIDE
TRANSIT



\$130 M
per year

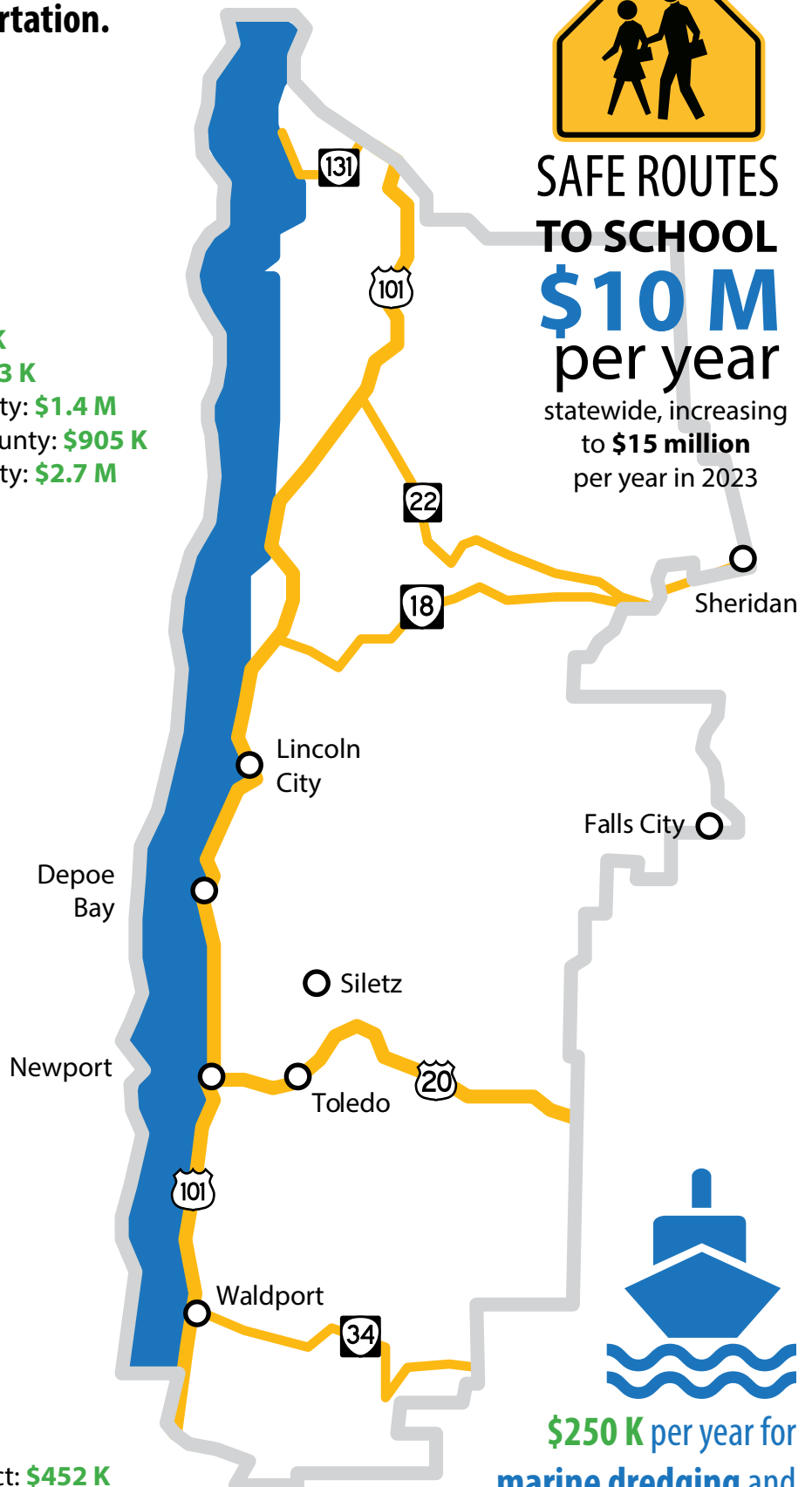
To improve the connectivity and frequency of bus service in rural and urban communities.

