



BOARD OF COMMISSIONERS

AGENDA REQUEST AND STAFF REPORT

MEETING DATE: December 14, 2022

SUBJECT: STIF and 5310 Grant Funding Allocations (Transit)

RECOMMENDED MOTION:

Move Board approval of the STIF Project Advisory Committee's allocation of STIF funding for the 2023-2025 project cycle, the 5310 federal funding allocations, and the sub-allocation method as proposed.

BACKGROUND AND POLICY IMPLICATIONS:

The Statewide Transportation Improvement Fund (STIF) program was established in Section 122 of House Bill 2017 to provide a dedicated source of funding for improving, maintaining, and expanding public transportation for all users. Every two years, public transportation funding is made available to support access to jobs, improve mobility, relieve congestion, and reduce greenhouse gas emission in Oregon.

Deschutes County is the Qualified Entity to receive and distribute STIF funding as the County lacks a transit district. Deschutes County contracts with the Central Oregon Intergovernmental Council to administer the County's STIF requirements.

On December 6th, the County's STIF Advisory Committee convened to review and prioritize requested project proposals submitted in response to the STIF Formula Fund Subrecipient Application process. The Committee also reviewed funding requests for federal 5310 funds (specific to seniors and individuals with disabilities) and approved the following sub-allocation method to ensure the equitable distribution of STIF funds that support public transportation services and providers throughout Deschutes County.

Proposed STIF Sub-allocation Method for Deschutes County:

The population of Deschutes County is 204,801; Bend is 102,059; Redmond is 35,582; Sisters is 3,286, and La Pine is 2,587. Deschutes County will consider, as a starting point for funding prioritization, where payroll tax originated (by city or region), using population as a general proxy for payroll. Deschutes County will support projects that serve and connect all communities within the County and fund multi-county projects proportionately based on their value to residents. Deschutes County will support projects formerly funded

by STF (Special Transportation Funds) that serve older adults and people with disabilities, as well as projects more efficiently and effectively served by other Providers to create employer vanpools and connections outside of Central Oregon. The amount of sub allocation is not considered a guaranteed entitlement, but rather is looked at as a starting point for Deschutes County to consider the overall reach or priority of projects individually and as a whole.

The STIF Advisory Committee reviewed and ranked nine proposals for STIF funding which collectively totaled \$13,313,208 (excluding STIF 2021-2013 biennium carry-over reserve funds) – an amount which exceeds the available funding by approximately \$1.5M. After significant discussion, the Committee voted to fund all nine projects, with reduced funding for some of the projects based on conversations and negotiations with applicants.

The attached document provides a brief explanation of each project and identifies the final funding recommendation of the STIF Advisory Committee of \$18,037,067, which includes \$6,210,337 in carry-over reserves from the 2021-2023 STIF biennium program that will be utilized to continue implementing projects that were identified and funded in previous STIF Plans. COIC staff will present the STIF Committee's recommendation to the Board for the 2023-2025 STIF funding cycle as well as the federal 5310 funding allocation proposal (of which all projects were contained within available funding as proposed). COIC/CET is finalizing the STIF Plan based on the project list that is included in the attachment.

BUDGET IMPACTS:

This proposal fulfills the County's obligation to distribute available state/federal funding via the prescribed process required of a qualified entity.

ATTENDANCE:

COIC/CET staff:

Derek Hofbauer, COIC Outreach and Engagement Administrator
Andrea Breault, CET Transportation Director

Chris Doty, Road Department (Liaison for agenda item)

DESCHUTES COUNTY 2023-2025 BIENNIUM STIF PROJECTS APPROVED BY THE ADVISORY COMMITTEE ON DEC. 6, 2022

OPPORTUNITY FOUNDATION OF CENTRAL OREGON - SPECIAL TRANSPORTATION TO ADULTS WITH DISABILITIES

The OFCO special transportation program has been supported by Special Transportation Funds (STF) and now is being requested under STIF. Opportunity Foundation exists to serve Central Oregonians experiencing disabilities, and daily transportation is a critical aspect of meeting their needs. OFCO continues to serve up to 150 adults and provide 4,000-5,000 rides per quarter, with more opportunities to grow by connecting Prineville to OFCO's job program in Redmond.

Funding amount: \$120,000 from STIF; \$120,000 from other state funds.

CITY OF SISTERS MULTI-MODAL TRANSIT HUB

Multiple public transit routes already link Sisters to neighboring cities and regions. This multi-modal transit hub will serve as a centralized station for public transit providers. The requested amount funds public transit components of the planned project.

