



STAC January 3, 2017 Grant Status Briefing & Options Analysis

Part One: Update on 17-19 Formula Grant Status and Activities

Benton County Formula Grant Allocations							
Grant Category	2015-17 Biennium	2017-19 Biennium			Difference	% Difference	Comments
		Initial From ODOT	Revised ** w/Error Adj	Final After Polling #			
STF Formula	\$530,029	\$439,080	---	\$439,080	(\$90,949)	-17.2%	Critical Senior & Disabled Funds & Match Funds for other Federal grants
5310 Formula:							
- Statewide *	\$379,654			---	(\$379,654)	---	Senior & Disabled program funds for County unincorporated areas
- UZA Urban *	\$205,704			---	(\$205,704)	---	Senior & Disabled program funds for Corvallis ADA paratransit services
- Single Allocation proposed for 2017-19	---	\$553,066	\$542,238	\$573,236	\$20,170	---	
Total 5310:	\$585,358			\$573,236	(\$12,122)	-2.1%	Another 2.1% reduction in federal funding for Elderly and Disabled Mobility funding
Total Senior & Disabled Transit Funds:	\$1,115,387			\$1,012,316	(\$103,071)	-9.2%	\$103,071 or 9.2% reduction in total combined senior & disabled funding
5311 Rural Formula	\$217,906			\$229,375	\$11,469	5.3%	Rural transportation services (99E and CTV) increase by 5.3%
Total Formula Funds:	\$1,333,293			\$1,241,691	(\$91,602)	-6.9%	Net total reduction of 6.9% in 2017-19 Funding
<p>* Statewide and Urban apportionments are established by the federal 5310 Circular</p> <p>** Apparently, the original ODOT 5310 formula, for unknown reasons, allocated the population of the City of Jefferson, (which lies on the border of Lane and Marion counties), to Benton County. After checking with all three counties and being unable to identify the source of this snafu, the error was corrected by ODOT, which resulted in a further reduction of \$10,828 to Benton County.</p> <p># After polling all seven small urban counties, ODOT opted to pull the \$1.4M Small Urban portion of funds initially withheld as part of a \$3M Discretionary grant for 2018, and return them to the 2017-19 formula-based allocation. This raised Benton County's allocation back to where it would have been originally, minus the error correction for the so-called "Jefferson Incident".</p>							
<p>Potential Impact Scenarios of 9.2% Reduction in Funding for Transportation of Seniors and Persons With Disabilities:</p> <ul style="list-style-type: none"> - STF Funds are leveraged as match for all federal grants, so our ability to apply for and utilize all remaining federal grant programs is greatly impacted to a degree MUCH MORE than 12% !! - ADA ridership has increased 22% since 2013/14 but this would cut funding by 2.1% - Reduction or elimination of Special Provider allocations for specialized programs and services not offered through Dial a Bus (Grace Center, Janus House, LB Loop, Senior Companion, Senior & Disability Services; etc.) - Impact ability to assist City of Adair Village with 99 Express matching funds - Service to/from North Albany for seniors and persons with disabilities could be significantly reduced; that community is already under-served 							
<p>2018 Small Urban 5310 Discretionary Grant Funding Opportunity</p> <ul style="list-style-type: none"> - We will have an opportunity to compete with 42 other Oregon Counties and Tribes for a limited pot of \$1.6M in 5310 discretionary grant funds in a year, in July 2018 - These funds must also be used for senior and disabled transportation services 							

Other 2017-19 Biennium Grant Activities To Date:

- The Board of Commissioners and County Administrator Dennis Aiolo were briefed on the grant funding reduction situation by Public Works Director Josh Wheeler and Transportation Manager Debie Wyne, on 12/14/16. The Commissioners are very concerned about the loss of funding. They had some initial suggestions, which included an approach to Samaritan IHN-CCO for possible grant funding for non-Medicare, non-OHP medical rides provided by Dial a Bus. **(Debie Wyne can provide a more detailed update on the BOC briefing at our meeting.)**
- The Commissioners approved our moving forward with the 5311 Rural and Transit Network grant applications as outlined to the STAC in November. We will bring these applications to the Board for discussion and consideration at their Workshop the morning of January 17, followed hopefully by formal approval at the Board meeting that afternoon.
- We are moving forward with our STAC public process. A News Release regarding the availability of reduced STF and 5310 funds for transportation of senior and persons with disabilities was issued by Benton County PIO Lili'a Neville on December 16th, 2016, followed by a quarter-page classified RFP advertisement in the Gazette-Times on December 22, 2016. Copies of these are included in the STAC member's 1/3/17 packet.
- A Cover Letter (via email) and Application Packet was sent to all existing STF Provider subcontractor agencies on 12/22/16. In the cover letter, the funding reduction situation from ODOT was explained, and we requested each agency to submit what the fiscal and programmatic impact of a 17% reduction in funding would look like for them.