Transit districts and qualifying entities get new transit money each year:

Lincoln County: \$840 K
Tillamook County Transportation District: \$452 K
Yamhill County: \$1.7 M



**SAFE ROUTES
TO SCHOOL**
\$10 M
per year
statewide, increasing
to **\$15 million**
per year in 2023

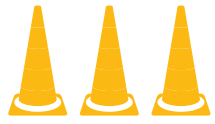


\$250 K per year for
**marine dredging and
derelict vessel removal**

Transit and local distribution dollars are all an average over ten calendar years (2018-2027).

House District 11

Benefits of investing in transportation.



KEY PROJECT INVESTMENTS
THAT WILL BENEFIT HD 11

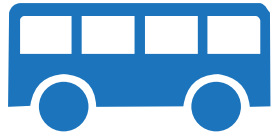
OR 99E in the City of Halsey - \$13 M

**Pacific Hwy. West, Hwy. 91
(from Beltline to Washington Street
and Walnut St. to I-5)
jurisdictional transfer - \$5 M**

**Southern Oregon
Seismic Triage - \$35 M**



STATEWIDE
TRANSIT



\$130 M
per year

To improve the
connectivity and
frequency of bus service
in rural and urban
communities.

**Transit districts and qualifying
entities get new transit money
each year:**

Linn County: **\$2.4 M**

Lane Transit District: **\$8.3 M**



\$1.2 million
per year for
bike/ped
statewide

**LOCAL INFRASTRUCTURE
& MAINTENANCE**

With four fuels tax increases stair-stepped over
seven years **cities and counties get
additional money each year:**

Brownsville: **\$43 K**

Coburg: **\$27 K**

Creswell: **\$135 K**

Eugene: **\$4.2 M**

Halsey: **\$23 K**

Harrisburg: **\$92 K**

Lebanon: **\$415 K**

Sodaville: **\$8 K**

Springfield: **\$1.5 M**

Lane County: **\$9 M**

Linn County: **\$3.5 M**

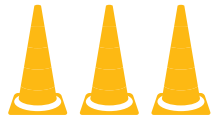


**SAFE ROUTES
TO SCHOOL
\$10 M**
per year

statewide, increasing
to **\$15 million**
per year in 2023

House District 15

Benefits of investing in transportation.



KEY PROJECT INVESTMENTS
THAT WILL BENEFIT HD 15

**US 20 safety upgrades from
Albany to Corvallis - \$20 M**

**Mid-Willamette Valley
Intermodal Facility - \$25 M**



\$1.2 million

per year for
bike/ped
statewide

STATEWIDE
TRANSIT



\$130 M
per year

To improve the
connectivity and
frequency of bus service
in rural and urban
communities.

**Transit districts and qualifying
entities get new transit money
each year:**

Benton County: \$2.4 M

Linn County: \$2.4 M



**LOCAL INFRASTRUCTURE
& MAINTENANCE**

With four fuels tax increases stair-stepped over
seven years **cities and counties get
additional money each year:**

Albany: **\$1.3 M**
Millersburg: **\$44 K**
Tangent: **\$30 K**
Linn County: **\$3.5 M**
Benton County: **\$2 M**

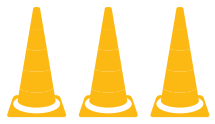


**SAFE ROUTES
TO SCHOOL**
\$10 M
per year

statewide, increasing
to **\$15 million**
per year in 2023

House District 16

Benefits of investing in transportation.

