



BOARD OF COMMISSIONERS

BOARD OF COUNTY COMMISSIONERS

1:00 PM, MONDAY, AUGUST 22, 2022

Barnes Sawyer Rooms - Deschutes Services Bldg - 1300 NW Wall St – Bend

(541) 388-6570 | www.deschutes.org

AGENDA

MEETING FORMAT: The Oregon legislature passed House Bill (HB) 2560, which requires that public meetings be accessible remotely, effective on January 1, 2022, with the exception of executive sessions. Public bodies must provide the public an opportunity to access and attend public meetings by phone, video, or other virtual means. Additionally, when in-person testimony, either oral or written is allowed at the meeting, then testimony must also be allowed electronically via, phone, video, email, or other electronic/virtual means.

Attendance/Participation options are described above. Members of the public may still view the BOCC meetings/hearings in real time via the Public Meeting Portal at www.deschutes.org/meetings

Citizen Input: Citizen Input is invited in order to provide the public with an opportunity to comment on any meeting topic that is not on the current agenda. Citizen Input is provided by submitting an email to: citizeninput@deschutes.org or by leaving a voice message at 541-385-1734. Citizen input received by noon on Tuesday will be included in the Citizen Input meeting record for topics that are not included on the Wednesday agenda.

Zoom Meeting Information: Staff and citizens that are presenting agenda items to the Board for consideration or who are planning to testify in a scheduled public hearing may participate via Zoom meeting. The Zoom meeting id and password will be included in either the public hearing materials or through a meeting invite once your agenda item has been included on the agenda. Upon entering the Zoom meeting, you will automatically be placed on hold and in the waiting room. Once you are ready to present your agenda item, you will be unmuted and placed in the spotlight for your presentation. If you are providing testimony during a hearing, you will be placed in the waiting room until the time of testimony, staff will announce your name and unmute your connection to be invited for testimony. Detailed instructions will be included in the public hearing materials and will be announced at the outset of the public hearing.

For Public Hearings, the link to the Zoom meeting will be posted in the Public Hearing Notice as well as posted on the Deschutes County website at <https://www.deschutes.org/bcc/page/public-hearing-notices>.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ACTION ITEMS

1. 1:00 P.M. - Notice of Intent to Award Contract for the Negus Transfer Station Improvements Project
2. 1:10 P.M. - STIF/STF Consolidation Bylaws and Committee Modifications

OTHER ITEMS

These can be any items not included on the agenda that the Commissioners wish to discuss as part of the meeting, pursuant to ORS 192.640.

EXECUTIVE SESSION

At any time during the meeting, an executive session could be called to address issues relating to ORS 192.660(2)(e), real property negotiations; ORS 192.660(2)(h), litigation; ORS 192.660(2)(d), labor negotiations; ORS 192.660(2)(b), personnel issues; or other executive session categories.

Executive sessions are closed to the public; however, with few exceptions and under specific guidelines, are open to the media.

3. Executive Session under ORS 192.660 (2) (a) Employment

ADJOURN



Deschutes County encourages persons with disabilities to participate in all programs and activities. This event/location is accessible to people with disabilities. If you need accommodations to make participation possible, please call (541) 617-4747.



BOARD OF COMMISSIONERS

AGENDA REQUEST & STAFF REPORT

MEETING DATE: August 22, 2022

SUBJECT: Notice of Intent to Award Contract for the Negus Transfer Station Improvements Project

RECOMMENDED MOTION:

Staff recommends that the Board of County Commissioners issue a Notice of Intent to Award Contract for the construction of the Negus Transfer Station Improvements Project to Kirby Nagelhout Construction Company.

BACKGROUND AND POLICY IMPLICATIONS:

In June 2022, the Department of Solid Waste issued an Invitation to Bid for improvements to the Negus Transfer Station in Redmond. The project includes the addition of scale facilities, the construction of an enclosed transfer station building for receiving and reloading of waste for transport to Knott Landfill in Bend, and the construction of support infrastructure (roads, utilities, water storage tank, etc.).

The Invitation to Bid was advertised in the Bend Bulletin and the Daily Journal of Commerce. During the solicitation period, 13 plan centers, 11 subcontractors/material suppliers and 6 general contractors registered as planholders for the project. Bids were received from four qualified contractors and Kirby Nagelhout Construction Company was determined to be the lowest responsible bidder with a bid of \$16,859,428.00. A summary of the bids received is attached.

BUDGET IMPACTS:

Funds have been budgeted in the Solid Waste Department budget for this project and are being provided through a Full Faith and Credit Obligation, Series 2022 bond.

ATTENDANCE:

Chad Centola, Director of Solid Waste
Tim Brownell, Incoming Director of Solid Waste



BOARD OF COUNTY COMMISSIONERS

August 22, 2022

Sent via email jeffd@kirbynagelhout.com & First Class Mail

RE: Project - Contract for the Negus Transfer Station Improvements Project

NOTICE OF INTENT TO AWARD CONTRACT

On August 22, 2022, the Board of County Commissioners of Deschutes County, Oregon, considered proposals for the above-referenced project. The Board of County Commissioners determined that the successful bidder for the project was Kirby Nagelhout Construction Company of Bend, Oregon.

This Notice of Intent to Award Contract is issued pursuant to Oregon Revised Statute (ORS) [specify 279B.135 for contracts other than public improvements or 279C.375 for public improvements]. A copy of this Notice is being provided to each firm or person that submitted a bid or proposal for the project. Any firm or person which believes that they are adversely affected or aggrieved by the intended award of contract set forth in this Notice may submit a written protest within seven (7) calendar days after the issuance of this Notice of Intent to Award Contract to the Board of County Commissioners of Deschutes County, Oregon, at Deschutes Services Building, 1300 NW Wall Street, Bend, Oregon 97703. **The seven (7) calendar day protest period will expire at 5:00 PM on Monday, August 29, 2022.**

Kirby Nagelhout Construction Company

August 22, 2022

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Any protest must be in writing and specify any grounds upon which the protest is based. Please refer to Oregon Administrative Rules (OAR) 137-049-0450 for construction contracts or OAR 137-047-0740 for contracts other than construction. If a protest is filed, a hearing will be held at 10:00 a.m. on Wednesday, September 7, 2022 before the Board of County Commissioners of Deschutes County Oregon, acting as the Contract Review Board, in the Deschutes Services Building, 1300 NW Wall Street, Bend, Oregon 97703.

If no protest is filed within the protest period, this Notice of Intent to Award Contract becomes an Award of Contract without further action by the County unless the Board of County Commissioners for good cause, rescinds this Notice before the expiration of the protest period. The successful bidder or proposer on a Deschutes County project is required to execute two (2) copies of the Contract, which will be provided when the contract is negotiated. In addition to the execution of Contract, the contractor will be required to provide one or more certificates of insurance together with endorsements naming Deschutes County as an additional insured.

All contract copies will need to be returned to the County for execution. After all parties have signed the contract, a copy of the contract will be forwarded to you along with a notice to proceed.

If you have any questions regarding this Notice of Intent to Award Contract, or the procedures under which the County is proceeding, please contact Deschutes County Legal Counsel Bend, OR 97703, telephone (541) 388-6625 or FAX (541) 383-0496, or email to: david.doyle@deschutes.org.

Be advised that if no protest is received within the stated time period that the County is authorized to process the contract administratively.

Sincerely,

DESCHUTES COUNTY, OREGON

Patti Adair, Chair

cc w/enc: Transmitted by Email and First Class Mail on August 22, 2022 to all Proposers (4 pages)

See attached List

Contract for the
Negus Transfer Station Improvements Project

Kirby Nagelhout Construction Company

63049 Lower Meadow Drive

Bend, OR 97701

Phone: (541) 389-7119

Email: jeffd@kirbynagelhout.com

Pence Contractors, LLC

1051 NW Bond Street

Bend, OR 97701

Phone: (503) 252-3802

Email: paul@pence.net

2KG Contractors, Inc.

4917 NE 185th Drive

Portland, OR 97230

Phone: (503) 489-2020

Email: doug@2kgcontractors.com

Wildish Paving Company

dba Wildish Building Company

P.O. Box 40310

Eugene, OR 97404

Phone: (541) 485-1700

Email: spencerl@wildish.com

Bid Tabulation
Negus Transfer Station Improvements Project
August 12, 2022

Bid Item	Description	Quantity	Unit	Engineer's Estimate	Kirby Nagelhout Construction Company	Pence Contractors, LLC	2KG Contractors, Inc.	Wildish Building Company
1.001	Mobilization, Demobilization, and Cleanup	1	LUMP SUM	\$250,000.00	\$188,561.00	\$101,258.00	\$1,000,000.00	\$930,200.00
1.002	Transfer Station. All labor, material and equipment for a complete installation of the facility	1	LUMP SUM	\$6,412,707.00	\$6,498,114.00	\$6,597,202.00	\$6,145,000.00	\$8,946,900.00
1.003	Scale House and Scales. All labor, material and equipment for a complete installation of scales and scale house	1	LUMP SUM	\$844,562.00	\$1,416,476.00	\$1,506,214.00	\$1,150,000.00	\$877,000.00
1.004	Fire Pump Building	1	LUMP SUM	\$113,181.00	\$302,790.00	\$266,193.00	\$230,000.00	\$396,500.00
1.005	Water Storage Tank	1	LUMP SUM	\$188,000.00	\$371,851.00	\$361,597.00	\$400,000.00	\$312,200.00
1.006	Road Department Aggregate Yard	1	LUMP SUM	\$335,000.00	\$348,711.00	\$1,128,341.00	\$500,000.00	\$475,700.00
1.007	Site Preparation, grubbing, top soil removal, excavation, fill, grading, compaction, and erosion control	1	LUMP SUM	\$1,684,597.00	\$1,836,266.00	\$2,524,542.00	\$4,000,000.00	\$4,288,300.00
1.008	Underground utilities, power supply, water supply, telephone/data cables, sanitary sewage piping	1	LUMP SUM	\$525,761.00	\$793,919.00	\$1,065,948.00	\$800,000.00	\$836,900.00
1.009	Septic System. All work for ATT, septic tank, and capping fill trenches	1	LUMP SUM	\$172,805.00	\$40,700.00	\$84,672.00	\$90,000.00	\$83,400.00
1.010	Sewage Lift Station	1	LUMP SUM	\$12,000.00	\$21,138.00	\$15,550.00	\$15,000.00	\$25,600.00
1.011	Water well modifications	1	LUMP SUM	\$10,000.00	\$6,532.00	\$19,472.00	\$20,000.00	\$166,700.00
1.012	Stormwater system and pond	1	LUMP SUM	\$811,299.00	\$658,488.00	\$541,650.00	\$500,000.00	\$498,900.00
1.013	Leachate system and pond	1	LUMP SUM	\$400,780.00	\$372,144.00	\$319,327.00	\$350,000.00	\$384,200.00
1.014	SWPPP Development and Notice of Intent Submittal	1	LUMP SUM	\$5,000.00	\$1,000.00	\$500.00	\$15,000.00	\$5,600.00
1.015	Paving, striping and signage	1	LUMP SUM	\$2,076,743.00	\$798,545.00	\$835,415.00	\$950,000.00	\$777,000.00
1.016	Site Lighting including poles and fixtures	1	LUMP SUM	\$28,932.00	\$197,419.00	\$59,682.00	\$120,000.00	\$510,600.00
1.017	Misc. Site. Work including fencing, gates, exterior stairs, and retaining walls	1	LUMP SUM	\$560,200.00	\$1,032,505.00	\$562,002.00	\$750,000.00	\$927,900.00
1.018	Landscape soil, testing, amendments & fine grading	1	LUMP SUM	\$75,000.00	\$139,018.00	\$30,560.00	\$200,000.00	\$525,900.00
1.019	Landscape planting, hydroseed, and establishment	1	LUMP SUM	\$1,160,517.00	\$157,340.00	\$191,665.00	\$200,000.00	\$209,200.00
1.020	Landscape irrigation	1	LUMP SUM	\$126,848.00	\$75,237.00	\$151,800.00	\$160,000.00	\$101,300.00
1.021	Site Security During Construction	1	LUMP SUM	\$50,000.00	\$8,100.00	\$15,000.00	\$50,000.00	\$193,400.00
1.022	Performance/Payment Bonds, Maintenance Bond, Insurance, Profit, and General Conditions	1	LUMP SUM	\$1,789,510.00	\$1,594,574.00	\$2,719,401.00	\$1,500,000.00	\$2,360,200.00
TOTAL:				\$17,633,442.00	\$16,859,428.00	\$19,097,991.00	\$19,145,000.00	\$23,833,600.00



BOARD OF COMMISSIONERS

AGENDA REQUEST AND STAFF REPORT

MEETING DATE: August 22, 2022

SUBJECT: STIF/STF Consolidation Bylaws and Committee Modifications

RECOMMENDED MOTION:

Motion for consideration: "I move to approve the consolidated STIF and STF program bylaws and committee roster as presented."

BACKGROUND AND POLICY IMPLICATIONS:

The Oregon Department of Transportation (ODOT) 2019-2021 Legislatively Adopted Budget (House Bill 5039) directed ODOT to merge the Special Transportation Fund (STF) and Statewide Transportation Improvement Fund (STIF) into one public transit program. Central Oregon Intergovernmental Council (COIC) administers Deschutes County's STF and STIF programs, which are being consolidated to include one overarching set of bylaws and one advisory committee.

COIC and Cascade East Transit staff will be present to discuss the information in the following attachments:

- Memo from COIC to the BOCC providing an overview of the consolidated STIF/STF program, a description of major changes to the bylaws, and an updated committee roster
- Attachment A) STIF Program consolidated rulemaking language with new rules highlighted in yellow
- Attachment B) ODOT projected STIF allocations to Qualified Entities through FY 2025
- Attachment C) Draft revised STIF bylaws in track changes that incorporate language from the rulemaking process

A motion has been prepared for Board consideration to approve updated bylaws and a consolidated committee roster. If changes, or additional time for contemplation is requested, COIC/CET staff will present the items for final consideration at a future meeting.

BUDGET IMPACTS:

No budget impact.

ATTENDANCE:

Chris Doty, Road Department

COIC/CET staff:

Derek Hofbauer, COIC Outreach and Engagement Administrator

Andrea Breault, CET Transportation Director

Memorandum

To: Deschutes County Board of County Commissioners (BOCC)

From: Derek Hofbauer, COIC Outreach and Engagement Administrator

CC: Chris Doty, Deschutes County Road Department Director and STIF Administrator

Date: August 17, 2022

Subject: Revised Bylaws and Committee Roster for the Deschutes County Statewide Transportation Improvement Fund (STIF) and Special Transportation Fund (STF) Program Consolidation Process

Overview

The Oregon Department of Transportation (ODOT) 2019-2021 Legislatively Adopted Budget (House Bill 5039) directed ODOT to merge the Special Transportation Fund (STF) and Statewide Transportation Improvement Fund (STIF) into one public transit program. Central Oregon Intergovernmental Council (COIC) administers Deschutes County's STF and STIF programs, which are being consolidated to include one overarching set of bylaws and one advisory committee.

COIC staff participated on ODOT's STIF and STF Consolidation Rules Advisory Committee and assisted with the development of new rules and guidelines referenced in Attachment A that were adopted by the Oregon Transportation Commission (OTC) in January of 2022. The new, consolidated program retains many of the original STIF program requirements such as the advisory committee makeup and purpose, payments and reimbursements, and reporting. The funding projections for the consolidated program are commensurate with historic STF and STIF projections, meaning there are no overall major increases or decreases in projected funding for public transportation services in Deschutes County. Attachment B provides funding projections for Qualified Entities through Fiscal Year 2025. Additionally, COIC will pursue initiatives to ensure that public transportation services focusing on older adults and people with disabilities—which were major components of the STF program—are not diminished due to this consolidation effort.

Bylaws Revisions Summary

The redline version of the bylaws (Attachment C) incorporates the new rules, as well as subtle changes to the advisory committee's responsibilities and functions based on COIC's experiences administering the program since its inception. The major additions and changes to the bylaws are summarized below:

- Addition of new definitions resulting from the rulemaking language
- Option of including a Work Group to provide additional input on STIF projects
- Review and prioritization of projects from other grant sources such as Section 5310 and develop a prioritization process that supports programs and projects that were historically funded through STIF.
- Composition of the advisory committee to include at least four members who, separately, represent each of the following groups:
 - Low-income individuals
 - Individuals age 65 or older
 - People with disabilities
 - Public Transportation Service Providers or non-profit entities which provide public transportation services
- Allowance of advisory committee members to attend meetings and vote virtually Advisory Committee members may serve up to four consecutive terms

- The consideration of project proposals for client-only services that are a part of a planned and coordinated community transportation program

Consolidated Advisory Committee Roster

COIC staff reached out to Deschutes County STIF and STF advisory committee members in May and June, 2022 to gauge their interests in serving on a consolidated advisory committee. A proposed roster of 11 voting members and two alternates is included below, which includes two members from Deschutes County's STF Advisory Committee.