The subcontractors this packet was sent to include all recipients of 2015-17 STF and 5310 Mobility for Elderly and Persons with Disability funds, including:

- ✓ Benton County Dial a Bus, Inc.
 - ✓ Linn-Benton Loop Service
 - ✓ Albany Call-a-Ride
 - ✓ Janus House
 - ✓ Samaritan Senior Companion Program
 - ✓ City of Corvallis (ADA Ramps Program)
 - ✓ City of Adair Village (via Drew Foster, representative)
 - ✓ OCWCOG Senior and Disability Services
 - ✓ Grace Center for Adult Day Treatment
- Staff has developed this January work packet for the STAC which includes:
 - ✓ a current grant status briefing paper;
 - ✓ copies of the current grant announcements and application forms packet;
 - ✓ a recap of tentative service priorities from the Draft Coordinated Plan;
 - ✓ a draft 2017-19 STAC Grant Allocation Activities Schedule;
 - ✓ an Options Analysis for the STAC's use in considering options for the recommended allocation of 2017-19 STF and 5310 funds.
 - The 2018 Discretionary 5310 program will now be much reduced - only \$1.6M statewide, to be competed for among all 42 STF agencies including the "big three"
 - We will still be submitting a prioritized 10% Add-back list to ODOT along with our STF Grant application.



STAC Public Transit Service Priorities

From the *DRAFT* 2016-17

Human Services-Transportation Coordinated Plan

Tentatively Identified as “High Priorities”

Strategy #1: Preserve existing public transportation services within the County and expand service as funding becomes available.

Strategy #2: As funding permits and as demand is demonstrated, expand access to and convenience of public transportation.

Strategy #3: Improve freedom of movement and quality of life for transit dependent populations and assure transportation access to jobs, health care, education and other basic services.

Strategy #4: Pursue opportunities for regional collaboration.

Tentatively Identified as “Medium Priorities”

Strategy #5: Expand efforts to inform the public, including low income and limited-English speaking populations, of available public transportation services.

Strategy #6: Continuously strive to coordinate the planning for and provision of public transportation services with the provision of human and health services.

Part Two: Options/Information for STAC Consideration

1. Amount of reduction in senior and disabled services needed: \$103,072 for biennium, or \$51,536 annually. This is down from the original reduction which was \$123,241, and even less than the corrected reduction of \$134,069 following the "Jefferson error". So, we have gained \$30,997 to the "Plus" side already!

All of the ideas below are merely options and information for the STAC's consideration. There may be other ideas and suggestions that STAC members have or wish to consider. Please bear in mind that whatever the STAC's inclination, we will need to have a public process as required by statute.

2. Cost of Dial a Bus Corvallis-Albany Service @ 3 days per week (current service level) for 2017-19 = approximately \$56,760 annually, \$113,520 biennially.

3. Cost of Dial a Bus Corvallis-Albany Service @ 2 days per week for 2017-19 = approximately \$37,840 annually, \$75,680 biennially.

4. Cost of Dial a Bus Corvallis-Albany Service @ 1 days per week for 2017-19 = approximately \$18,920 annually, \$37,840 biennially.

5. Savings from elimination of 2015-17 allotment to City of Corvallis for ADA ramps in 2017-19 (nice to have but not a core service) = \$15,000 for biennium.

6. Savings if other STF Sub-providers (other than Adair Village – see below) are asked to make 17% reduction in existing 2015-17 level of allocations = \$7,046 annually, or \$14,092 for biennium – this includes LB Loop.

7. Potential savings if Lee, Drew, and Debie discuss STF shortfall with City of Adair Village and inquire if City could increase 99Express match contribution by \$1,200 annually (\$3,400 biennial) in addition to normal CPI adjustment, to make up all or a portion a 17% shortfall.

8. Minor savings of up to \$5,000 per biennium in Administrative costs might be achievable. For the most part these are fixed costs and not malleable.

9. Vehicle preventive maintenance costs to service our fleet continue to increase and generally speaking, reduction of this budget cost element is not feasible nor recommended.

10. The remainder of our Special Transportation budget for senior and disabled services is the core Dial a Bus service contract. There are limited options for cost reduction in this area. Some possible areas for consideration might include the following. Exact cost savings would have to be developed for these scenarios, in collaboration with Dial a Bus. A very rough estimate would be as follows:

- Elimination of current limited Sunday service (until 2pm):
 - One driver/vehicle loaded rate @ 6hrs = \$8,614 annual
 - Two drivers/vehicles loaded rate @ 6hrs = \$17,229 annual
- Elimination of current Saturday service, or reduction to just critical life-sustaining medical rides only. ADA paratransit rides have to be maintained.
 - One driver/vehicle loaded rate @ 8hrs = \$11,486 annual
 - Two drivers/vehicles loaded rate @ 8hrs = \$22,971 annual
 - Three drivers/vehicles loaded rate @ 8hrs = \$34,457 annual

11. In current and prior years, the Small Urban portion of federal 5310 funds (about 35% of total 5310 funds in 2015-17) has been used to pay a significant portion of the cost of ADA services for the City of Corvallis CTS program.