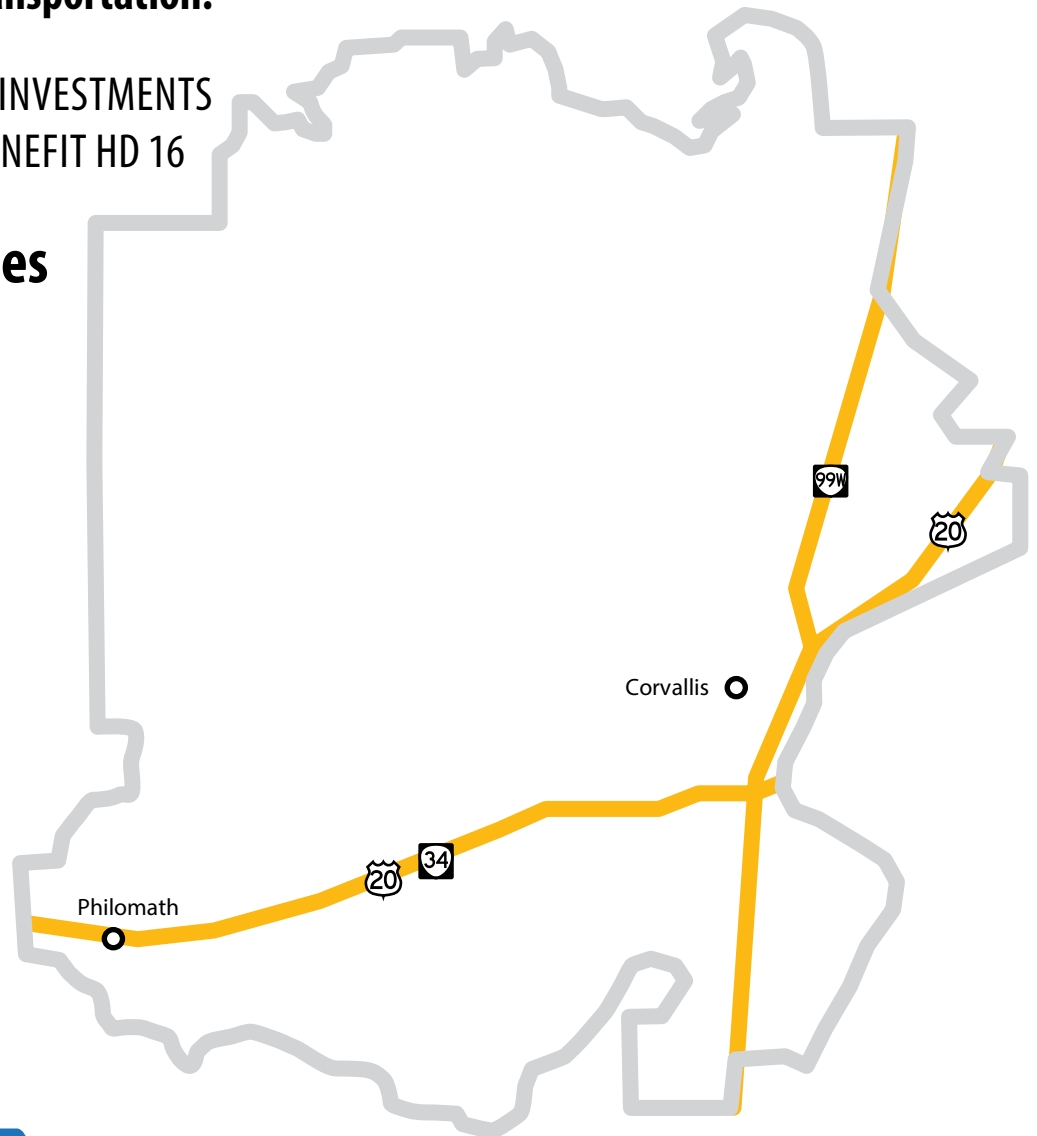


KEY PROJECT INVESTMENTS
THAT WILL BENEFIT HD 16

**US 20 safety upgrades
from Albany to
Corvallis - \$20 M**



\$1.2 million
per year for
bike/ped
statewide



STATEWIDE
TRANSIT



\$130 M
per year

To improve the
connectivity and
frequency of bus service
in rural and urban
communities.