Proposed Consolidated STIF Advisory Committee Roster: 11 Voting Members and 2 Alternates				
Name	Proposed Term Expiration Date	STIF Membership Representation (* Required by STIF)	Geographic Representation	Occupation/Affiliation
Andrea Breault	2025	Public Transportation Service Provider*	Bend	Transportation Director for Cascades East Transit
Ken Thorp	2024	Educational institutions People with disabilities* Low-income individuals*	La Pine	Teacher at Bend-La Pine School District and works with youth with intellectual and developmental disabilities
Jonathon Bullock	2025	Educational institutions	Redmond	Executive Director Redmond Proficiency Academy
Bill Gregoricus	2024	Individuals age 65 or older* People with disabilities*	Bend	Member of Central Oregon Coalition on Access Steering Committee; retained from Deschutes STF Advisory Committee
Iman Simmons	2025	Major public transit destinations	Bend	Chief Operations Officer at St. Charles
Zachary Bass	2024	Major public transit destinations	Redmond	Director of Redmond Airport
Jamie Donahue	2024	Individuals age 65 or older* Low income individuals*	La Pine	Director of La Pine Senior Center; retained from Deschutes STF Advisory Committee
Andrew Davis	2025	Educational institutions	Bend	COCC Student Campus Life Director
Matthew Schmitz	2024	Transportation logistics representative	Redmond	Employed at Kendall Auto Group
Dan Youmans	2025	Commerce and/or business community	Sunriver	Sunriver Area Chamber of Commerce Board Member
Troy Rayburn	2025	Local governments	Sisters	City of Sisters Public Works Department
Jennifer Glover (alternate)	2025	People with disabilities* low-income individuals*	La Pine	Consultant/teacher who works with individuals with intellectual and developmental disabilities
Casey Bergh (alternate)	2025	Educational institutions	Bend	OSU-Cascades Transportation Manager

Next Steps

COIC is seeking the Board's approval of the consolidated STIF and STF program bylaws and committee roster during the 8/22 meeting. If any changes to the revised bylaws and/or committee member roster are requested by the BOCC, COIC staff will work collaboratively with Deschutes County's STIF Coordinator to update the documents accordingly and bring the topic back during a future meeting. COIC will convene the consolidated advisory committee during the fall of 2022 to discuss proposed STIF projects that are due to ODOT in January of 2023.

STIF General Rule

732-040-0000

Purpose of Rules

The rules in Chapter 732, Divisions 40, 42, and 44 establish the procedures and requirements for the administration of the Statewide Transportation Improvement Fund (STIF) to improve public transportation service in Oregon.

Statutory/Other Authority: ORS 184.758, ORS 184.619 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History: PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018

732-040-0005

Definitions

The following definitions apply to rules in Chapter 732, Divisions 40, 42, and 44:

- (1) "Advisory Committee" means either a committee formed by a Qualified Entity to assist the Qualified Entity in carrying out the purposes of the STIF Formula Fund and the Advisory Committee requirements specified in ORS 184.761(1) or a joint committee formed by two or more Qualified Entities for the same purposes, pursuant to ORS 184.761(5).
- (2) "Agency" means Oregon Department of Transportation ("ODOT").
- (3) "Americans with Disabilities Act" ("ADA") means section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 as amended by the ADA Amendments Act of 2008.
- (4) "Area Commission on Transportation" ("ACT") means an advisory body chartered under the authority of the Commission, and subject to the Commission's oversight and final decision-making authority.
- (5) "Area of Responsibility" means the geographic area for which each Qualified Entity is responsible to provide STIF Formula Fund moneys.
 - (a) For a Qualified Entity that is a county, the Area of Responsibility is the geographic area within the county's jurisdictional boundaries.
 - (b) For a Qualified Entity that is a Mass Transit or Transportation District that shares continuous jurisdictional boundaries with a county, the Area of Responsibility is the geographic area within the District's jurisdictional boundaries.
 - (c) For a Qualified Entity that is a Mass Transit or Transportation District that does not share continuous jurisdictional boundaries with a county, the Area of Responsibility is the geographic area within the jurisdictional boundaries of the county or counties in which any part of the District is located.
 - (d) For a Qualified Entity that is an Indian Tribe, the Area of Responsibility is the geographic area on which the Indian Tribe's Tribal Enterprises are located.
- (6) "Biennium" (plural, "Biennia") means a two-year period which runs from July 1 of an odd-numbered year to June 30 of the next odd-numbered year.
- (7) "Calendar Year" means the year which begins on January 1 and ends on December 31.
- (8) "Capital Asset" means real property or tangible items purchased or leased with STIF moneys, including without limitation vehicles and structures, with a purchase price of \$5,000 or more and a useful life of at least one year.
- (9) "Client-Only Project" means a project where the underlying transportation service is offered to a

limited group of people and not made available to the general public.

(10) "Commission" means the Oregon Transportation Commission ("OTC") established under ORS 184.612.

(11) "Discretionary Fund" means up to five percent of STIF funds to be disbursed to Public Transportation Service Providers, which includes Qualified Entities, through a competitive grant funding process, pursuant to ORS 184.758(2)(b).

(12) "Fiscal Year" means the Agency's fiscal year which begins on July 1 and ends on June 30.

(13) "Governing Body" means the decision-making body or board of a Qualified Entity.

(14) "Indexed Minimum" means the smallest amount to be distributed under the Population-Based Formula and Payroll-Based Formula to any one Qualified Entity. This amount is tied to the minimum distribution of the STIF Formula and Special Transportation Fund Formula programs in the 2019-2021 biennium, adjusted biennially by the rate of growth in the overall STIF fund.

(15) "Indian Tribe" means a federally recognized Indian Tribe in Oregon that has members residing on a reservation or in tribal trust lands in Oregon.

(16) "Intercommunity Discretionary Fund" means up to four percent of STIF funds to be disbursed to Public Transportation Service Providers through a competitive grant funding process, pursuant to ORS 184.758(2)(c).

(17) "Intergovernmental Entity" means entities organized under ORS 190.010.

(18) "Low-Income Household" means a household the total income of which does not exceed 200% of the poverty guidelines updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of 42 U.S.C. 9902(2) for the 48 Contiguous States and the District of Columbia.

(19) "Local Plan" means a local or regional public transportation plan(s), which may include adopted policy(ies) that is developed and approved by the Governing Body of a Qualified Entity, Public Transportation Service Provider, or Metropolitan Planning Organization and which includes, at a minimum:

(a) A planning horizon of at least four years;

(b) An existing and future conditions analysis that includes:

(A) Current and forecast population and demographics, including locations of people who are often transit dependent, including low-income households, individuals of age 65 or older, youth, and individuals who are racially and ethnically diverse;

(B) Locations of existing housing, employment centers, medical and social and human services centers, major destinations, and other locations with needs for public transportation services and programs;

(C) Inventories of current Public Transportation Services located within, adjacent to, or with the reasonable potential to connect to the local or regional public transportation services, as applicable;

(c) Prioritized lists of public transportation improvements and capital projects; and

(d) Identified opportunities to coordinate public transportation services within and outside the county, district, or tribal area and with other agencies and areas to improve efficiency and effectiveness of service and reduce gaps in service.

(e) Local Plans include, but are not limited to: Coordinated Public Transit Human Services Transportation Plans, Transportation System Plans, Transit Development Plans, and Transit Master Plans.

(20) "Mass Transit District" means a district organized under ORS 267.010 to 267.390.

(21) "Payroll-Based Formula" means the portion of STIF Formula Funds disbursed per ORS 184.758(5).

(22) "Population-Based Formula" means the portion of STIF Formula Funds disbursed per ORS 184.758(3).

(23) "Project" means a public transportation improvement activity or group of activities eligible for STIF moneys and a plan or proposal for which is included in a STIF Plan or in a grant application to a Qualified Entity or the Agency. Examples of project types include, but are not limited to: discrete activities, such as purchasing transit vehicles, planning, or operations; and groups of activities for a particular geographic area or new service, such as a new route that includes purchase of a transit vehicle, and maintenance and operations on the new route.

(24) "Public Corporation" means an independent legal entity that was formed by legislative action, serves a public purpose, and is under exclusive public management or control.

(25) "Public Transportation Advisory Committee" ("PTAC") means the ODOT Public Transportation Advisory Committee established by the Commission in 2000.

(26) "Public Transportation Service Provider" means a Qualified Entity or a city, county, Special District, Intergovernmental Entity or any other political subdivision or municipal or Public Corporation that provides Public Transportation Services.

(27) "Public Transportation Services" means any form of passenger transportation by car, bus, or other conveyance, either publicly or privately owned, which provides service to the general public (not including charter, sightseeing, or exclusive school bus service) on a regular and continuing basis. Such transportation may include services designed to meet the needs of a specific user group, including for older adults and individuals with disabilities, for purposes such as health care, shopping, education, employment, public services, personal business, or recreation. Public Transportation Services must be designed and advertised as Shared-Ride Service.

(28) "Qualified Entity" means, a county in which no part of a Mass Transit District or Transportation District exists, a Mass Transit District, a Transportation District or an Indian Tribe.

(29) "Recipient" means a Qualified Entity or Public Transportation Service Provider that has a STIF Plan approved by the Commission or enters into an agreement directly with the Agency to receive STIF funds.

(30) "Satisfactory Continuing Control" means the legal assurance that a Capital Asset will remain available to be used for its originally authorized purpose throughout its useful life or until disposition.

(31) "Shared-Ride Service" means a service where neither the operator nor any passenger may refuse to permit additional passengers that are otherwise complying with the operator's rules and policies.

(32) "Special District" means a service district organized under ORS 451.010(1)(h).

(33) "STIF Formula Fund" means up to 90 percent of the Statewide Transportation Improvement funds to be disbursed to Qualified Entities conditioned upon the Commission's approval of a STIF Plan, pursuant to ORS 184.758(2)(a).

(34) "STIF" or "Statewide Transportation Improvement Fund" means the fund established under ORS 184.751.

(35) "STIF Plan" means a public transportation improvement plan that is approved by a Governing Body and submitted to the Agency for review and approval by the Commission in order for the Qualified Entity to receive a share of the STIF Formula Fund.

(36) "Statewide Transit Network" means the collection of all transit service that operates in Oregon.

(37) "Student Transit Services" means Public Transportation Services within the Qualified Entity's area of responsibility that can feasibly and efficiently be used by students in grades 9 through 12.

(38) "Sub-Recipient" means any entity that has entered into an agreement with a Recipient in order to complete one or more tasks specified in the agreement between the Agency and the Recipient.

(39) "These Rules" means OAR Chapter 732 Divisions 40, 42, and 44.

(40) "Transportation District" means a district organized under ORS 267.510 to 267.650.

(41) "Tribal Enterprise" means a commercial activity or business managed or controlled by an Indian Tribe.

(42) "Work Group" means a subcommittee formed by a Qualified Entity's Governing Body or Advisory

Committee for the purpose of providing additional input on STIF Formula Fund projects.

STATUTORY/OTHER AUTHORITY: ORS 184.619, ORS 184.658, ORS 184.761

STATUTES/OTHER IMPLEMENTED: ORS 184.751-184.766

732-040-0010

Purpose and Use of STIF

(1) Moneys in the STIF are continuously appropriated to the Agency to finance investments and improvements in public transportation services, except that the moneys may not be used for light rail capital expenses, but may be used for light rail operations expenses. Moneys may be used to support Client-Only Projects where those projects are included in a planned and coordinated community transportation program.

(2) STIF moneys may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of STIF-funded public transportation programs, including, but not limited to:

- (a) Creation of new systems and services with origins, destinations or stops in Oregon;
- (b) Maintenance or continuation of systems and services; and
- (c) Planning for and development of a Local Plan or future STIF Plan to improve Public Transportation Service.

(3) STIF moneys may be used as the local match for state and federal funds which also provide Public Transportation Service.

(4) The Agency shall conduct activities necessary to manage the STIF funds and grants, including but not limited to: development of policy; distribution of funds; developing and implementing application and review processes and agreement and protest procedures; conducting program oversight, statewide planning, research, training, and technical assistance; and reporting to the legislature.

(5) On or before February 1, 2020, the Commission shall submit a report in the manner provided by ORS 192.245 to the Joint Committee on Transportation established under ORS 171.585(1) on the implementation and outcomes of the STIF. The Agency shall prepare reports for the purposes of:

- (a) Ensuring that STIF moneys are being used for the purpose of funding and improving Public Transportation Services in Oregon consistent with law, these rules, and the terms of agreements;
- (b) Measuring the outcomes of the STIF; and
- (c) Reporting to the Oregon State Legislature.

STATUTORY/OTHER AUTHORITY: ORS 184.619, ORS 184.658, ORS 184.761

STATUTES/OTHER IMPLEMENTED: ORS 184.751-184.766

732-040-0015

Audit and Compliance Review Requirements

(1) Recipients shall conduct an annual financial audit of the STIF moneys received.

(2) All financial audit reports shall be submitted to the Agency no later than 30 days after the receipt of the auditor's final report(s).

(3) Recipients shall be subject to periodic on-site compliance reviews by the Agency. The purpose of the compliance site review is to ensure that Recipients have appropriate, adequate internal controls

and management procedures to meet the terms and conditions of agreements governing the disbursement of STIF moneys. Compliance reviews may cover the following topics, as applicable: program management; financial management; operations management, procurement, use and maintenance of equipment; records retention; compliance with state and federal civil rights laws; compliance with FTA drug and alcohol regulations; and compliance with the ADA.

(4) Recipients shall permit the Agency, the Secretary of State of the State of Oregon, or their authorized representatives, upon reasonable notice, access to all data and records relating to STIF moneys received or disbursed and to inspect the STIF Plans and Projects financed with STIF moneys including, but not limited to, the financial records, physical premises and Capital Assets used to deliver public transportation services.

(5) Recipients shall ensure that their agreements or contracts with Sub-Recipients or vendors include provisions which permit the Agency, the Secretary of State of Oregon, or their authorized representative, access to data and records held by the Sub-Recipient or vendor as described in section (4) of this rule.

(6) Any challenge to a notice and order requiring that a Qualified Entity repay distributions made to the Qualified Entity pursuant to a finding by the Commission that the recipient has failed to meet any terms or conditions of a STIF agreement will be handled as a contested case pursuant to the Oregon Administrative Procedures Act, ORS 183.411 to 183.471.

STATUTORY/OTHER AUTHORITY: ORS 184.619, ORS 184.658, ORS 184.761

STATUTES/OTHER IMPLEMENTED: ORS 184.751-184.766

732-040-0020

Accounting Requirements

(1) The Agency shall account separately for moneys in the STIF Formula Fund, Discretionary Fund, and Intercommunity Discretionary Fund.

(2) Recipients shall manage STIF moneys in separate governmental accounts for each of the applicable STIF funds: STIF Formula Fund, STIF Discretionary Fund, and STIF Intercommunity Discretionary Fund. Any interest accrued must be added to the moneys and must be reported to the Agency at the end of the Fiscal Year in which it was earned.

(3) Recipients shall document the expenditure of all STIF funds disbursed by the Agency. Recipients shall create and maintain all expenditure records in accordance with generally accepted accounting principles and in sufficient detail to permit the Agency to verify how the STIF funds were expended.

(4) Record Retention:

(a) Recipients shall maintain all financial records for at least **three** years after the Agency's final disbursement under the STIF Plan or grant agreement; and

(b) Recipients shall maintain all records relating to Capital Assets for three years after disposition.

STATUTORY/OTHER AUTHORITY: ORS 184.619, ORS 184.658, ORS 184.761

STATUTES/OTHER IMPLEMENTED: ORS 184.751-184.766

732-040-0025

Qualified Entity Reporting Requirements

In addition to any other reporting required by these rules, Qualified Entities that receive STIF moneys, or Sub-Recipients as relevant to section (3) of this rule, shall submit the following documentation to

the Agency:

- (1) A report on any actions taken by any Public Transportation Service Provider located within the area of the Qualified Entity to mitigate the impact of the STIF tax on passengers who reside in low-income communities. The report must explain how it defines and identifies passengers in low-income communities. This report must be submitted no later than 60 days after the end of each Fiscal Year in which the Qualified Entity receives STIF moneys.
- (2) The Qualified Entity's adopted annual budget for the upcoming Fiscal Year must be submitted no later than 30 days after adoption.
- (3) The results of any relevant financial audits of the Qualified Entity or any **Sub-Recipient** located within the area of the Qualified Entity, as required by a local, state or federal oversight agency for the purposes of statewide reporting including, but not limited to:
 - (a) The state financial report required under ORS 291.040;
 - (b) The results of any comprehensive review completed by the Federal Transit Administration or the Agency; and
 - (c) Any information submitted by the Qualified Entity as part of the requirements of a statewide audit in accordance with the federal Single Audit Act of 1984 (31 U.S.C. 7501 to 7507), as amended by the Single Audit Act Amendments of 1996 (P.L. 104-156).
- (4) Results of audits described in section (3) of this rule must be submitted to the Agency no later than 30 days after receipt of the final results. A copy of information submitted under section (3)(c) of this rule must be sent to the Agency no later than 30 days after submittal to the requesting agency.
- (5) The Agency may withhold future distributions of STIF moneys from a Qualified Entity which fails to submit an annual report required under rule.
- (6) A Qualified Entity may appeal the Agency's decision to withhold STIF Formula Fund moneys as described in OAR 732-040-0050.