Funding amount: \$978,750 from STIF; \$345,000 from local funds

CARRY-OVER PROGRAM RESERVE FUNDS (COMMITTED 21-23 BIENNIUM STIF PROJECTS)

The remaining 2021-2023 biennium STIF funds were obligated to support CET program administration, operations, and capital projects from previous STIF Plans. Projects include design and constructing mobility hubs, service planning, increased preventative maintenance, increased driver wages, mobility management, and operations for Route 31, Routes 8 and 9 in Bend, and two deviated flex routes in Redmond, if feasible.

Funding source: Prior Biennia Program Reserve

Funding amount: \$6,210,337

STIF PROGRAM ADMINISTRATION

CET to continue to administer, supervise, plan, support, and market both CET and Deschutes County STIF programs and services.

Funding amount: \$1,683,382

CONTINUED FORMER STF OPERATIONS

Continuing to serve the public transportation needs of the Elderly and Disabled population thru CET's Dial-A-Ride service in La Pine, Bend, Redmond and Sisters and future expanded Dial-A-Ride boundaries.

Funding amount: \$2,362,642

ROUTES 30, 24, 29, AND 28

Continuing current CET Community Connector Routes 30, 24, 29, 28 service to increase frequency.

Funding amount: \$3,925,956

CET CAPITAL PROJECTS

Ability to complete mobility hubs and/or enhanced bus stops, purchase of real-time signage, purchase of public transit vehicles (replacement and expansion of fleet) and local match for federal funded capital grants and down payment on the land for alternative fuel station.

Funding amount: \$1,000,000

CET SUB-RECIPIENT PROJECTS

Operating and Capital funds for inter-city providers: Central Oregon Breeze and Pacific Crest Bus Lines, as well as transportation options partner, Commute Options.

COMMUTE OPTIONS: EMPLOYER VANPOOL PROGRAM

Funding for Commute Options to continue a vanpool program targeting Deschutes County employers.

Funding amount: \$96,000

PACIFIC CREST BUS LINES ADDED VEHICLE AND OPERATIONS SUBSIDY

Total funding amount: \$710,000

PACIFIC CREST BUS LINES ADDED VEHICLE

Supports purchase of a 32-passenger vehicle with an ADA lift to meet increased ridership.

Funding amount: \$350,000

PACIFIC CREST BUS LINES OPERATIONS SUBSIDY

This subsidy helps PCBL maintain steady, frequent, and reliable public transit along southern Deschutes County and Klamath County. Without the service, there are no options for the community to access medical and shopping needs in Deschutes County.

Funding amount: \$360,000

CENTRAL OREGON BREEZE ADDED VEHICLE AND OPERATIONS SUBSIDY

Total funding amount: \$ 950,000

CENTRAL OREGON BREEZE ADDED VEHICLE

Supports purchase of a 32-passenger vehicle with 2 ADA Stations to meet increased ridership.

Funding amount: \$350,000

CENTRAL OREGON BREEZE OPERATIONS SUBSIDY

Supports operations not covered by fares, increases in driver wages, and local match for 5311(f) grant.

Funding amount: \$600,000

2023-2025 Biennium STIF Funding Amount \$18,037,067 *

**Funding total includes a 20% cost overage per ODOT guidance*

DESCHUTES COUNTY SECTION 5310 FTA SUBRECIPIENT APPLICATIONS 2023-2025 BIENNIUM

PURCHASED PUBLIC TRANSPORTATION SERVICES

The subrecipient entities below submitted applications supporting purchased public transportation services for demand-response (Dial-A-Ride) transportation services, which are open to the general public. Dial-A-Ride provides first-and-last-mile connectivity to regional bus service and serves as an important curb-to-curb, accessible option for older adults and those who experience disabilities. CET is the region’s public transportation service provider. The total cost of all projects presented below for Deschutes County is \$1,721,915 for the 2023-2025 biennium.

Subrecipient	Total cost	Local match
City of Redmond	\$596,398	\$61,250
Deschutes County*	\$115,538	\$11,866
City of Sisters	\$76,254	\$7,831

The total cost includes local matching funds.

* The Deschutes County application supports services in La Pine and South Deschutes County.

CASCADES EAST TRANSIT VEHICLE PREVENTATIVE MAINTENANCE

COIC/CET is the subrecipient applicant for vehicle preventive maintenance funding related to Section 5310 projects. The applications are submitted on behalf of the Lead Agencies below. Local matching funds are provided by the state.

Lead Agency	Total cost	Local match
Deschutes County	\$214,819	\$22,062

CITY OF BEND DIAL-A-RIDE TRANSIT SUPPORT

COIC/CET entered into an agreement with the City of Bend in 2010 to operate the City's fixed-route and Dial-A-Ride services and is the subrecipient applicant for services within Bend’s city limits. The Lead Agency for these applications is Deschutes County. Local matching funds are provided by the state.

Source	Total cost	Local match
Small Urban Funding	\$585,486	\$117,097
Surface Transportation Block Grant (STBG)	\$133,420	\$13,702