Transit districts and qualifying
entities get new transit money
each year:

Benton County: \$2.4 M



LOCAL INFRASTRUCTURE
& MAINTENANCE

With four fuels tax increases stair-stepped over
seven years **cities and counties get
additional money each year:**

Corvallis: \$1.5 M

Philomath: \$118 K

Benton County: \$2 M



**SAFE ROUTES
TO SCHOOL
\$10 M**
per year

statewide, increasing
to **\$15 million**
per year in 2023

House District 17

Benefits of investing in transportation.



LOCAL INFRASTRUCTURE & MAINTENANCE

With four fuels tax increases stair-stepped over seven years **cities and counties get additional money each year:**

Detroit: \$5 K

Gates: \$12 K

Idanha: \$3 K

Lebanon: \$415 K

Lyons: \$29 K

Mill City: \$47 K

Scio: \$22 K

Stayton: \$196 K

Sublimity: \$70 K

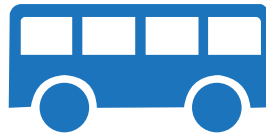
Sweet Home: \$230 K

Waterloo: \$6 K

Linn County: \$3.5 M

Marion County: \$8.3 M

STATEWIDE TRANSIT



\$130 M
per year

To improve the connectivity and frequency of bus service in rural and urban communities.

Transit districts and qualifying entities get new transit money each year:

Linn County:
\$2.4 M

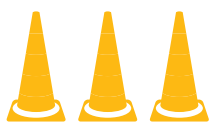


\$1.2 million
per year for
bike/ped
statewide



**SAFE ROUTES
TO SCHOOL**
\$10 M
per year

statewide, increasing
to \$15 million
per year in 2023



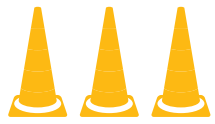
KEY PROJECT INVESTMENTS
THAT WILL BENEFIT HD 17

Mid-Willamette Valley Intermodal Facility - \$25 M

Transit and local distribution dollars are all an average over ten calendar years (2018-2027).

House District 23

Benefits of investing in transportation.



KEY PROJECT INVESTMENTS
THAT WILL BENEFIT HD 23

**Newberg and Dundee
Bypass, Hwy. 99W, Phase II,
design only - \$22 M**



LOCAL INFRASTRUCTURE
& MAINTENANCE

With four fuels tax increases stair-stepped over
seven years **cities and counties get
additional money each year:**