STATUTORY/OTHER AUTHORITY: ORS 184.619, ORS 184.658, ORS 184.761

STATUTES/OTHER IMPLEMENTED: ORS 184.751-184.766

732-040-0030

Advisory Committees

- (1) The Governing Body of each Qualified Entity shall appoint an Advisory Committee for the purpose of advising and assisting the Qualified Entity in carrying out the purposes of the STIF and prioritizing Projects to be funded by STIF moneys received by the Qualified Entity.
- (2) A Qualified Entity's Governing Body or Advisory Committee may appoint a Work Group to provide additional input on STIF Formula projects. A Work Group may or may not be composed of members of the Qualified Entity's Advisory Committee. Input from the Work Group shall be considered and documented in the Qualified Entity's Advisory Committee's meeting minutes in the completion of its duties as described in OAR 732-040-0030(1).
- (3) Two or more Governing Bodies may appoint a joint Advisory Committee for the purpose of advising and assisting their respective Qualified Entities in carrying out the purposes of the STIF for the Qualified Entities' areas of responsibility.
 - (a) When the Governing Boards of two or more Qualified Entities appoint a joint Advisory Committee, they shall designate their respective roles and responsibilities pertaining to the management of the joint Advisory Committee in a written agreement pursuant to ORS chapter 190. At a minimum, the written agreement must specifically identify how the Qualified Entities' obligations under section (4) of this rule will be allocated between or among the participating Qualified Entities and must describe the selection and appointment processes for joint Advisory Committee members, consistent with OAR 732-040-0035.

- (b) The Qualified Entities shall send a copy of the executed agreement to the Agency within 30 days of execution.
- (c) The joint Advisory Committee agreement may be included as part of the agreement required to fulfill the requirements of OAR 732-040-0040, if applicable; however, Qualified Entities may form a joint Advisory Committee without agreeing to jointly manage STIF moneys.
- (d) Each Qualified Entity that is party to a joint Advisory Committee agreement remains independently responsible to submit its own STIF Plan pursuant to OAR 732-042-0015 and these rules.
- (4) An Advisory Committee may also advise the Qualified Entity regarding the opportunities to Coordinate STIF funded Projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service.
- (5) The Qualified Entity shall ensure that:
- (a) The Advisory Committee is guided by written bylaws that include, at a minimum: the Committee's name and purpose; the number of Committee members; Committee membership criteria; the appointment process; the terms of office for the committee members; the Committee's meeting schedule; Committee procedures and member duties, including procedures to provide public notice of meetings, to foster public engagement, and to comply with Oregon public meeting and public records laws; and the Committee's process to review **Sub-Recipient** proposals for Projects funded in whole or part by the STIF Formula Fund, the STIF Discretionary Fund and the Intercommunity Discretionary Fund, and the decision-making criteria identified in these rules. The bylaws must include a definition of "high percentage of Low-Income Households" for the Committee's use in evaluating proposed Projects. The Qualified Entity shall prepare the written bylaws described in this section and set the terms of office for the Advisory Committee members. The Qualified Entity may seek input on the bylaws from the Advisory Committee.
- (b) Copies of Advisory Committee bylaws, meeting minutes and meeting notices are published by the Qualified Entity and made available for public review in a reasonable and timely manner and are maintained for **the period prescribed under Chapter 166, Division 150 of the Oregon Administrative Rules.**
- (c) The Agency is notified of changes in the Advisory Committee membership when the Qualified Entity submits its STIF Plan or grant application.
- (6) A Qualified Entity may use another standing advisory committee or combine committees to meet the requirements of these rules as long as that committee also meets all of the committee requirements contained herein.
- (7) The Qualified Entity shall appoint an Advisory Committee composed of members that represent diverse interests, perspectives, geography, and the population demographics of the area, as described in OAR 732-040-0035.
- (8) In addition to any other duties, the Advisory Committee may also propose any changes to the policies or practices of the Governing Body of the Qualified Entity that the Advisory Committee considers necessary to ensure that:
- (a) A **Sub-Recipient** that has received STIF funds has applied the moneys received in accordance with and for the purposes described in the Project proposal; and
- (b) A Project proposal submitted by a **Sub-Recipient** does not fragment the provision of public transportation services.

STATUTORY/OTHER AUTHORITY: ORS 184.619, ORS 184.658, ORS 184.761

STATUTES/OTHER IMPLEMENTED: ORS 184.751-184.766

732-040-0035

Advisory Committee Composition

- (1) If the Qualified Entity is an Indian Tribe, then the Advisory Committee must be composed of at least three members, each of whom must be able to represent the public transportation needs of individuals served by the Indian Tribe. The Governing Body may authorize a larger Advisory Committee.
- (2) If the Qualified Entity is a Transportation District or county, then the Advisory Committee must be composed of at least five members. The Governing Body may authorize a larger Advisory Committee.
- (3) If the Qualified Entity is a Mass Transit District, then the Advisory Committee must be composed of at least seven members. The Governing Body may authorize a larger Advisory Committee.
- (4) If the Advisory Committee is a joint Advisory Committee formed by two or more Qualified Entities, then the minimum number of Advisory Committee members will be determined based on the types of Qualified Entities participating in the joint Advisory Committee. The minimum number of members of the joint Advisory Committee must be equal to the highest minimum number that would be required for each type of Qualified Entity participating in the joint Advisory Committee.
- (5) To be qualified to serve on the Advisory Committee for a Qualified Entity that is a Transportation or Mass Transit District or county, or on a joint Advisory Committee in which a Transportation or Mass Transit District or county participates, an individual must:
- (a) Be knowledgeable about the public transportation needs of residents or employees located within or traveling to and or from the Transportation or Mass Transit District or county; and
 - (b) Be a person who is a member of or represents one or more of the following:
 - (A) local governments, including land use planners;
 - (B) people with disabilities;
 - (C) veterans;
 - (D) low-income individuals;
 - (E) social equity advocates;
 - (F) environmental advocates;
 - (G) Black, indigenous, and people of color;
 - (H) bicycle and pedestrian advocates;
 - (I) people with limited English proficiency;
 - (J) public health, social and human service providers;
 - (K) transit users who depend on transit for accomplishing daily activities;
 - (L) individuals age 65 or older;
 - (M) educational institutions;
 - (N) Public Transportation Service Providers;
 - (O) non-profit entities which provide public transportation services;
 - (P) neighboring Public Transportation Service Providers;
 - (Q) employers; or
 - (R) major destinations for users of public transit.
- (6) Notwithstanding other provisions of this rule, if a Qualified Entity is a Mass Transit District, a Transportation District or a county with a population of 50,000 persons or more, then its Advisory Committee, or the joint Advisory Committee in which it participates, must include at least four members who, separately, are members of or represent each of the following four groups:
- (a) low-income individuals;
 - (b) individuals age 65 or older;
 - (c) people with disabilities; and

(d) Public Transportation Service Providers or non-profit entities which provide public transportation services.

(7) If a Qualified Entity is a county with a population fewer than 50,000 persons, then its Advisory Committee, or the joint Advisory Committee in which it participates, must include at least three members who collectively represent each of the groups listed in 732-040-0035(6)(a-d).

(8) A Qualified Entity that is a Mass Transit District or a Transportation District shall include Advisory Committee members from the district's area of responsibility, both within and outside district boundaries. If a Mass Transit District or a Transportation District is party to a joint Advisory Committee agreement, the joint Advisory Committee must also include at least one member from outside the district's boundary but within the district's area of responsibility.

STATUTORY/OTHER AUTHORITY: ORS 184.619, ORS 184.658, ORS 184.761

STATUTES/OTHER IMPLEMENTED: ORS 184.751-184.766

732-040-0040

Qualified Entity Management and Joint Management of STIF Funds

(1) Two or more Qualified Entities may jointly manage the STIF moneys disbursed to them. The Qualified Entities shall enter into a written agreement pursuant to ORS chapter 190.

(2) When two or more Qualified Entities jointly manage their STIF Formula Fund moneys, they shall designate their respective roles and responsibilities in the written agreement and shall send a copy of the executed agreement to the Agency within 30 days of execution.

(3) Qualified Entities intending to jointly manager STIF moneys under this rule may, but are not required to, establish a joint Advisory Committee as described in OAR 732-040-0030(2).

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History: PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018

732-040-0045

Withholding Funds

(1) The Agency may withhold payment of STIF moneys to a Recipient if:

(a) The Recipient or its Sub-Recipient is not using STIF funds in accordance with applicable laws, these rules or the terms of the STIF Plan or agreement under which the funds were distributed;

(b) The Recipient or its Sub-Recipient has not submitted required reporting;

(c) The Agency determines that there is any unresolved audit finding relating to the accounting for STIF moneys; or

(d) The Agency determines that there is any unresolved compliance review finding relating to the use of STIF moneys.

(2) If an audit or a review of a Recipient or its Sub-Recipient's implementation of an agreement under which STIF moneys were distributed determines that the Recipient or its Sub-Recipient used STIF moneys inconsistently with the agreement, the Agency may withhold future STIF funding.

(3) A Qualified Entity may appeal the Agency's decision to withhold STIF Formula Fund moneys as described in OAR 732-040-0050.

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History: PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018

732-040-0050

Appeal Procedures

(1) Appeals are allowed only in the following instances:

(a) A Qualified Entity may appeal the Commission's rejection of its STIF Plan.

(b) A Qualified Entity may appeal the Agency's decision to withhold STIF Formula Fund moneys.

(c) A Qualified Entity may appeal the Agency's decision to take action with respect to a Capital Asset as described in OAR 732-042-0040(10).

(2) Appeals must be filed in writing within 15 days of the date the notice of appealable action was emailed by the Agency. A Qualified Entity that fails to file timely shall be deemed to have waived its appeal rights. Appeals must be addressed to the Commission and a copy must be sent to the Agency's **Division** Administrator.

(3) Appeals must identify the appellant, the appellant's designated contact person, and the decision under appeal. In addition, appeals must include the following information:

(a) For appeal of a Commission decision, the requested remedy and any arguments why the decision should be reconsidered.

(b) For appeal of an Agency decision, the requested remedy, any arguments pertaining to the appeal and any other material the appellant considers relevant to the appeal.

(4) Upon review or reconsideration, the Commission may make a decision to grant the requested remedy, deny the appeal, or, in the case of Agency decisions under appeal, remand the decision to the Agency with instructions to reconsider.

(5) The Commission shall review the appeal and make its decision within 90 days of receipt.

STATUTORY/OTHER AUTHORITY: ORS 184.619, ORS 184.658, ORS 184.761

STATUTES/OTHER IMPLEMENTED: ORS 184.751-184.766

732-040-0055

Creation of New Mass Transit District or Transportation District

(1) In the event that a Mass Transit District or Transportation District comes to exist in any part of a county or counties in which it did not previously exist, the Mass Transit District or Transportation District replaces the county(ies) in which it exists as Qualified Entity for the Area(s) of Responsibility previously attributed to that county(ies). Upon its existence, the Mass Transit District or Transportation District shall assume the Qualified Entity role previously held by the county(ies) in which any part of it exists with respect to all aspects of STIF Formula Fund administration for its Area(s) of Responsibility and for all purposes under These Rules.

(2) It is the goal of the Agency and the STIF Formula Fund program that such a transition between Qualified Entities be accomplished smoothly, efficiently and without disruption of Public Transportation Services. For that reason, a county which is a Qualified Entity shall provide notice to the Agency when it publishes notice of the first public meeting at which it will consider creating or establishing a Mass Transit District or Transportation District.

(3) Upon establishment of a Mass Transit District or Transportation District in any county or counties, Commission and Agency hereby recognize the Mass Transit District or Transportation District as the new Qualified Entity for the Area(s) of Responsibility formerly attributed to the county(ies) in which any part of the Mass Transit District or Transportation District exists.

(a) Within ten business days of coming into existence, the Mass Transit District or Transportation District must send Agency notice of the effective date of its existence, the name(s) of its designated contact person(s), and a copy of the legal documentation of its creation. Agency may reasonably delay any pending STIF Formula Fund disbursement under OAR 732-042-0010(5) until the Mass Transit District or Transportation District establishes a financial account.

(b) Agency and Commission shall consider all STIF Formula Fund program documents previously submitted to Agency or Commission by the county(ies) to have been assigned to and assumed by the Mass Transit District or Transportation District. Agency and Commission shall consider all responses or approvals previously made to the county(ies) to have been made to the Mass Transit District or Transportation District.

(c) Notwithstanding subsection (b) of this section, at its first public meeting, the Mass Transit District or Transportation District, consistent with its procedural requirements, may decide not to assume any or all STIF Formula Fund program documents previously submitted to Agency or Commission by the county(ies). If the Mass Transit District or Transportation District does not reject assumption of the STIF Formula Fund program documents by official act at its first public meeting, such documents and any responses or approvals previously made to them by Agency or Commission shall be irrevocably assumed by the Mass Transit District or Transportation District for the duration of the current STIF Formula Fund Cycle.

(d) If the Mass Transit District or Transportation District decides not to assume the STIF Plan(s) previously prepared by the county(ies) pursuant to OAR 732-042-0015 and approved by the Commission pursuant to OAR 732-042-0025:

(A) Agency shall accumulate STIF Formula Fund monies for the Mass Transit District or Transportation District as described in OAR 732-042-0030(1); and

(B) The Mass Transit District or Transportation District may submit a new STIF Plan to the Commission at any time during the current STIF Formula Fund Cycle.

(4) In coordination with the county, relevant Recipients or Sub-Recipients, and other parties as necessary, the Mass Transit District or Transportation District shall undertake all necessary tasks to carry out the Projects of the relevant STIF Plan(s), establish or transition Advisory Committee(s), and otherwise ensure a smooth transition of all Qualified Entity responsibilities from the county(ies) to the Mass Transit District or Transportation District. The Agency shall provide reasonable assistance and guidance to the new Qualified Entity to facilitate the transition, consistent with the respective roles of the Qualified Entity and the Agency.

(5) Following the establishment of a Mass Transit District or Transportation District, the county(ies) or other entity that was previously the Qualified Entity shall complete any remaining obligations under the STIF Plan(s) that have not been assumed by the new Qualified Entity, which includes any pending reporting requirements and disbursal of funds to PTSPs as identified in the STIF Plan(s) or transferring those funds to the Mass Transit District or Transportation District now serving as the Qualified Entity.

Statutory/Other Authority: ORS 184.619 & 184.758(3)(e)

Statutes/Other Implemented: ORS 184.752(2)(a) & 184.758(1)(a)

History:

PTD 5-2020, amend filed 09/23/2020, effective 09/23/2020

PTD 2-2020, adopt filed 01/24/2020, effective 01/24/2020

STIF Formula Rule

732-042-0000

Purpose

These rules establish procedures and requirements necessary for the administration of the Statewide Transportation Improvement Fund (STIF) Formula Fund, pursuant to ORS 184.758(1)(a). The STIF Formula Fund is intended to improve public transportation services for current and potential future Oregon transit users by distributing moneys to Qualified Entities.

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History: PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018

732-042-0005

STIF Formula Fund Cycle

- (1) The STIF Formula Fund cycle will be structured around a Biennium, with key dates and exceptions identified in these rules.
- (2) After the first disbursement of STIF moneys following the enactment of Oregon Laws 2017, chapter 750, the Agency shall make disbursements quarterly beginning at the beginning of the first quarter of each Biennium, subject to the provisions of OAR 732-042-0010.
- (3) No later than December 31 of each year, the Agency shall provide written notice to each Qualified Entity of the estimated allocation of STIF Formula Fund moneys for which it is eligible in the coming calendar year.
- (4) Six months prior to the beginning of a Biennium, Qualified Entities shall submit their STIF Plans to the Agency.
- (5) Qualified Entities may prepare their STIF Plans for a period of one or two Biennia. The Commission may approve a STIF Plan for one or two Biennia.
- (6) The Commission shall decide to accept or reject STIF Plans no later than July 1 of the coming Biennium.
- (7) The Agency shall email notice of the Commission's decision to affected Qualified Entities within seven days of the issuance of the Commission's decision. A Qualified Entity may appeal a rejection of its STIF Plan as described in OAR 732-040-0050.
- (8) During the first STIF Formula Fund Cycle after the enactment of Oregon Laws 2017, chapter 750, a Qualified Entity may submit its STIF Plan either three months or nine months after the effective date of OAR Chapter 732, Division 042. A Qualified Entity that submits a STIF Plan under this section shall submit a STIF Plan for a period that ends at the end of the 2019-2021 Biennium. The Commission shall decide to accept or reject a STIF Plan submitted under this section no later than four months after it is received by the Agency, following the approval procedures described in OAR 732-042-0025.

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History: PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018

732-042-0010**STIF Formula Fund Calculation and Disbursement**

(1) The Statewide Transportation Improvement Fund Formula program shall be distributed pursuant to ORS 184.758 as follows:

(a) First, the portion of the fund fixed to the 2019-2021 biennium Statewide Transportation Fund disbursement, as adjusted by the growth of the overall fund pursuant to ORS 184.758(3), will be distributed to Qualified Entities by a population-based formula described in subsection (4)(a) of this rule to support transit services for older adults and individuals with disabilities.

(b) The remainder of the funds shall be distributed to Qualified Entities by the proportion of the taxes collected under ORS 320.550.

(2) Estimated Distributions:

(a) For distributions under subsection (1)(a) of this rule, the Agency shall distribute the Indexed Minimum to each Qualified Entity unless the Qualified Entity is entitled to a larger distribution based on the population calculation described in section (4) of this rule.

(b) For distributions under subsection (1)(b) of this rule, the Agency shall distribute the Indexed Minimum to each Qualified Entity unless the Qualified Entity is entitled to a larger distribution based on the wages calculation described in section (4) of this rule.

(3) Estimation of STIF Formula Fund Disbursements:

(a) The Agency shall estimate STIF Formula Fund disbursements based on the Agency's projections of the amount of revenue appropriated to the fund, transit payroll tax to be collected, the Agency's projections of minimum distributions as described under section (2) of this rule, and the proportionate share calculated for each Qualified Entity in section (4) of this rule.

(b) The Agency shall estimate the proportionate share annually.

(c) For the portion of funds described in subsection (1)(a) of this rule:

(A) The Qualified Entity will determine the purposes for which the STIF Formula Fund moneys will be used, in accordance with their STIF Plan;

(B) The Qualified Entity may use procedures of its choice to distribute STIF Formula Fund moneys;

(C) The Qualified Entity that is a Mass Transit or Transportation District is responsible for funding Projects benefiting older adults and individuals with disabilities both within its boundaries and outside them in the surrounding county(ies);

(D) Projects outside the District will receive a proportionate amount of the STIF Formula Fund moneys based on the population outside the district;

(E) The proportion is based on population estimates calculated by Portland State University; and

(F) The District will report the distribution of STIF Formula Fund moneys in its application to the Division.

(d) For the portion of funds described in subsection (1)(b) of this rule:

(A) Qualified Entities shall work collaboratively with Public Transportation Service Providers and other potential Sub-Recipients, as relevant, to develop a method for sub-allocating STIF Formula Fund moneys to Public Transportation Service Providers.

(B) To the extent possible, using the best available data, the sub-allocation method used by Qualified Entities must be proportionate to the amount of employee payroll tax revenue generated within the geographic territory of each Public Transportation Service Provider. A Qualified Entity shall share all data used to develop the sub-allocation method with each Public Transportation Service Provider and other potential Sub-Recipients, as relevant, included in its STIF Plan.

(C) A Qualified Entity that is a Mass Transit or Transportation District which does not share contiguous jurisdictional boundaries with a county shall work collaboratively with Public Transportation Service Providers and other potential Sub-Recipients to develop an estimate of STIF

Formula Fund disbursements for those areas of the county(ies) in which the District is located that are outside the District's own jurisdictional boundaries.

(e) The Qualified Entity's sub-allocation estimate shall be a starting point for the Qualified Entity's STIF Plan and funding prioritization process. The sub-allocation is not an entitlement to the Public Transportation Service Provider and decision criteria may affect the prioritization of Projects.

(f) Estimated disbursements are not guaranteed. If revenues in the Statewide Transportation Improvement Fund are less than the Agency's projections, the Agency may proportionately reduce quarterly payments to Qualified Entities from its estimated disbursements.

(4) Calculation of STIF Formula Fund Disbursements:

(a) The Agency shall calculate the proportionate share for each Qualified Entity under subsection (1)(a) of this rule by dividing the count of the population located within the boundary of the Qualified Entities' areas of responsibility, by the total population of the state.

(A) The Agency shall use the population estimates calculated by Portland State University pursuant to ORS 190.520 for the basis of the population counts of Qualified Entities, except as to Indian Tribes.

(B) Each Indian Tribe that is a Qualified Entity will receive STIF moneys as a share of their tribal population residing in Oregon:

(i) Tribal population is defined as the members of each tribe residing in Oregon;

(ii) Each Indian Tribe will provide to the Division its population residing in Oregon by county of residence; and

(iii) The tribal populations will be subtracted from county populations before calculating the population of the Districts and counties.

(C) The Agency shall exclude from the calculation of proportionate shares any Qualified Entity that is entitled to the Indexed Minimum under subsection (2)(a) of this rule.

(b) The Agency shall calculate the proportionate share for each Qualified Entity under subsection (1)(b) of this rule by dividing the amount of wages paid by employers located within the boundary of the Qualified Entities' areas of responsibility, by the total amount of the wages paid by employers statewide.

(A) The Agency shall use the final wage data collected by the Oregon Employment Department for the prior Calendar Year and reported to the Agency.

(B) The Agency shall exclude from the calculation of proportionate shares any Qualified Entity that is entitled to the Indexed Minimum under subsection (2)(b) of this rule.

(c) Each fiscal quarter, the Agency shall calculate the quarterly distribution as follows:

(A) For the Population-Based Formula:

(i) The product of the amount of revenue collected in the preceding fiscal quarter attributed to the STIF Formula Fund for the portion described in section (1)(a), as reduced by the Indexed Minimum distributions required under subsection (2)(a) of this rule and funds held under ORS 732-042-0030, multiplied by the Qualified Entity's proportionate share calculated in subsection (4)(a) of this rule; or

(ii) The Indexed Minimum as determined under section (2)(a) of this rule.

(B) For the Payroll-Based Formula:

(i) The product of the amount of revenue collected in the preceding fiscal quarter attributed to the STIF Formula Fund for the portion described in section (1)(b), as reduced by the Indexed Minimum distributions required under subsection (2)(b) of this rule and funds held under ORS 732-042-0030, multiplied by the Qualified Entity's proportionate share calculated in subsection (4)(b) of this rule; or

(ii) The Indexed Minimum as determined under section (2)(b) of this rule.

(5) Distribution of STIF Formula Funds to Qualified Entities:

(a) The Agency shall not disburse STIF Formula Fund moneys to a Qualified Entity until the Commission has approved the Qualified Entity's STIF Plan and the Legislative Fiscal Office and the State's Chief Financial Officer have determined that there is sufficient revenue in the Statewide

Transportation Improvement Fund to fund the STIF Formula Fund disbursements.

(b) The Agency shall disburse STIF Formula Funds to Qualified Entities in quarterly distributions.

(c) If more than one Mass Transit District or Transportation District is located within a single county, the Agency shall distribute the moneys to the larger district.

(d) If there is a significant unexpected shortfall in revenues in the Statewide Transportation Improvement Fund, or if there has been an overpayment in a prior quarter, the Agency may proportionately reduce quarterly payments to Qualified Entities.

(e) Qualified Entities are not responsible for satisfying **Sub-Recipients'** budgetary shortfalls or remedying delays in funding to **Sub-Recipients** for any reason beyond the Qualified Entities' direct control.

(6) Qualified Entities may incur STIF expenditures as of the operative date of ORS 184.766. During the first STIF Formula Fund Cycle after the enactment of Oregon Laws 2017, chapter 750, a Qualified Entity may reimburse itself for such expenditures contingent upon Commission approval of a STIF Plan that includes these expenses.

(7) Qualified Entities shall notify the Agency in writing of any adjustment to the geographic boundaries of their areas of responsibility within thirty days of the effective date of the adjustment.

(8) **A Qualified Entity may carry forward unspent STIF Formula Fund moneys for use in a future STIF Formula Fund cycle.** Upon Commission approval of a STIF Plan that describes such a Project, a Qualified Entity may also carry forward unspent STIF Formula Fund moneys to accumulate sufficient funds for a capital Project that costs more than can be funded during a single STIF Formula Fund funding cycle or to make bond payments on the acquisition of a Capital Asset. **In such instances, a Qualified Entity may only carry forward STIF Formula Fund moneys for the time period specified in the approved STIF Plan.**

(9) Each Qualified Entity is required to spend at least one percent of STIF Formula Fund moneys received each year on **S**tudent **T**ransit **S**ervices for students in grades 9 through 12, if practicable.

STATUTORY/OTHER AUTHORITY: ORS 184.619, ORS 184.658, ORS 184.761

STATUTES/OTHER IMPLEMENTED: ORS 184.642, ORS 184.751-184.766, ORS 323.457

732-042-0015

STIF Plan Contents

(1) A Qualified Entity shall adopt a written STIF Plan to establish a list of Projects for public transportation located within the Qualified Entity's area of responsibility to guide STIF Formula Fund investments.

(a) A STIF Plan must cover at least a Biennium, but it may include up to two Biennia subject to Commission approval.

(b) A STIF Plan must address the transportation needs of people residing in or traveling into and out of the Qualified Entity's area of responsibility.

(c) A Qualified Entity that is a Mass Transit District or Transportation District with jurisdictional boundaries within a county or counties which are not Qualified Entities shall adopt a STIF Plan that considers the Public Transportation Services for the area outside of district boundaries but within the remainder of the county or counties.

(d) A STIF Plan may be included in a Qualified Entity's Local Plan or it may be a stand-alone plan.

(e) The STIF Plan must contain an explanation of how the plan defines and identifies communities with a high percentage of Low-Income Households.

(f) A STIF Plan must include a description of the Qualified Entity's method to sub-allocate STIF Formula Fund moneys to Public Transportation Service Providers and other potential Sub-Recipients and the process for developing the method.

(2) A Qualified Entity's STIF Plan must contain the following sections:

(a) Descriptions of Proposed Projects: For each proposed Project, the STIF Plan must include the factors listed in section (3) of this rule.

(b) Summary of Planned Expenditures: The STIF Plan must include a summary listing:

(A) The total funding sought in the STIF Plan;

(B) The total funding sought for each **Recipient or Sub-Recipient**; and,

(C) For Qualified Entities that are Mass Transit Districts or Transportation Districts which do not share contiguous jurisdictional boundaries with a single county, the total funding sought by geographic area inside and outside the district's jurisdictional boundary but within its area of responsibility.

(c) Summary of Prior Expenditures on Specific Improvements: If the Qualified Entity received STIF Formula Funds in the preceding two Fiscal Years, the STIF Plan must include a summary of the amount of moneys allocated to fund each of the following:

(A) Increased frequency of bus service schedules in communities with a high percentage of Low-Income Households;

(B) The expansion of bus routes and bus services to reach communities with a high percentage of Low-Income Households;

(C) Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households;

(D) The procurement of buses that are powered by natural gas, electricity or other low or no emission propulsion for use in areas with populations of 200,000 or more;

(E) The improvement in the frequency and reliability of service connections between communities inside and outside of the Qualified Entity's service area;

(F) Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services;

(G) Implementation of programs to provide **Student Transit Services** for students in grades 9 through 12; **and**

(H) Implementation of programs that enhance services for older adults and people with disabilities.

(d) Summary of Current Projects: The STIF Plan must include a summary of Projects recommended by the Qualified Entity's Advisory Committee for the duration of the STIF Plan, identified by Fiscal Year.

(e) Advisory Committee Information: The STIF Plan must include a list of the Qualified Entity's current Advisory Committee and the online or other location(s) where Advisory Committee materials may be reviewed as described in OAR 732-040-0030(4)(b). In addition, the STIF Plan must include a statement that the Qualified Entity consulted with its Advisory Committee as required by these rules and, if applicable, an explanation of why the Advisory Committee's recommendation was not adopted by the Governing Body.

(f) Recipient Accountability Methods: The STIF Plan must include a description of the methods the Qualified Entity will use to ensure that it complies with these rules and achieves the goals identified in the STIF Plan.

(g) Sub-Recipient Accountability Methods: The STIF Plan must include a description of the methods and agreement or contract language that the Qualified Entity will use to oversee its Sub-Recipients, address deficiencies in Sub-Recipient performance, and to ensure that the Qualified Entity can accomplish the applicable requirements of these rules, including but not limited to audit and compliance requirements, accounting requirements, capital asset requirements and reporting requirements.

(h) Remediation Strategies: If the Qualified Entity has submitted three or more Quarterly Reports within the past two years which indicate that it failed to substantially comply with its approved STIF Plan, the STIF Plan must include a description of the Qualified Entity's strategies to ensure that it will substantially comply with the proposed STIF Plan.

(i) Governing Body Adoption: The STIF Plan must include documentation that the Governing Body approved the STIF Plan prior to its submittal to the Agency. If STIF Formula funds will be jointly managed by two or more Qualified Entities, the STIF Plan must include documentation demonstrating each Governing Body's commitment to joint management.

(3) The STIF Plan must include descriptions of each proposed Project as described below. A Qualified Entity shall include in its STIF Plan only Projects which appear in a Local Plan. Qualified Entities eligible for no more than the minimum STIF Formula Fund allocation under OAR 732-042-0010(2) or Rural Public Transportation Service Providers that are unable to meet the Local Plan requirements during the first Formula Fund solicitation cycle may use a portion of their first STIF Formula Fund allocation or sub-allocation to improve public transportation services if they have a current approved Coordinated Human Services Public Transportation Plan and if they also use a portion of the first allocation or sub-allocation to develop a Local Plan that is consistent with STIF Local Plan requirements. For each proposed Project, the STIF Plan must describe:

(a) Proposed funding level for each Project and a description of what the Qualified Entity intends to do with the STIF Formula Fund moneys it receives for the individual Project.

(b) Whether the Project would improve or expand public transportation or maintain an existing service. For Projects that would maintain an existing public transportation service, the STIF Plan must specify the amount and percentage of each Project budget for this purpose.

(c) Anticipated benefits and discrete measurable outcomes associated with each Project with specific reference to whether the Project **advances each of the criteria listed at 732-042-0015(2)(c).**

(d) Identification of the Local Plan(s) from which each Project was derived and identification of the board, council, commission, or other governing body which approved the Local Plan.

(e) The proposed Recipient or Sub-Recipient of the STIF Formula Fund moneys for that Project.

(f) A full budget including fund sources and for yet-to-be obligated fund sources, the timing for funding decisions, if known.

(g) For proposed Projects which are part of a larger multi-phase Project, the phasing plan including schedule and budget with known and potential funding sources identified.

(h) The amount of moneys from the STIF Formula Fund distribution that would be allocated to fund each of the **criteria listed at 732-042-0015(2)(c).**

(i) Identification of the extent to which the Project is consistent with Oregon Public Transportation Plan goals, policies, and implementation plans.

(j) At least one Project described in the STIF Plan must implement a program(s) to provide **Student Transit Services** for students in grades 9 through 12, if practicable, and allocate at least one percent of the Qualified Entity's estimated STIF Formula Fund disbursement to that program(s) each year. **In this instance, a program(s) is considered practicable when Public Transit Services within the Qualified Entity's area of responsibility can be feasibly and efficiently used by students in grades 9 through 12.** If the Qualified Entity determines that it is not Practicable to identify such a Project or to allocate funding for this purpose, it shall specify in its STIF Plan the reason(s) for its determination.

STATUTORY/OTHER AUTHORITY: ORS 184.619, ORS 184.658, ORS 184.761

STATUTES/OTHER IMPLEMENTED: ORS 184.751-184.766

732-042-0020

Advisory Committee Review of Proposed Projects

(1) **Sub-Recipients** seeking STIF funding from a Qualified Entity through the Qualified Entity's STIF Plan shall submit a Project proposal to the Qualified Entity's Advisory Committee for review and approval. The Project proposal must include the contents described in OAR 732-042-0015(3).

(2) The Advisory Committee shall conduct its reviews and activities in compliance with its written

bylaws, as described in these rules.

(3) The Advisory Committee shall meet as often as needed to advise the Qualified Entity and review Project proposals but no less than two times per year.