Adair Village: \$21 K

Amity: \$41 K

Dallas: \$388 K

Dayton: \$66 K

Jefferson: \$81 K

McMinnville: \$844 K

Monroe: \$16 K

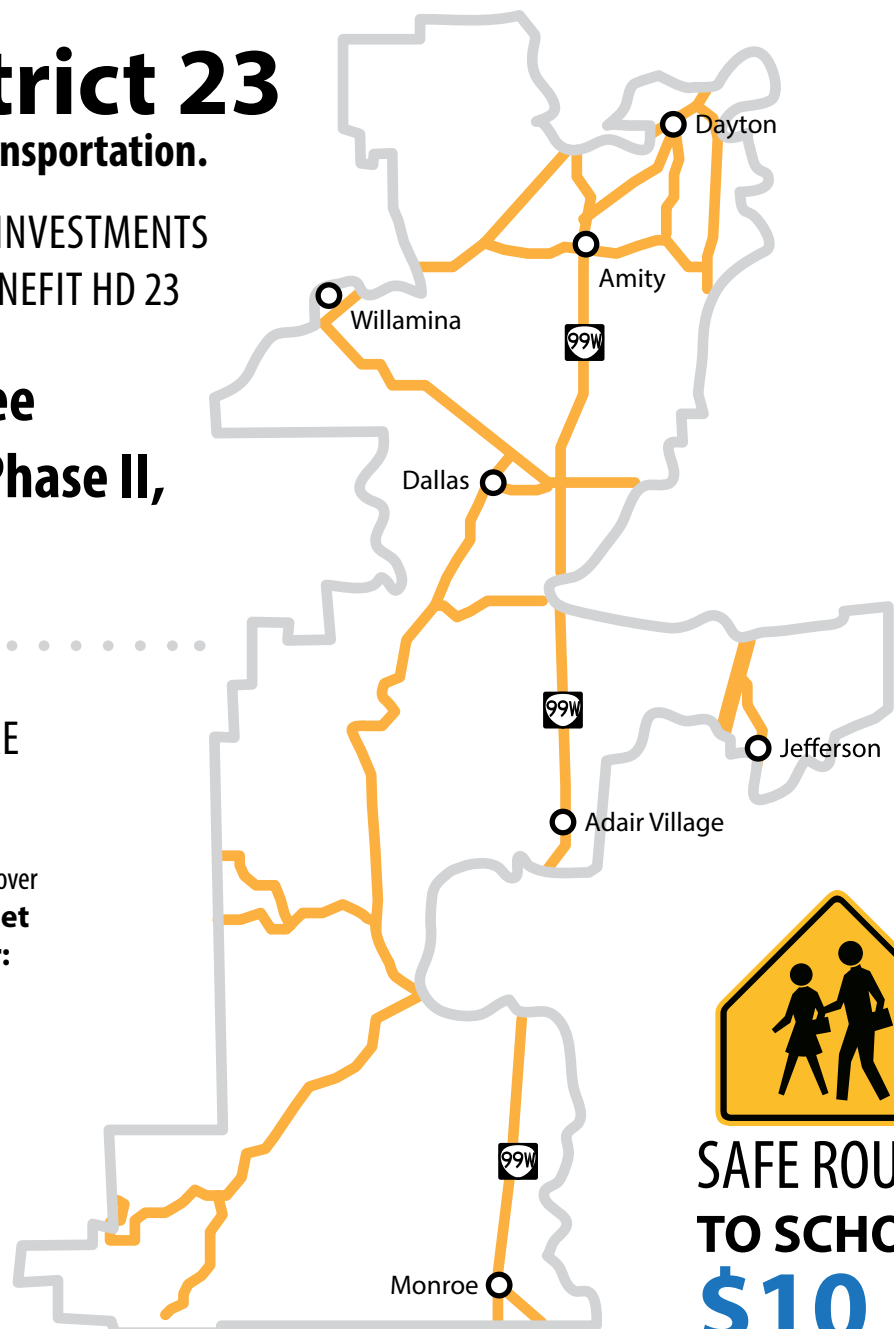
Willamina: \$53 K

Benton County: \$2 M

Marion County: \$8.3 M

Polk County: \$2 M

Yamhill County: \$2.7 M



STATEWIDE
TRANSIT



**\$130 M
per year**

To improve the
connectivity and
frequency of bus service
in rural and urban
communities.

**Transit districts and qualifying entities
get new transit money each year:**

Benton County: **\$2.4 M**

Yamhill County: **\$1.7 M**

Salem Area Mass Transit District: **\$9.3 M**



**SAFE ROUTES
TO SCHOOL
\$10 M
per year**

statewide, increasing
to **\$15 million**
per year in 2023



\$1.2 million

per year for
bike/ped
statewide



Statewide Transportation Improvement Fund Frequently Asked Questions

Published August 17, 2017

This document answers questions about the Statewide Transportation Improvement Fund (STIF) and the programs being developed to implement it under House Bill (HB) 2017. It will be periodically updated to address ongoing questions received by ODOT.

STIF Overview

What is the Statewide Transportation Improvement Fund?

Section 122 of HB 2017, passed into law in 2017, establishes a new dedicated source of funding for expanding public transportation service in Oregon.

What is the funding source for STIF?

Revenue will be generated from a payroll tax of one-tenth of one percent on wages paid to employees in Oregon. Proceeds from the payroll tax will be deposited into the STIF.

When does funding become available?

The Department of Revenue will begin collecting revenues on or after July 1, 2018. ODOT will execute the first grant agreements for the 90 percent formula allocation by January 1, 2019 and for the five percent discretionary and four percent intercity discretionary funds by July 1, 2019.

How will STIF funding be distributed?