(4) The Advisory Committee shall:

(a) Hold public meetings, as applicable, to review every Project proposed for inclusion in the Qualified Entity's STIF Plan;

(b) Recommend approval or rejection of proposed Projects and recommend prioritization of approved Projects within the geographic boundary for which the Qualified Entity receives STIF Formula funding to the Governing Body.

(5) The Advisory Committee shall consider the following when reviewing STIF Formula Fund Projects:

(a) The extent to which the Project would advance each of the criteria listed at 732-042-0015(2)(c).

(b) Whether the Project would maintain an existing service;

(c) The extent to which the Project goals meet public transportation needs and are a responsible use of public funds; and

(d) The extent to which the Project might benefit or burden historically- or currently-marginalized communities both now and in the long term; and

(e) Other factors to be determined by the Qualified Entity or Advisory Committee such as geographic equity.

(6) Prior to adopting a STIF Plan, the Governing Body shall consult its Advisory Committee regarding the Projects proposed in the STIF Plan and seek a recommendation on the prioritization of those Projects from the Advisory Committee. The purpose of this consultation is to ensure that the STIF Plans reflect a Coordinated regional approach to Public Transportation Service that considers the public transportation needs of people residing and traveling into and out of the geographic territory of a Qualified Entity as well as larger regional population centers and to ensure that interested parties have the opportunity to review and comment on the proposed STIF Plan.

(7) A Governing Body may accept the Advisory Committee's recommendation to approve or reject a Project proposal, may return it to the Advisory Committee for modifications, or may modify it prior to inclusion in the STIF Plan for submittal to the Agency. If the Governing Body modifies the Advisory Committee's recommendation, it shall inform any affected Public Transportation Service Provider of all modifications and the explanation for such changes.

STATUTORY/OTHER AUTHORITY: ORS 184.619, ORS 184.658, ORS 184.761

STATUTES/OTHER IMPLEMENTED: ORS 184.751-184.766

732-042-0025

Commission Approval of STIF Plan

(1) The Agency shall review the STIF Plan submitted by a Qualified Entity for completeness and may ask the Qualified Entity to supply missing information or to provide clarification about the meaning or intent of any portion of the STIF Plan.

(2) The Agency shall submit each complete STIF Plan to the Public Transportation Advisory Committee (PTAC) for review.

(3) The PTAC shall timely determine whether it proposes to recommend that the Commission approve or reject all or a portion of the STIF Plan.

(a) If the PTAC determines that it will recommend rejection of all or a portion of the STIF Plan, it shall timely prepare a brief written statement of the reasons for its recommendation. Within seven days of the PTAC's preparation of the statement, the Agency shall provide notice of the PTAC's intended recommendation and a copy of the statement of reasons to the Qualified Entity.

- (b) The PTAC shall timely communicate its recommendation to the Commission.
- (c) The PTAC, when making its recommendation and the Commission when making its decision on a STIF Plan shall consider the extent to which the STIF Plan meets the requirements described in OAR 732-042-0015(1), (2) and (3).
- (4) A Qualified Entity that receives notice that the PTAC intends to recommend rejection of all or a portion of a STIF Plan under subsection (3)(a) of this rule may attach additional information and a revised STIF Plan for the Commission's consideration to the STIF Plan originally submitted. The Qualified Entity shall provide the additional information to the Agency within 30 days.
- (5) The Commission shall consider the PTAC's recommendation and determine whether to approve or reject the STIF Plan originally submitted by the Qualified Entity or a revised STIF Plan submitted by the Qualified Entity under section (4) of this rule. If the Commission rejects a proposed STIF Plan, the Commission shall identify the reasons for the rejection and the Agency shall provide the reasons to the Qualified Entity in writing. Reasons for Commission rejection include, but are not limited to:
 - (a) The Qualified Entity did not establish an Advisory Committee or established one inconsistent with membership requirements in these rules;
 - (b) The Qualified Entity failed to confer with its Advisory Committee;
 - (c) The STIF Plan is incomplete or does not adequately explain how the Qualified Entity will accomplish the goals of the Projects in the STIF Plan, including Recipient Accountability Methods, Sub-Recipient Accountability Methods, or Remediation Strategies, if applicable;
 - (d) The STIF Plan does not contain the sections and elements listed in OAR 732-042-0015(1), (2) and (3); and
 - (e) Whether the Qualified Entity failed to expend STIF Formula funds in a manner that substantially complied with a prior approved STIF Plan.
- (6) A Qualified Entity may file one appeal as described in OAR 732-040-0050 if its STIF Plan is rejected by the Commission.

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History: PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018

732-042-0030

Qualified Entity Failure to Apply or Withdrawal from the STIF Formula Fund

- (1) Unless a Qualified Entity has an approved STIF Plan and is receiving quarterly distributions, the Agency shall accumulate STIF Formula Fund moneys for which a Qualified Entity is eligible, as calculated by the Agency pursuant to OAR 732-042-0010, for a period of one Biennium.
- (2) If a Qualified Entity fails to submit timely a STIF Plan for two consecutive STIF Formula Fund Cycles, as described in OAR 732-042-0005, the Agency shall release any STIF Formula Fund moneys accumulated for the Qualified Entity to the STIF Formula Fund generally for redistribution to other Qualified Entities.
- (3) If a Qualified Entity timely submits a STIF Plan but the STIF Plan is rejected by the Commission for two consecutive STIF Formula Fund Cycles, as described in OAR 732-042-0005, and neither rejection is overcome by an appeal or reconsideration, the Agency shall release any STIF Formula Fund moneys accumulated for the Qualified Entity to the STIF Formula Fund generally for redistribution to other Qualified Entities.
- (4) Qualified Entities eligible to receive STIF Formula Fund moneys may voluntarily withdraw from eligibility. A Qualified Entity intending to withdraw its eligibility shall notify the Agency of the decision to withdraw and the time period during which it wishes to withdraw its eligibility (such as the remainder of the current Biennium, all future Biennia, etc.). Upon the Qualified Entity's withdrawal, the Agency shall release any STIF Formula Fund moneys accumulated or designated for the Qualified Entity to the STIF Formula Fund for redistribution to other Qualified Entities. During the

period of withdrawal, the withdrawn Qualified Entity must be excluded from the Agency's calculations under OAR 732-042-0010. A Qualified Entity may rescind its withdrawal at any time by written notice to the Agency. If a Qualified Entity rescinds its withdrawal, it will be eligible to receive STIF Formula Fund disbursements in the next STIF Formula Fund Cycle, contingent upon Commission approval of its STIF Plan under these rules.

(5) Any interest accrued on STIF Formula Fund moneys accumulated by the Agency under this rule must be credited to the STIF Formula Fund generally.

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History: PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018

732-042-0035

Reporting Requirements

(1) Quarterly Reports: Using a form provided by the Agency, each Qualified Entity shall prepare a quarterly report to the Agency which details Project progress, outcomes achieved, and expenditures of STIF Formula Fund moneys by itself and its Sub-Recipients. **In these quarterly reports, Qualified Entities shall provide information confirming that the funds disbursed under OAR 732-042-0010(1)(a) have been used to support transit services for older adults and individuals with disabilities.** The quarterly report must be submitted no later than 45 days following the end of a quarter. The fourth and eighth quarter reports may be preliminary reports, subject to adjustment after completion of the Qualified Entity's audit.

(2) STIF Plan Period Reconciliation: Within 30 days of the end of an approved STIF Plan period, the Agency shall reconcile disbursements made to the Qualified Entity against the Qualified Entity's reported expenditures. If disbursements are found to exceed the expenditures, the amount must be carried forward by the Qualified Entity into the next STIF Formula Fund Cycle.

(3) Capital Asset Reports: Qualified Entities that have acquired, purchased or leased Capital Assets using STIF Formula Fund moneys shall provide the Agency with a report of the Capital Asset inventory, described in OAR 732-042-0040(2), including an identification of any sale, transfer or other disposition of the Capital Asset as described in OAR 732-042-0040. Capital Asset Reports must be submitted to the Agency on a schedule to be specified by the Agency, but must be submitted at least annually within 30 days of the end of each Fiscal Year.

STATUTORY/OTHER AUTHORITY: ORS 184.619, ORS 184.658, ORS 184.761

STATUTES/OTHER IMPLEMENTED: ORS 184.751-184.766

732-042-0040

Capital Asset Requirements

(1) Recipients shall ensure Satisfactory Continuing Control of a Capital Asset purchased or leased in whole or part with STIF funding throughout its useful life or until disposition.

(2) Recipients shall inventory Capital Assets purchased or leased in whole or part with STIF moneys. The inventory will include a description of the Capital Asset, date of purchase or lease, purchase price, amount of STIF moneys contributed to the purchase or lease, the source of other funds, the authorized use, the Recipient or Sub-Recipient using the Capital Asset, and the condition of the asset.

(a) If Capital Asset is a vehicle, the inventory must include the size of vehicle, the total number of passenger seats, the total number of ADA stations, the total number of seats when all ADA stations are deployed, the current mileage, and its current condition.

(b) If Capital Asset is an improvement to real property, such as a facility, building, or transit shelter, the inventory must include the location of the Capital Asset and its current condition.

(3) Vehicles may be replaced using STIF funding if:

(a) Public Transportation Service Provider holds clear title to the vehicle(s) being replaced. Salvage titles will not be accepted.

(b) The vehicle(s) has met the useful life guidelines established by Agency.

(c) The vehicle has not been previously replaced.

(4) To be eligible to receive STIF Formula Fund moneys to acquire revenue vehicle(s) for the expansion of transit service, a Qualified Entity shall demonstrate in its STIF Plan that the Recipient or Sub-Recipient who will acquire the Capital Asset has committed to continually use the vehicle for the approved purpose for the useful life of the vehicle(s).

(5) To be eligible to receive STIF moneys for a real property Capital Asset, such as a transit facility, bus barn, maintenance facility, land, or administration building, a Qualified Entity shall demonstrate in its STIF Plan one or more of the following:

(a) Recipient or Sub-Recipient ownership of the property upon which the Capital Asset will be located;

(b) Recipient or Sub-Recipient possession of an executed lease agreement for the property location that will be in place for the useful life of the Capital Asset;

(c) Recipient or Sub-Recipient possession of an executed lien on the property for the useful life of the Capital Asset;

(d) In the case of a Project which will utilize property owned by a local city, county or government, an executed intergovernmental agreement with the property owner guaranteeing ongoing use for the duration of the useful life of the Capital Asset; or

(e) In the case of a Project to purchase land, an option to purchase the land identified in the Project.

(6) Qualified Entities shall:

(a) Establish useful life standards for Capital Assets acquired pursuant to their STIF Plans which meet or exceed the duration of those established by the Agency.

(b) Use the Agency's published procedures or substantially similar procedures and ensure that Sub-Recipients use the same procedures for the disposition of Capital Assets acquired with STIF Formula Fund moneys.

(c) Retain the net proceeds from a sale or other disposition of a Capital Asset to reinvest in a future STIF Plan capital Project or return the net proceeds to the Agency. Net proceeds are the asset's original value less disposal proceeds, depreciation, and disposal costs. If non-STIF funds were used in the original purchase, then only the proportion representing STIF Formula Fund contribution to the purchase are subject to this rule.

(d) Establish written procedures to ensure that a Capital Asset is maintained in safe operating condition.

(e) Maintain insurance coverage, or require Sub-Recipients to maintain insurance coverage, that meets or exceeds the standards in ORS 806.070.

(f) Ensure that vehicles purchased in whole or in part with STIF Formula Fund moneys are titled with the Oregon Department of Transportation Driver and Motor Vehicle Services Division pursuant to ORS 803.045 and supporting rules, with the Agency listed as the primary security interest holder, subject to the following additional requirements:

(A) If the vehicle is registered in the name of a Sub-Recipient receiving the vehicle, and the Sub-Recipient is not a Qualified Entity or Public Transportation Service Provider, then the Qualified Entity or Public Transportation Service Provider must be listed on the vehicle title as the secondary security interest holder.

(B) If the vehicle was purchased with federal funds in addition to STIF Formula Fund moneys, and the federal funding source requires the vehicle to be titled otherwise than provided in this rule, then the

federal titling requirements prevail.

(7) A Recipient shall notify the Agency of the sale, transfer or other disposition of a Capital Asset purchased with STIF Formula Fund moneys and shall report the use of proceeds, if any, from the sale to the Agency.

(8) A Recipient may transfer its interest in a Capital Asset to an asset of equal or greater value if the transfer is proposed in a STIF Plan which is approved by the Commission.

(9) When the Agency is a security interest holder in a Capital Asset, the Agency may exercise all of the rights provided to a secured lien holder under Oregon law, including without limitation, the ability to take control or possession of the Capital Asset if it determines either:

(a) That the asset is not being used for the purpose described in a STIF Plan under which it was funded in whole or part by STIF Formula Fund moneys; or

(b) If, during a compliance audit conducted pursuant to OAR 732-040-0015, the Agency determines the asset is not being maintained in a state of good operational repair.

(10) A Qualified Entity may file an appeal as described in OAR 732-040-0050 if the Agency takes action under section (9) of this rule with respect to a Capital Asset funded in whole or part by STIF Formula Fund moneys originally distributed to the Qualified Entity.

Statutory/Other Authority: ORS 184.619, 184.658 & 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History:

PTD 5-2020, amend filed 09/23/2020, effective 09/23/2020

PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018

STIF Discretionary Rule

732-044-0000

Purposes of the Funds

(1) The Discretionary Fund is intended to provide a flexible funding source to improve public transportation in Oregon. It is not a source of ongoing operations funding.

(2) The Intercommunity Discretionary Fund is for improving connections between communities and between communities and other key destinations important for a connected Statewide Transit Network. As a competitive funding source, ongoing operations Projects are subject to risk of not receiving continuous funding.

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History: PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018

732-044-0005

Project Eligibility and Match

(1) Projects eligible to receive grants under the Discretionary Fund include, but are not limited to: capital projects such as vehicles, facilities, equipment, and technology, as well as mobility management, planning, and research. Pilot operations projects may be considered for funding if the application includes a feasible financial plan for ongoing operations beyond the initial pilot period.

(2) Projects eligible to receive grants under the Intercommunity Discretionary Fund include, but are not limited to: capital Projects such as vehicles, facilities, equipment, and technology as well as

mobility management, planning, research, and operations. Pilot and ongoing operations projects may be considered for funding under the Intercommunity Discretionary Fund if the application includes a feasible financial plan for ongoing operations beyond the initial pilot period.

(3) Projects eligible to receive grants under the Discretionary and Intercommunity Discretionary Funds must appear in a Local Plan, as defined in OAR 732-040-0005(17), or be a Project that meets one or more of the characteristics in sections (4)(a)(C)-(D) of this rule.

(4) Match Requirements:

(a) An applicant shall demonstrate the ability to provide a match of at least 20 percent of the total Project's cost, unless any of the following characteristics exist in which case the applicant shall demonstrate the ability to provide a 10 percent match:

(A) The Project will predominantly serve or provide access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less);

(B) The Project will serve an area located outside of a Public Transportation Service Provider's geographic jurisdiction;

(C) The Project will fill a significant gap in the Statewide Transit Network; or

(D) The Project will provide statewide benefits to multiple Public Transportation Service Providers. The applicant shall identify the benefits to areas outside the jurisdiction where the Project will be located.

(b) After determining whether an applicant meets one or more of the characteristics listed in 732-044-0005(4)(a)(A-D), the Agency shall propose a match requirement of 20 percent or 10 percent of the total project cost for each Project recommended for award, considering both individual applicant needs and overall fund availability.

(c) Eligible Project match sources may include federal funds and certain state funds (STIF Formula or Special Transportation Funds) for public transportation purposes, local funds, private contributions, and in-kind labor or contributions. Match contributions, including Capital Assets such as property, shall be used only once as match on a single Project and may not be used again as a match. Fare box revenues are not eligible match.

STATUTORY/OTHER AUTHORITY: ORS 184.619, ORS 184.658, ORS 184.761

STATUTES/OTHER IMPLEMENTED: ORS 184.751-184.766

732-044-0015

Application Requirements

(1) Public Transportation Service Providers interested in receiving discretionary STIF moneys shall submit a written application to the Agency.

(2) The Agency will prescribe the application format and content. At a minimum, for each Project proposed, the grant application must include:

(a) A description of the Project scope, schedule, budget, deliverables and expected quantifiable outcomes;

(b) A phasing plan for multi-phase Projects that is planned to be completed after the funding period specified in the solicitation;

(c) A description of how the Project will support the purpose, as applicable, of either the Discretionary Fund or the Intercommunity Discretionary Fund, as described in OAR 732-044-0000;

(d) A budget that specifies amounts by source, including match and any other funds that may be leveraged to complete the proposed Project;

(e) A list of any Sub-Recipients of the grant funds, if applicable;

(f) For capital construction Projects, documentation to validate the Project schedule and costs and

documentation of control of any real property, as applicable;

(g) A description of the dollar amount and source of the applicant's matching funds as described in OAR 732-044-0005(4); and

(h) A written explanation of how the applicant meets the Recipient Qualifications described in OAR 732-044-0020.

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History: PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018

732-044-0020

Recipient Qualifications

(1) Only Public Transportation Service Providers are eligible to be Recipients of Discretionary Fund and Intercommunity Discretionary Fund moneys.

(2) Recipients shall meet, or demonstrate the capacity to meet, the following qualifications, as applicable to the type of Project being funded.

(a) Be an entity eligible to enter into agreements;

(b) Have the legal, managerial and operational capacity to perform the Project within the agreed schedule;

(c) Not be debarred or suspended from receiving federal grants;

(d) Maintain compliance with federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health, as applicable;

(e) Comply with applicable laws, these rules, and the policies of the applicable grant fund;

(f) Properly use STIF moneys; and

(g) Perform the Project in a safe, prudent and timely manner.

(3) A Recipient may require additional eligibility qualifications of Sub-Recipients.

(4) The Recipient shall confirm the eligibility of a Sub-Recipient prior to distributing STIF moneys and entering into an agreement with the Sub-Recipient.

(5) The Recipient shall ensure that Sub-Recipients maintain eligibility while receiving STIF moneys.

(6) If the Agency determines that a Sub-Recipient has been ineligible for any period during which it receives STIF moneys, the Agency shall require the Recipient to repay moneys received by the Sub-Recipient during the period of ineligibility. If a Recipient determines that a Sub-Recipient becomes ineligible at any time when it was receiving STIF funds, the Recipient shall promptly notify the Agency's STIF Administrator in writing.

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History: PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018

732-044-0025

Advisory Committee Review of Projects Under the Discretionary STIF Funds

(1) The Agency shall provide a copy of any grant application it receives to the appropriate Qualified Entity.

(2) Each Qualified Entity that receives a copy of a grant application from the Agency shall review the application and provide a written funding recommendation on the Project to the Agency following

consultation with its Advisory Committee or the joint Advisory Committee in which it participates.

(3) An Advisory Committee shall conduct its review and activities in compliance with its written bylaws, as described in OAR 732-040-0030.

(4) Each Qualified Entity shall submit its funding recommendation to the Agency within the timelines specified in the grant solicitation cycle.

(5) Each Qualified Entity may recommend a prioritized list of Projects that concern the Qualified Entity's(ies') area(s) of responsibility. Each Qualified Entity shall provide the prioritized list of Projects, if any, to the Agency within the timelines specified in the grant solicitation cycle.

(6) When reviewing a Project proposal for acceptance, rejection or prioritization, a Qualified Entity shall consider the extent to which the Project:

(a) Supports the Purpose, as applicable, of the Discretionary Fund or the Intercommunity Discretionary Fund, as described in OAR 732-044-0000;

(b) Meets the criteria established under OAR 732-044-0030(1); and

(c) Meets any additional criteria established by the Commission.

Statutory/Other Authority: ORS 184.619, 184.658, 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History:

PTD 5-2020, amend filed 09/23/2020, effective 09/23/2020

PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018

732-044-0030

Project Selection

(1) The Commission shall determine its investment priorities with input from the Public Transportation Advisory Committee prior to Agency public notice of grant solicitation for discretionary STIF moneys. The Commission's investment priorities are:

(a) Improvement of Public Transportation Service to Low-Income Households;

(b) Improved Coordination between Public Transportation Service Providers and reduced fragmentation of Public Transportation Services;

(c) Consistency with Oregon Public Transportation Plan goals, policies, and implementation plans, including:

(A) Integrated public transportation planning where affected communities planned or partnered to develop proposed Projects.

(B) Technological innovations that improve efficiencies and promote a seamless and easy to use Statewide Transit Network.

(C) Advancement of State greenhouse gas emission reduction goals.

(D) Support or improvement of a useful and well connected Statewide Transit Network;

(d) Operations Projects that do not substantially rely on discretionary state funding beyond a pilot phase;

(e) Geographic equity or an ability to leverage other funds (these factors apply when all other priorities are held equal); and

(f) Other factors as determined by the Commission.

(2) The Agency shall review applications for compliance with the Application Requirements described in OAR 732-044-0015. The Agency may ask the applicants to supply missing information or to provide clarification about the meaning or intent of any portion of an application. Applicants shall respond to Agency inquiries within the time frame described in the solicitation documents.

- (3) The Agency shall make Project applications available to ACTs for review and comment to the Public Transportation Advisory Committee.
- (4) The Agency shall prepare a recommendation to Public Transportation Advisory Committee with a prioritized list of applications to be accepted and applications to be rejected considering input from the Advisory Committees and ACTs.
- (5) The Public Transportation Advisory Committee shall review and recommend a list of prioritized Projects for funding to the Commission, considering input from the Agency, Advisory Committees, and ACTs.
- (6) The Commission shall determine the acceptance or rejection of grant applications for discretionary STIF moneys.
- (7) The Agency shall email notice of the Commission's determination to applicants within seven days of the Commission's determination.

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History: PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018

732-044-0035

Agreements

- (1) The Agency and a Recipient shall enter into a written agreement after approval of the Recipient's application for STIF moneys and prior to the disbursement of the approved funds. At a minimum, the agreement must include:
- (a) A statement of work, describing the use of the STIF moneys;
 - (b) A beginning and termination date;
 - (c) Provisions which allow termination of the agreement, suspension of disbursement of funds, and which obligate the Recipient to repayment of funds, in accordance with these rules;
 - (d) Provisions to accomplish other applicable requirements of these rules, including but not limited to audit and compliance requirements, accounting requirements, capital asset requirements and reporting requirements;
 - (e) Provisions which permit withholding or require repayment of funds if the Recipient fails to comply with the requirements of the agreement or these Rules; and
 - (f) Provisions which recognize that the Recipient is responsible for the performance, oversight, and legal or regulatory requirements described in the agreement, and for management and repayment of STIF funds, regardless of any agreement which contains an assignment or delegation to a Sub-Recipient or any other party, and that any such agreement must be in writing.
- (2) Project activities described on the grant application must be reflected in the Project descriptions as set forth in the grant agreement.
- (3) The Recipient shall enter into written agreements with Sub-Recipients for projects funded with discretionary STIF moneys within 90 days of the Commission's decision to award funding. Such agreements must include provisions obligating Sub-Recipients to carry out or assist Recipients to carry out, the obligations imposed by these rules, including but not limited to audit and compliance requirements, accounting requirements, reporting requirements, repayment of funds, and capital asset requirements.
- (4) The Recipient shall submit copies of its agreements with Sub-Recipients to the Agency within 30 days of execution.
- (5) The Recipient shall be responsible for performance, oversight, and legal or regulatory requirements described in its agreement with the Agency, and for management and repayment of STIF moneys, regardless of any agreement which contains an assignment or delegation to a Sub-Recipient or any other party. If a Recipient determines that a Sub-Recipient has failed to meet a term

or condition of the agreement, the Recipient shall promptly notify the Agency in writing, identifying the Sub-Recipient and describing the nature of its failure.

(6) The Agency may terminate or suspend an agreement between itself and a Recipient, and may require repayment of funds by the Recipient to the Agency, if the Recipient fails to take appropriate action against a Sub-Recipient failing to comply with the written agreement between the Recipient and Sub-Recipient.

(7) Any unused discretionary STIF moneys will be de-obligated at the end of the agreement period and redistributed as part of the next Discretionary Fund or Intercommunity Discretionary Fund solicitation cycle, as applicable.

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History: PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018

732-044-0040

Reporting Requirements

(1) Quarterly Reports:

(a) Using a form or web-based system provided by the Agency, each Recipient shall prepare a quarterly report to the Agency which details Project progress, outcomes achieved, and expenditures of discretionary STIF moneys by itself and its Sub-Recipients.

(b) The Agency may require additional documentation or deliverables appropriate to the type of Project specified in the grant agreement with the Recipient. Recipients may require additional reporting from its Sub-Recipient.

(c) The Quarterly report must be submitted no later than 45 days following the end of each quarter. The fourth and eighth quarter reports may be preliminary reports, subject to adjustment after the completion of the Recipient's audit.

(2) Capital Assets: Recipients that have acquired, purchased or leased Capital Assets using STIF discretionary funds shall provide the Agency with a report of the Capital Asset inventory, described in OAR 732-044-0050. Recipients of Capital Assets will report regularly as specified by the Agency, during the period of useful life or exceeding useful life while still in use for public transportation of the Capital Asset.

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History: PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018

732-044-0045

Withholding or Repayment of Funds

(1) The Agency may withhold payment of discretionary STIF moneys to, or seek reimbursement from, a Recipient if:

(a) The Recipient or its Sub-Recipient is not using STIF moneys in accordance with applicable laws, these rules or the terms of the agreement under which the funds were distributed;

(b) The Recipient or its Sub-Recipient has not submitted required reporting;

(c) The Agency determines that there is any unresolved audit finding relating to the accounting for STIF moneys; or

(d) The Agency determines that there is any unresolved compliance review finding relating to the use of STIF moneys.

(2) If an audit or a review of a Recipient or a Sub-Recipient's implementation of an agreement under which STIF moneys were distributed determines that the Recipient or a Sub-Recipient used STIF moneys inconsistently with the agreement, the Recipient shall repay the STIF portion used improperly to the Agency.

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History: PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018

732-044-0050

Capital Asset Requirements

(1) Recipients shall ensure Satisfactory Continuing Control of a Capital Asset purchased or leased in whole or part with STIF funding throughout its useful life or until disposition.

(2) Recipients shall inventory Capital Assets purchased or leased in whole or part with STIF moneys. The inventory will include a description of the Capital Asset, date of purchase or lease, purchase price, amount of STIF moneys contributed to the purchase or lease, the source of other funds, the authorized use, the Recipient or Sub-Recipient using the Capital Asset, and the condition of the asset.

(a) If Capital Asset is a vehicle, the inventory must include the size of vehicle, the total number of passenger seats, the total number of ADA stations, the total number of seats when all ADA stations are deployed, the current mileage, and its current condition.

(b) If Capital Asset is an improvement to real property, such as a facility, building, or transit shelter, the inventory must include the location of the Capital Asset and its current condition.

(3) Vehicles may be replaced using STIF funding only if:

(a) Recipient holds clear title to the vehicle(s) being replaced. Salvage titles will not be accepted.

(b) The vehicle(s) has met the useful life guidelines established by Agency.

(c) The vehicle has not been previously replaced.

(4) To be eligible to receive discretionary STIF moneys to acquire vehicle(s), a Public Transportation Service Provider shall demonstrate in its grant application and grant agreement that the Recipient or Sub-Recipient who will acquire the Capital Asset has committed to continually use the vehicle for the approved purpose for the useful life of the vehicle(s).

(5) To be eligible to receive discretionary STIF moneys for a real property Capital Asset, such as a transit facility, bus barn, maintenance facility, land, or administration building, a Public Transportation Service Provider shall demonstrate in its grant application one or more of the following:

(a) Recipient or Sub-Recipient ownership of the property upon which the Capital Asset will be located;

(b) Recipient or Sub-Recipient possession of an executed lease agreement for the property location that will be in place for the useful life of the Capital Asset;

(c) Recipient or Sub-Recipient possession of an executed lien on the property for the useful life of the Capital Asset;

(d) In the case of a Project which will utilize property owned by a local city, county or government, an executed intergovernmental agreement with the property owner guaranteeing ongoing use for the duration of the useful life of the Capital Asset; or

(e) In the case of a Project to purchase land, an option to purchase the land identified in the Project.

(6) Recipients shall:

(a) Establish useful life standards for Capital Assets acquired pursuant to their discretionary grant

agreements which meet or exceed the duration of those established by the Agency.

(b) Use the Agency's published procedures or substantially similar procedures and ensure that Sub-Recipients use the same procedures for the disposition of Capital Assets acquired with STIF moneys.

(c) Retain the net proceeds from a sale or other disposition of a Capital Asset to reinvest in a future STIF capital Project or return the net proceeds to the Agency. Net proceeds are the asset's original value less disposal proceeds, depreciation, and disposal costs. If non-STIF funds were used in the original purchase, then only the proportion representing STIF contribution to the purchase is subject to this rule.

(d) Establish written procedures to ensure that a Capital Asset is maintained in safe operating condition.

(e) Maintain insurance coverage, or require Sub-Recipients to maintain insurance coverage, that meets or exceeds the standards in ORS 806.070.

(f) Ensure that vehicles purchased in whole or in part with STIF moneys are titled with the Oregon Department of Transportation Driver and Motor Vehicle Services Division pursuant to ORS 803.045 and supporting rules, with the Agency listed as the primary security interest holder, subject to the following additional requirements:

(A) If the vehicle is registered in the name of a Sub-Recipient receiving the vehicle, and the Sub-Recipient is not a Qualified Entity or Public Transportation Service Provider, then the Qualified Entity or Public Transportation Service Provider must be listed on the vehicle title as the secondary security interest holder.

(B) If the vehicle was purchased with federal funds in addition to STIF moneys, and the federal funding source requires the vehicle to be titled otherwise than provided in this rule, then the federal titling requirements prevail.

(7) A Recipient shall notify the Agency of the sale, transfer or other disposition of a Capital Asset purchased with discretionary STIF moneys and shall report the use of proceeds, if any, from the sale to the Agency.

(8) Capital Assets purchased in whole or part with STIF discretionary moneys must be managed as described in this rule, unless otherwise specified in a written grant agreement approved by the Agency.

Statutory/Other Authority: ORS 184.619, 184.658 & 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History:

PTD 5-2020, amend filed 09/23/2020, effective 09/23/2020

PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018



Statewide Transportation Improvement Fund Allocation Estimate, December 2021

Introduction

ODOT has completed an update to the Statewide Transportation Improvement Fund (STIF) allocation estimate. We will continue to update forecasts as we receive revised economic data. This update to the STIF forecast has had a full year of data in a COVID economy. Projected revenues continue to rise now that the uncertainty from work from home has settled and employers have developed policies for their workforce. This forecast includes updated payroll shares for 2020 and reflects expected revenues to be received.

Estimate Assumptions

ODOT can distribute only the tax revenue it receives, which may be more or less than this estimate, up to each individual Qualified Entity's (QE) approved STIF Plan funding limit for STIF Formula. Distributions typically represent tax collections from two quarters prior; for example, the July distribution (FY 21 Q1) is largely comprised of taxes collected from January through March (FY 20 Q3). This forecast takes into consideration a transfer of \$4.4 million in STIF funds to the Special Transportation Fund which was approved with PTD's legislative budget. Updated estimates for the Formula, Discretionary, and Intercommunity Discretionary funds for FY 22-23 (21-23 biennium) and updated forecasts for FY 22-23 are summarized in the table below.

Fund	Oct. 2020 Forecast for FY 22-23	Change	Dec. 2021 Forecast for FY 22-23
Formula	\$189 M	\$12.1 M	\$201.1 M
Discretionary	\$10.5 M	\$0.6 M	\$11.1 M
Intercommunity Discretionary	\$8.4 M	\$0.5 M	\$8.9 M

The table on page 2 summarizes the estimated Formula fund revenues available to each QE based on the date of distribution by fiscal year where the annual change in revenue can be seen.

Estimate Calculation Method

- Gross tax revenue is multiplied by projected tax payer compliance rate of 97 percent
- Department of Revenue collection and administration costs are deducted from the gross revenue
- The result is multiplied by 90 percent to determine the projected Formula Fund net total
- The projected net total is multiplied by the QE payroll shares resulting in QE revenue estimates
- QE payroll shares are calculated using the most current annual payroll data from the Oregon Employment Department, with adjustments made to ensure each QE receives the minimum annual allocation of \$100,000

NOTE: The remaining 10 percent of STIF funds collected is dedicated to the Discretionary Fund (5 percent), Intercommunity Discretionary Fund (4 percent), and the Technical Resource Center (1 percent). The 1 percent dedication also funds ODOT's administration of the STIF Program.

See page 1 for calculation methods.