The funds will be distributed as follows:

- Ninety percent by formula to qualified entities;
- Five percent to public transportation service providers based on a competitive grant program adopted by Oregon Transportation Commission (OTC) rule;
- Four percent to public transportation service providers to improve public transportation between two or more communities based on a competitive grant program adopted by OTC rule; and
- One percent to ODOT to establish a statewide public transportation technical resource center to assist public transportation providers in rural areas with training, planning, and information technology.

Many of the STIF distribution details will be determined over the next year during the rule-making process.

What is the definition of a qualified entity?

Qualified entities include mass transit districts, transportation districts, counties without a mass transit district or transportation district, and federally-recognized Indian tribes.

Are qualified entities the same as Special Transportation Fund agencies?

Yes, the definition refers to the same list of agencies.

What is the definition of a public transportation service provider?

Public transportation service providers are qualified entities, cities, counties, special districts, intergovernmental entities or any other political subdivisions or municipal or public corporations that provide public transportation services.

Formula Funds

What is the formula for allocating the 90 percent formula funds to qualified entities?

Under HB 2017, each qualified entity will receive a proportionate share of the tax paid within the public transportation provider's service area, with a minimum annual amount of at least \$100,000. If there is more than one mass transit district or transportation district in a single county, the moneys will be distributed to the larger district. The larger district will be responsible for distributing the moneys to the smaller entities following the decision-making processes established by HB 2017 and program rules that will be adopted by the OTC in the next 9 to 15 months.

What are the eligibility requirements for receiving the 90 percent formula funds?

Qualified entities are eligible to receive a portion of the 90 percent distribution, if they prepare a plan for improving service that has been approved by a local advisory committee. The plan must be reviewed and approved by the OTC.

What are the requirements for forming an advisory committee in order for a qualified entity to receive 90 percent formula funds?

Qualified entities must form an advisory committee to review and determine which projects to fund and include in the entities' plan. Additional advisory committee requirements such as composition, decision criteria, and committee process for reviewing proposed projects will be developed by OTC rule.

What must be included in the public transportation plan in order for a qualified entity to receive 90 percent formula funds?

At a minimum, each plan must specify for each proposed project the amount of moneys from the percentage distribution that would be allocated to fund one or more of the following:

- Increased service frequency and expansion of bus routes in communities with a high percentage of low-income households;
- Procurement of buses powered by natural gas or electricity for use in areas with populations of 200,000 or more;
- Reduced fares in communities with a high percentage of low-income households;

- Improved frequency and reliability of service connections inside and outside of the qualified entities service area; and
- Coordination between public transportation service providers to reduce fragmentation of services.

The plan is required to be approved by a local advisory committee and if the qualified entity received funding the previous fiscal year, the amount of that funding that was used for the purposes identified in the bullets above.

Can my STF advisory committee serve as my STIF 90 percent formula advisory committee?

Unknown at this time. The requirements for committee composition will be developed by OTC rule.

What are the reporting requirements for qualified entities receiving 90 percent formula funds?

At a minimum, qualified entities will be required to provide a summary of any plans and project proposals approved by an advisory committee and describe how the previous year's distribution was allocated to projects for the purposes just described.

Qualified entities that receive a proportionate share of the 90 percent distribution will also be required to submit the following documentation to ODOT 30 days prior to the end of each fiscal year:

- a report detailing actions taken to mitigate impacts of the new payroll tax on low-income passengers,
- an adopted annual budget for the upcoming fiscal year, and
- the results of any audits.

STIF Eligibility and Match

Can transit services be provided to seniors and individuals with disabilities using STIF?

Yes, there is nothing in HB 2017 that precludes enhancing public transportation services to seniors and individuals with disabilities using STIF. The upcoming rule-making process will clarify planning requirements, local decision-making processes, and decision-making criteria.

Will a local match be required for any of the STIF programs?

HB 2017 is silent on local match requirements.

Contact and Questions

Who should I contact if I have questions about the STIF?

Send your questions to Karyn Criswell, ODOT STIF implementation project manager via email at karyn.c.criswell@odot.state.or.us.