Qualified Entity (QE)	October 2020 Forecast		Change		December 2021 Forecast			
	FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023	FY 2024*	FY 2025*
Baker County	\$ 185,326	\$ 195,297	\$ 10,141	\$ 23,037	\$ 195,468	\$ 218,334	\$ 231,348	\$ 243,116
Basin Transit Service District Total	\$ 814,484	\$ 858,304	\$ 28,209	\$ 82,972	\$ 842,693	\$ 941,276	\$ 997,382	\$ 1,048,114
In district	\$ 672,379	\$ 708,553	\$ 24,697	\$ 70,070	\$ 697,076	\$ 778,624	\$ 825,035	\$ 867,000
Out of district	\$ 142,105	\$ 149,750	\$ 3,512	\$ 12,902	\$ 145,617	\$ 162,652	\$ 172,347	\$ 181,114
Benton County	\$ 1,817,213	\$ 1,914,980	\$ 61,200	\$ 183,179	\$ 1,878,413	\$ 2,098,159	\$ 2,223,223	\$ 2,336,308
Burns Paiute Tribe	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Columbia County	\$ 413,870	\$ 436,136	\$ 29,488	\$ 59,087	\$ 443,358	\$ 495,224	\$ 524,742	\$ 551,433
Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Confederated Tribes of Grand Ronde Community of Oregon	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Confederated Tribes of Siletz Indians	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Confederated Tribes of the Umatilla Indian Reservation	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Confederated Tribes of Warm Springs	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Coos County Area Transportation District	\$ 838,925	\$ 884,060	\$ 46,886	\$ 105,378	\$ 885,811	\$ 989,438	\$ 1,048,415	\$ 1,101,742
Coquille Indian Tribe	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Cow Creek Band of Umpqua Tribe of Indians	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Crook County	\$ 253,628	\$ 267,273	\$ 56,613	\$ 79,261	\$ 310,241	\$ 346,535	\$ 367,190	\$ 385,867
Curry County	\$ 216,169	\$ 227,799	\$ 9,119	\$ 23,844	\$ 225,287	\$ 251,643	\$ 266,642	\$ 280,205
Deschutes County	\$ 3,580,322	\$ 3,772,946	\$ 264,689	\$ 521,873	\$ 3,845,011	\$ 4,294,819	\$ 4,550,818	\$ 4,782,296
Gilliam County	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Grant County Transportation District	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Harney County	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Hood River County Transportation District	\$ 515,096	\$ 542,809	\$ (2,532)	\$ 29,717	\$ 512,564	\$ 572,526	\$ 606,653	\$ 637,510
Jefferson County	\$ 249,007	\$ 262,403	\$ 13,527	\$ 30,843	\$ 262,534	\$ 293,246	\$ 310,726	\$ 326,531
Josephine County	\$ 971,181	\$ 1,023,431	\$ 63,199	\$ 131,956	\$ 1,034,380	\$ 1,155,387	\$ 1,224,256	\$ 1,286,527
Klamath Tribes	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Lake County	\$ 100,000	\$ 100,000	\$ 1,759	\$ -	\$ 101,759	\$ 100,000	\$ 100,000	\$ 100,000
Lane Transit District Total	\$ 6,236,892	\$ 6,572,442	\$ 273,919	\$ 700,036	\$ 6,510,812	\$ 7,272,479	\$ 7,705,966	\$ 8,097,931
In district	\$ 5,899,462	\$ 6,216,859	\$ 240,386	\$ 641,260	\$ 6,139,849	\$ 6,858,119	\$ 7,266,907	\$ 7,636,539
Out of district	\$ 337,430	\$ 355,584	\$ 33,533	\$ 58,776	\$ 370,963	\$ 414,360	\$ 439,059	\$ 461,392
Lincoln County	\$ 647,947	\$ 682,807	\$ (17,846)	\$ 21,006	\$ 630,101	\$ 703,813	\$ 745,765	\$ 783,698
Linn County	\$ 1,894,040	\$ 1,995,941	\$ 9,294	\$ 130,054	\$ 1,903,334	\$ 2,125,995	\$ 2,252,719	\$ 2,367,303
Malheur County	\$ 427,653	\$ 450,661	\$ 39,312	\$ 70,932	\$ 466,965	\$ 521,593	\$ 552,683	\$ 580,796
Morrow County	\$ 269,786	\$ 284,300	\$ 26,462	\$ 46,604	\$ 296,248	\$ 330,904	\$ 350,628	\$ 368,463
Rogue Valley Transportation District Total	\$ 3,531,217	\$ 3,721,200	\$ 188,672	\$ 433,861	\$ 3,719,889	\$ 4,155,061	\$ 4,402,729	\$ 4,626,675
In district	\$ 3,214,394	\$ 3,387,331	\$ 181,105	\$ 405,390	\$ 3,395,499	\$ 3,792,721	\$ 4,018,792	\$ 4,223,208
Out of district	\$ 316,823	\$ 333,869	\$ 7,567	\$ 28,471	\$ 324,391	\$ 362,339	\$ 383,937	\$ 403,466
Salem Area Mass Transit District Total	\$ 7,510,636	\$ 7,914,715	\$ 421,252	\$ 945,085	\$ 7,931,888	\$ 8,859,799	\$ 9,387,901	\$ 9,865,417
In district	\$ 5,248,949	\$ 5,531,347	\$ 292,253	\$ 658,092	\$ 5,541,202	\$ 6,189,439	\$ 6,558,370	\$ 6,891,962
Out of district Marion County	\$ 1,711,471	\$ 1,803,549	\$ 96,047	\$ 215,420	\$ 1,807,517	\$ 2,018,969	\$ 2,139,313	\$ 2,248,130
Out of district Polk County	\$ 550,217	\$ 579,819	\$ 32,952	\$ 71,572	\$ 583,169	\$ 651,391	\$ 690,218	\$ 725,326
Sherman County	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Sunset Empire Transportation District	\$ 656,787	\$ 692,122	\$ 14,501	\$ 57,696	\$ 671,288	\$ 749,818	\$ 794,512	\$ 834,925
Tillamook County Transportation District	\$ 352,308	\$ 371,262	\$ 9,932	\$ 33,354	\$ 362,239	\$ 404,616	\$ 428,734	\$ 450,541
Tri County Metropolitan Transportation District Total	\$ 54,348,454	\$ 57,272,446	\$ 1,234,641	\$ 4,813,034	\$ 55,583,095	\$ 62,085,481	\$ 65,786,180	\$ 69,132,400
In district	\$ 51,912,652	\$ 54,705,596	\$ 1,069,430	\$ 4,474,592	\$ 52,982,081	\$ 59,180,188	\$ 62,707,713	\$ 65,897,346
Out of district Clackamas County	\$ 1,854,038	\$ 1,953,787	\$ 106,990	\$ 236,652	\$ 1,961,028	\$ 2,190,439	\$ 2,321,003	\$ 2,439,061
Out of district Multnomah County	\$ 53,737	\$ 56,628	\$ 2,821	\$ 6,547	\$ 56,558	\$ 63,175	\$ 66,940	\$ 70,345
Out of district Washington County	\$ 528,027	\$ 556,435	\$ 55,400	\$ 95,244	\$ 583,427	\$ 651,679	\$ 690,524	\$ 725,647
Umatilla County	\$ 1,114,300	\$ 1,174,250	\$ 75,841	\$ 155,119	\$ 1,190,140	\$ 1,329,369	\$ 1,408,608	\$ 1,480,257
Umpqua Public Transportation District	\$ 1,429,950	\$ 1,506,883	\$ 72,483	\$ 171,313	\$ 1,502,433	\$ 1,678,195	\$ 1,778,227	\$ 1,868,677
Union County	\$ 354,326	\$ 373,389	\$ 6,384	\$ 29,518	\$ 360,709	\$ 402,907	\$ 426,923	\$ 448,638
Wallowa County	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Wasco County	\$ 418,014	\$ 440,504	\$ 28,655	\$ 58,419	\$ 446,669	\$ 498,923	\$ 528,662	\$ 555,552
Wheeler County	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Yamhill County	\$ 1,421,679	\$ 1,498,167	\$ 53,657	\$ 149,761	\$ 1,475,336	\$ 1,647,928	\$ 1,746,155	\$ 1,834,974
Totals Statewide	\$ 92,069,208	\$ 96,936,528	\$ 3,019,456	\$ 9,086,940	\$ 95,088,664	\$ 106,023,468	\$ 112,247,787	\$ 117,875,897

Assumptions: Forecasts reflect an estimated \$3.9 million transfer in STIF Formula funds to the Special Transportation Fund (STF). District totals may not add up due to rounding.

*FY2024 and 2025 represents the Payroll tax funds for the STIF program and not the full consolidated STIF forecast.

Deschutes County Board of Commissioners

Statewide Transportation Improvement Fund

Deschutes County ~~Final~~ Advisory Committee Bylaws

REVISED DRAFT 8/16/22

ADVISORY COMMITTEE NAME: ~~STIF~~ Deschutes County Statewide Transportation Improvement Fund Advisory Committee

This document has been prepared to guide the role and operation of the Qualified Entity (QE) consolidated Statewide Transportation Improvement Fund (STIF) Advisory Committee, herein referred to as "STIF Advisory Committee." The document has been reviewed and adopted by the QE Governing Body, which is the Deschutes County Board of Commissioners.

PURPOSE OF THE ADVISORY COMMITTEE

Deschutes County ~~has~~ formed a STIF Advisory Committee in 2019 to advise and assist the QE in carrying out the purpose of the STIF and prioritizing projects to be funded by STIF moneys as set forth under OAR Chapter 732, Division 40, Sections 0030 and 0035, Division 42, Section 0020, and Division 44, Section 0025. While these bylaws outline many of the provisions required ~~the rules by rule~~, additional specifics ~~will may~~ be found in OAR Chapter 732 ~~by reference~~. The Oregon Department of Transportation (ODOT) 2019-2021 Legislatively Adopted Budget (House Bill 5039) directed ODOT to merge STF and STIF into one public transit program.

DEFINITIONS

The following definitions apply to terms used in these bylaws and the tasks of the STIF Advisory Committee ~~STIF Advisory Committee~~.

Advisory Committee: Either a committee formed by a QE to assist the QE in carrying out the purposes of the STIF Formula Fund and the Advisory Committee requirements specified in ORS 184.761(1) or a joint committee formed by two or more Qualified Entities for the same purposes, pursuant to ORS 184.761(5).

Client-Only Project: A project where the underlying transportation service is offered to a limited group of people and not made available to the general public.

High Percentage of Low-Income Households: STIF refers to "Low-Income Household" as household total income which does not exceed 200% of poverty guidelines as updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of 42 U.S.C. (9902) (2) for the 48 contiguous states and the District of Columbia. Deschutes County defines a high percentage of Low-Income Households as a census tract or census designated place with a higher percent of Low-Income Households than the statewide average.

Area of Responsibility: The Area of Responsibility is the geographic area within the QE's jurisdictional boundaries for which the QE is responsible to provide STIF Formula fund moneys.

Discretionary Fund: Up to five percent of STIF funds to be disbursed to Public Transportation Service Providers, which includes Qualified Entities, through a competitive grant funding process, pursuant to ORS 184.758(21)(b).

Governing Body: The decision-making body or board of the QE is the County Board of Commissioners.

Indexed Minimum: The smallest amount to be distributed under the Population-Based Formula and Payroll-Based Formula to any one Qualified Entity. This amount is tied to the minimum distribution of the STIF Formula and Special Transportation Fund Formula programs in the 2019-2021 biennium, adjusted biennially by the rate of growth in the overall STIF fund.

Intercommunity Discretionary Fund: Up to four percent of STIF funds to be disbursed to public transportation providers through a competitive grant funding process, pursuant to ORS 184.758(21)(c).

Local Plan: A local or regional public transportation plan(s), which may include adopted policy(ies) that is developed and approved by the Governing Body of a Qualified Entity, Public Transportation Service Provider, or Metropolitan Planning Organization and which includes, at a minimum:

Payroll-Based Formula: The portion of STIF Formula Funds disbursed per ORS 184.758(5). ~~(22)~~

Population-Based Formula: The portion of STIF Formula Funds disbursed per ORS 184.758(3).

Project: A public transportation improvement activity or group of activities eligible for STIF moneys and included in a STIF Plan. Projects will go through the Regional Transit Master Plan process and must be prioritized in the STIF Plan.

Public Transportation Service Provider: A QE or a city, county, Special District, Intergovernmental Entity or any other political subdivision or municipal or Public Corporation that provides public transportation services.

Public Transportation Services: Any form of passenger transportation by car, bus, or other conveyance, either publicly or privately owned, which provides service to the general public (not including charter, sightseeing, or exclusive school bus service) on a regular and continuing basis. Such transportation may include services designed to meet the needs of a specific user group, including for older adults and individuals with disabilities, -be for purposes such as health care, shopping, education, employment, public services, personal business, or recreation. Public Transportation Services must be designed and advertised as Shared-Ride Service.

Qualified Entity (QE): A county in which no part of a mass transit district or transportation district exists, a mass transit district, a transportation district or an Indian Tribe, referred to herein as QE.

Recipient: A Qualified Entity or Public Transportation Service Provider that has a STIF Plan approved by the Commission or enters into an agreement directly with the Agency to receive STIF funds

Shared-Ride Service: A service where neither the operator nor any passenger may refuse to permit additional passengers that are otherwise complying with the operator's rules and policies.

STIF Administrative Services Provider: The designated representative agency/organization that will carry out administrative duties and functions on behalf of the QE.

STIF Coordinator: The QE contact person designated by the QE to coordinate and carry out STIF-related activities and duties in cooperation with the STIF Administrative Services Provider.

STIF Formula Fund: Up to 90 percent of the Statewide Transportation Improvement funds to be disbursed to QEs conditioned upon the Oregon Transportation Commission's (OTC) approval of a STIF Plan, pursuant to ORS 184.758(24)(a).

STIF or Statewide Transportation Improvement Fund: The fund established under ORS 184.751.

STIF Plan: A public transportation improvement plan that is approved by a governing body and submitted to the Oregon Department of Transportation (ODOT) for review and approval by the Commission in order for the QE to receive a share of the STIF Formula Fund. -The Central Oregon Regional Transit Master Plan and other adopted local plans will inform the STIF Plan.

Student Transit Services: Public Transportation Services within the Qualified Entity's area of responsibility that can feasibly and efficiently be used by students in grades 9 through 12.

Sub-Recipient: Any entity that has entered into an agreement with a Recipient in order to complete one or more tasks specified in the agreement between the Agency and the Recipient.

Work Group: A subcommittee formed by a Qualified Entity's Governing Body or Advisory 4-Committee for the purpose of providing additional input on STIF Formula Fund projects.

ADVISORY COMMITTEE TASKS

The Advisory Committee ~~may~~will:

- Advise Deschutes County on the development process of the STIF Plan.
- ~~May~~Advise on the development of a definition for "high percentage of Low-Income Households."
- ~~AMay~~advise on the appointment of STIF Advisory Committee members.
- Review and prioritize projects proposed for inclusion in the STIF Plan and recommend projects for funding according to decision-making criteria established herein.
- Review and recommend projects and Sub-Recipient proposals to receive STIF Discretionary Funds within Deschutes County's area of responsibility.
- Review and recommend projects and Sub-Recipient proposals to receive STIF Intercommunity Discretionary Funds within Deschutes County's area of responsibility.
- Advise Deschutes County regarding opportunities to coordinate STIF funded projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service. Other local or regional public transportation programs and services may include Metropolitan Planning Organization (MPO) regional transportation plans and funds, ~~county or tribal Special Transportation Funds (STF)~~, city or county transportation system plans and funds, and other federal, state, regional or local plans and funds -which involve public transportation.
- If desired, appoint a Work Group to provide additional input on STIF Formula projects. A Work Group may or may not be composed of members of the Qualified Entity's Advisory Committee. Input from the Work Group shall be considered and documented in the Qualified Entity's Advisory Committee's meeting minutes in the completion of its duties as described in OAR 732-040-0030(1).
- ~~Nominate up to two STIF Advisory Committee members to serve on the Regional Public Transit Advisory Committee (RPTAC) to ensure regional coordination, consistency, and prioritization of STIF projects within the Central Oregon Regional Transit Master Plan. RPTAC members will be appointed by the COIC Board of Directors.~~

- Recommend approval or revision of the STIF Plan to the Deschutes County Board of Commissioners.
- Review and recommend projects from other grant solicitations such as Section 5310 funding.

~~STIF Formula Fund and other recommendations from the STIF Advisory Committee will be considered by the Deschutes County Board of Commissioners in preparation and approval of a STIF Plan.~~

Discretionary Fund and Intercommunity Discretionary Fund recommendations from the STIF Advisory Committee will be considered by the Deschutes County Board of Commissioners for submission to ODOT when soliciting ~~awarding~~ STIF discretionary grants.

COMMITTEE MEMBERSHIP

Members and interests of the STIF Advisory Committee will be identified in committee rosters, minutes, and recommendations, and identified in county, tribal and STIF service provider publications and websites. A list of STIF Advisory Committee members and the interests they represent shall be posted on the website, attached to these bylaws. This list shall be automatically updated as changes in STIF Advisory Committee membership occur.

Number of members

The STIF Advisory Committee will include at least nine (9) members, and no more than eleven (11) members. The STIF Advisory Committee must include at least four members who, separately, are one member who is a members of or represents each of the following four~~three~~ groups:

- Low-income individuals.
- Individuals age 65 or older.
- People with disabilities. ~~or people with disabilities; and~~
- Public Transportation Service Providers or non-profit entities which provide public transportation services.

Appointment process

Members shall be appointed by majority vote of the Deschutes County Board of Commissioners.

Membership criteria

Advisory Committee members must meet the following criteria to be qualified to be appointed and to serve as a member of the STIF Advisory Committee:

1. Be knowledgeable about the public transportation needs of residents or employees located within or traveling to and from Deschutes County's area of responsibility.
2. Be a member of or represent any one or more of the following:
 - Local governments, including land use planners.
 - Employers.
 - Public and private health, social and human service providers.
 - Transit users.
 - Transit users who depend on transit for performing daily activities.
 - Individuals age 65 or older.
 - People with disabilities.
 - Veterans

- [Black, Indigenous, and people of color](#)
- People with low-income.
- Residents representing different geographic areas of Deschutes County.
- Transportation logistics representatives (e.g. mechanics, fleet purchasing, highway/road maintenance, vehicle equipment, bus technology).
- Commerce and/or business community.
- Social equity advocates.
- Environmental and energy efficiency advocates.
- Bicycle and pedestrian advocates.
- People with limited English proficiency.
- Educational institutions.
- Major public transit destinations (e.g. large employers, resorts).
- [Public Transportation Service Providers or neighboring Public Transportation Service Providers](#)
- [Nonprofit entities which provide public transportation services](#)

Terms of office

STIF Advisory Committee member terms shall be two years. Terms begin on January 1 and end on December 31. Should a member need to resign from the STIF Advisory Committee, they may do so by informing the [STIF Administrative Services Provider/Deschutes County STIF Coordinator](#) in writing. At such time, Deschutes County may fill the vacancy by appointing a new member with majority approval by the Deschutes County Board of Commissioners.

Members are eligible for re-appointment for up to ~~four~~ [two](#) consecutive terms. ~~Initial member terms will be staggered so that no fewer than one-third and no more than one-half of voting member terms expires in the same year. At the time of the initial formation of the STIF Advisory Committee, Deschutes County will identify an objective and equitable process to determine which members will be appointed to a one year term and which members will be appointed to two year terms so that the terms of office of the initial members will be staggered.~~

The officers of the STIF Advisory Committee shall be a Chair and a Vice-Chair. The Chair and Vice-Chair shall be appointed by majority vote of the Deschutes County Board of Commissioners and shall serve for ~~a term of at least 12 months but for~~ no more than [two](#) consecutive terms. ~~STIF Advisory Committee members who serve as Chair or Vice Chair may be recommended to Deschutes County by the STIF Advisory Committee.~~ Appointments are to be made in January ~~or February~~ of each year, [when applicable](#). The duties of the Chair are to call and convene meetings, assist in developing agendas, preside over the meetings, ~~act as~~ [act as a liaison between Deschutes County and the STIF Advisory Committee, the primary liaison between Deschutes County and the STIF Advisory Committee,](#) and perform other duties assigned by Deschutes County consistent with the purpose of the STIF Advisory Committee. ~~The Chair, on behalf of the Committee, shall present reports to Deschutes County that are necessary to execute any and all of the responsibilities of the STIF Advisory Committee.~~ The duties of the Vice-Chair are to perform the duties of the Chair in his or her absence.

COMMITTEE OPERATIONS AND PROCEDURES

Meeting frequency and location

The STIF Advisory Committee will meet as often as necessary but at a minimum of two (2) times per year. Meetings will be hosted by Deschutes County (or its delegated STIF Administrative Services

Provider) at a location chosen by Deschutes County unless otherwise announced. [Meetings may also be held virtually or by conference call. Committee member are allowed to vote when attending virtually or by conference call.](#)

Meeting agenda

STIF Advisory Committee meeting agendas will be provided to group members [approximately at least](#) seven (7) days prior to the meeting. Background materials may be included with the agenda for pre-reading and meeting preparation.

Public notice of meetings

Meetings and records of the STIF Advisory Committee are subject to Oregon's open meetings law and public records law, respectively. Notice of meetings must be given as required by law and meetings must be open to the public. Except for special meetings, the STIF Advisory Committee shall provide for and give public notice to the news media and interested persons/parties [approximately ~~at least~~ seven \(7\)](#) calendar days in advance of the meeting. Any individual needing accommodation to access meeting sites, written materials, and verbal meeting proceedings will be provided with alternatives consistent with Deschutes County's policies and procedures.

Public notice of meetings will be posted in advance to allow reasonable time for the media and interested parties to react to the information. A public comment period will be offered at the beginning of each STIF Advisory Committee meeting and for specific agenda items, but will be limited to three (3) minutes per individual. At a minimum, meeting materials will be posted on the Deschutes County and/or delegated STIF Administrative Services Provider's website as soon as possible, [but no less than 48 hours before the start of the meeting.](#) Additional public notice options may include, but are not limited to:

- Email Lists
- Social Media
- Websites
- News Media
- Fliers
- Mailings
- Document Repositories

Public engagement

The STIF Advisory Committee will seek broad public engagement on projects proposed to receive STIF funds from community members, users, and stakeholders in Deschutes County's area of responsibility, especially within areas or populations affected by a specific project. The STIF Advisory Committee will adopt public participation guidelines for regular meetings, public hearings, project and plan development, and other responsibilities. The STIF Advisory Committee will advertise proposed projects in advance of regularly scheduled meetings which will be open to the public and include time on the agenda for public comments. Deschutes County may keep project lists updated on its website [or the STIF Administrative Service Provider's website](#) and include instructions for how community members can comment on proposed projects. Deschutes County or [the other](#) STIF Administrative Services

Provider will provide content and materials to post. Potential public engagement methods include, but are not limited to:

- Verbal or written comments at Advisory Committee meetings, hearings, open houses in affected areas, or other venues.
- Region-wide STIF Projects and Plans listed on a website.
- Comments collected via mail, email or through a website.
- Online stakeholder surveys.
- Stakeholder newsletters and listserves within Deschutes County or region-wide.
- Information booths at community events, kiosks at community activity centers.
- Transit vehicle marketing to public and transit riders.
- Public service announcements in local media.
- Press Releases by Deschutes County, [STIF Administrative Service Provider](#), or ~~or~~ public transportation service provider.

Meeting records

Meeting discussions and outcomes will be documented by Deschutes County or other STIF Administrative Services Provider and made publicly available via meeting minutes posted on the Deschutes County [or Administrative Service Provider](#) website. Minutes will note major points discussed and any conclusions reached or actions taken.

Written copies of meeting materials will be available to the public for [at least three years after the Agency's final disbursement under the STIF Plan or grant agreement.](#) ~~no fewer than six years, pursuant to OAR 732-040-0030(4)(b).~~

[Copies of Advisory Committee bylaws, meeting minutes and meeting notices are published by the Qualified Entity and made available for public review in a reasonable and timely manner and are maintained for the period prescribed under Chapter 166, Division 150 of the Oregon Administrative Rules.](#)

ROLES AND RESPONSIBILITIES

The STIF Advisory Committee is advisory to the Deschutes County Board of Commissioners. To ensure success of the group, the following roles have been identified:

Governance

The STIF Advisory Committee has no formal delegated powers of authority to represent Deschutes County or commit to the expenditure of any funds. The STIF Advisory Committee will submit recommendations to the Deschutes County STIF Coordinator who is responsible for providing relevant information to Deschutes County.

Deschutes County will include information in the STIF plan about how the STIF Advisory Committee was consulted when developing the STIF Plan and, if applicable, an explanation of why the STIF Advisory Committee's recommendation was not adopted by the Deschutes County Board of Commissioners.

Member Responsibilities

Members of the STIF Advisory Committee are expected to:

- Be prepared to achieve meeting objectives described in the published agenda.
- Listen and respect a diversity of views and opinions.
- Actively participate in the group.
- Focus on the agreed scope of the group operation.
- Attend all meetings in a timely manner.
- Notify the STIF [Administrative Services Provider Coordinator](#) if unable to attend a meeting.
- Support and respect each other and the committee decision process.

The [Deschutes County STIF Coordinator and/or the delegated STIF Administrative Services Provider Chair or Vice Chair normally](#) represents the STIF Advisory Committee in communications with the Deschutes County Board of Commissioners. In coordination with the Deschutes County STIF Coordinator or delegated STIF Administrative Services Provider, the Chair or Vice Chair ~~may~~ [will](#) seek ~~regular~~ opportunities for STIF Advisory Committee members to communicate with the Deschutes County Board of Commissioners.

Meeting attendance

Meeting attendance is mandatory unless previously arranged with the Deschutes County STIF Coordinator [or delegated STIF Administrative Services Provider](#). If a member does not attend at least one-half of meetings held during the year, Deschutes County may appoint another qualified member to serve the remainder of the term. Deschutes County may also select up to two (2) alternate members, who must review meeting agendas, and participate and vote as needed to maintain a quorum. A quorum of the STIF Advisory Committee shall consist of a simple majority of all the voting members. A quorum must be present for any business to be conducted. Each member of the STIF Advisory Committee has one vote. All actions of the STIF Advisory Committee will be made by a motion passed by a simple majority of the members present and voting at a meeting where a quorum is present. Actions taken at the STIF Advisory Committee shall be conducted under Roberts Rules of Order, Newly Revised.

Removal and Vacancies

The STIF Advisory Committee may recommend removal of one of its members to Deschutes County by a vote of the majority of all its voting members. Such recommendation to the Deschutes County Board of Commissioners shall include the reasons for the recommendation. When a vacancy occurs, Deschutes County may elect to fill the vacant position and the person so appointed will hold their position for the balance of the unexpired term of his or her predecessor, which term of service shall not be considered in connection with limitations on term of service. Deschutes County may select an appointee from among people expressing an interest in such appointment or from a call for applications for the position. If a member does not attend at least one meeting per year, Deschutes County may terminate their membership on the STIF Advisory Committee and appoint a replacement.

Conflict of Interest

STIF Advisory Committee members are considered public officials. Any actual or potential conflict of interest in matters that may be considered by the STIF Advisory Committee must be declared to the Deschutes County STIF Coordinator in advance and announced at meetings when voting to ensure the group's future accountability, transparency and success.

Members of the STIF Advisory Committee must comply with the Oregon Ethics Laws, ORS Ch. 244, and must refrain from using his or her position to obtain financial gain or avoid financial detriment to the member, a relative, or business in which the member or relative has an interest. In the case of any actual or potential conflict of interest, the member must publicly announce the actual or potential conflict of interest and refrain from participating in any discussion or debate on the matter.

COMMITTEE REVIEW PROCESS

The STIF Advisory Committee shall advise Deschutes County on the development of the STIF planning process and prioritize projects proposed to receive [STIF](#) formula funds.

Tasks included in the STIF Advisory Committee's recommendation process may include the following:

- Conduct public engagement activities.
- Request data.
- Review all projects proposed for STIF Plan inclusion.
- Recommend projects for STIF Plan inclusion.
- Consider the criteria outlined in OAR 732-042-0020.
- Consult with staff on how to coordinate STIF-funded projects.
- [Develop processes for ongoing monitoring.](#)
- [Develop a prioritization process that supports programs and projects that were historically funded through STF](#)
- Make decisions and develop recommendations, e.g. by voting, consensus, and/or ranking.

In a manner consistent with ORS 184.751-184.766 and implementing regulations, the STIF Advisory Committee shall review every project and advise and assist Deschutes County in prioritizing projects. ~~After a project proposal is transmitted by Deschutes County to the Chair, the Chair~~ [or the STIF Administrative Services Provider](#) will distribute the project proposal to members of the STIF Advisory Committee at least ~~seven~~ [14](#) days in advance of the next regular scheduled meeting. ~~At the next regular meeting of the STIF Advisory Committee following the distribution of the project, the STIF Advisory Committee will set a schedule for its review, deliberation and recommendation of the project. The schedule may be modified by the STIF Advisory Committee upon a majority vote at any subsequent meeting.~~ The STIF Advisory Committee may also advise Deschutes County regarding opportunities to coordinate projects with other local or regional transportation programs and services to improve service delivery and reduce gaps in service. In addition, the STIF Advisory Committee may suggest changes to the policies or practices of Deschutes County -when the STIF Advisory Committee considers that such changes are necessary to ensure that: (a) a public transportation service provider that has received funding under ORS 184.758 has applied the moneys received in accordance with and for the purposes described in the provider's plan or project proposal; and (b) a plan or project proposal submitted by a public transportation service provider does not fragment the provision of public transportation services.

STIF Formula Funds

STIF Advisory Committee members are required to consider the following criteria when reviewing STIF formula fund projects, as described in OAR 732-042-0020:

- Whether the project would:
 - Increase the frequency of bus service to communities with a high percentage of Low-Income Households.
 - Expand bus routes and bus services to serve communities with a high percentage of Low-Income Households.

- Reduce fares for public transportation in communities with a high percentage of Low-Income Households.
- Result in procurement of buses that are powered by natural gas or electricity for use in areas with a population of 200,000 or more.
- Improve the frequency and reliability of service connections between communities inside and outside of the Deschutes County service area.
- Increase coordination between public transportation service providers to reduce fragmentation in the provision of public transportation service.
- Expand transit services for students in grades 9 through 12.
- Enhance services for older adults and people with disabilities.
- Enhance-Maintain an existing ~~productive~~ service.
- Meet public transportation needs and is a responsible use of public funds.
- Benefit or burden historically- or currently-marginalized communities both now and in the long term
- Be consistent with other factors to be determined by the Deschutes County or the STIF Advisory Committee.

STIF Advisory Committee members shall also consider whether any project proposals for client-only services are part of a planned and coordinated community transportation program and meet the requirements outlined in 732-040-0005. Additionally, STIF Advisory Committee members may also provide input regarding a method for sub-allocating STIF Formula Fund moneys to Public Transportation Service Providers.

To the extent possible, using the best available data, the sub-allocation method used by Qualified Entities must be proportionate to the amount of employee payroll tax revenue generated within the geographic territory of each Public Transportation Service Provider. A Qualified Entity shall share all data used to develop the sub-allocation method with each Public Transportation Service Provider and other potential Sub-Recipients, as relevant, included in its STIF Plan.

STIF Discretionary and Intercommunity Discretionary Funds

The STIF Advisory Committee shall advise Deschutes County on the review of grant applications for acceptance, rejection, and prioritization for funding from the Discretionary Fund and Intercommunity Discretionary Funds, consistent with OAR 732-044-0025. The depth of the STIF Advisory Committee project review process for STIF Discretionary and Intercommunity funds shall will be commensurate to the Formula Fund process.

STIF Advisory Committee members are required to consider the following criteria when reviewing projects under the discretionary STIF Funds as described in OAR 732-044-0025:

- Supports the purpose, as applicable, of the Discretionary Fund or the Intercommunity Discretionary Fund, as described in OAR 732-044-0000, which includes:
 - The Discretionary Fund is intended to provide a flexible funding source to improve public transportation in Oregon. It is not a source of ongoing operations funding.
 - The Intercommunity Discretionary Fund is intended for improving connections between communities and other key destinations important for a connected statewide transit network.
- Improves public transportation service to Low-Income Households.
- Improves coordination between public transportation service providers and reduces fragmentation of public transportation services.

- Is consistent with Oregon Public Transportation Plan goals, policies, and implementation plans, including:
 - Integrated public transportation planning where affected communities planned or partnered to develop proposed projects.
 - Technological innovations that improve efficiencies and promote a seamless and easy to use statewide transit network.
 - Advancement of state greenhouse gas emission reduction goals.
 - Support for or improvement of a useful and well-connected statewide transit network.
- Does not substantially rely on discretionary state funding beyond a pilot phase for operations projects.
- Supports geographic equity or an ability to leverage other funds (these factors apply when all other priorities are held equal).
- Meets any additional criteria established by the Oregon Transportation Commission (OTC).

Bylaws

The STIF Advisory Committee [shall take necessary steps to maintain and update the rules, as needed.](#)
~~will maintain written bylaws that include, but are not limited to, name and purpose, committee membership criteria, appointment process, terms of office, general procedures, member duties, meeting schedule, public noticing requirements and engagement processes, and the STIF Plan development process and general decision-making criteria.~~ These bylaws should be made available to the public on the Deschutes County [or delegated STIF Administrative Services Provider’s](#) website.

These bylaws are a required element of Deschutes County’s STIF program and will become effective upon their adoption by the Deschutes County Board of Commissioners. Deschutes County shall have the authority to amend these bylaws at any meeting of the Deschutes County Board of Commissioners. The STIF Advisory Committee may also propose amendments of these bylaws to Deschutes County.

By: _____
Signature _____
Title: _____
Date: _____

By: _____
Signature: _____
Title: _____
Date: _____

By: _____

Signature_____

Title: _____

Date: _____