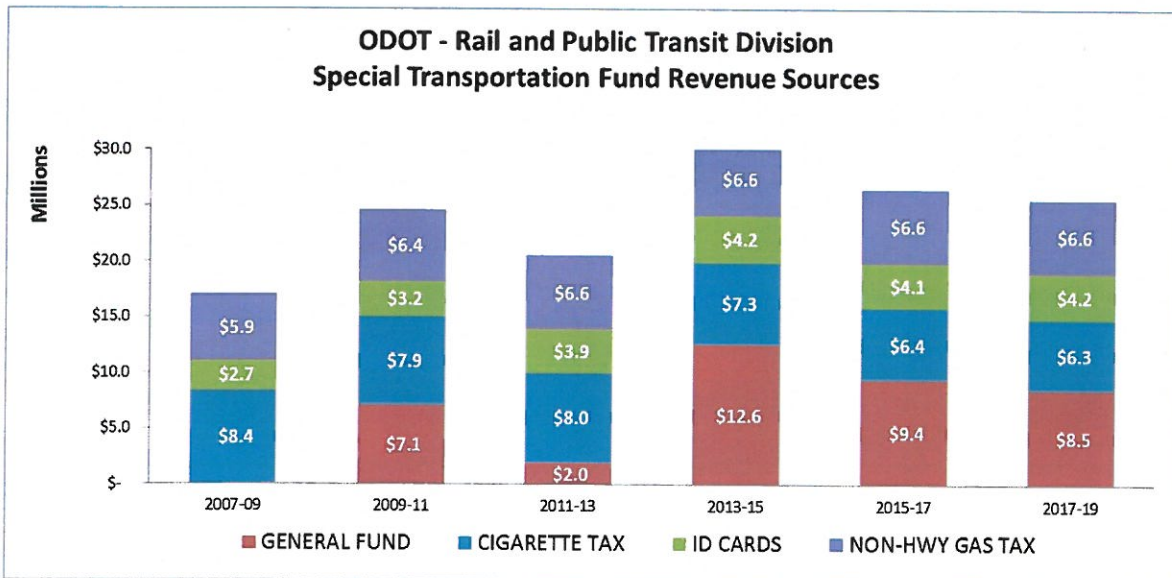
The County may wish to approach the City of Corvallis about increasing their contract payment to the County to help mitigate the 5310 shortfall. The total biennium shortfall in total 5310 funds is \$12,122, or \$6,061 annually. This relatively modest amount could be requested as an increased contribution from the City.

12. We have an existing ODOT Grant 31382 from the 2016 STF Discretionary Grant program. This grant includes two components: the new Corvallis-Amtrak Connector Pilot project, which is moving forward, and the ADA-STF Capacity-Building project. This Grant Agreement goes to June 30, 2019, so it covers the 2017-19 Biennium.

The latter project, ADA-STF Capacity-Building, has a grant budget of \$153,040. Of this amount, \$39,060 is set aside as the grant match for our four replacement vehicles under the separate 5339 Vehicle Replacement grant we were awarded. An additional \$15,000 is set aside for training and mobility management. That leaves the final component, which is \$98,980, which was budgeted for additional driver/route expansion for Dial a Bus.

We may be able to draw upon a portion of these latter funds to offset the reduced STF funds for Dial a Bus services for the 2017-19 Biennium.

This will not address the shortfall for other STF service providers, nor the longer-term trend of declining State contributions to STF.



Thank you, and respectfully submitted,

Lee K. Lazaro, STF Coordinator

APPENDIX: Current 2015-17 Allocations

Current 2015-17 Allocations for Benton County Special Transportation Funding

Funds for Allocation:	2015-17 STF State Funds through ODOT:	\$ 530,029
	2015-17 5310 Federal FTA Funds through ODOT:	\$ 585,358
	2015-16 Portion STF Supplement A,B,& C Funds	\$ 144,082
	2015-16 5339 Bus Replacement Grant	\$ 107,900
	Total Funds for Allocation:	\$1,367,369

<u>Program</u>	<u>Funded 2013-15</u>	<u>Approved 2015-17</u>
<u>Existing Services/Grants/Contracts</u>		
Benton Co. Admin/Motor Pool/MM - 5310	\$ 91,789	\$ 79,683
Benton County Dial-a-Bus – 5310	\$ 462,267	\$ 525,357
Benton Co. Admin/Motor Pool – STF	\$ 54,631	\$ 73,500
Benton Co Dial-a-Bus - STF	\$ 206,652	\$ 398,929
<u>Other Service Proposals</u>		
Linn-Benton Loop	\$ 8,000	\$ 44,000
Albany Call-a-Ride	\$ 8,000	\$ 10,000

<u>Program</u>	<u>Funded 2013-15</u>	<u>Approved 2015-17</u>
Adair Village	\$ 20,000	\$ 20,000
Corvallis ADA Ramps	\$ - 0 -	\$ 15,000
Grace Center for Adult Day Treatment	\$ - 0 -	\$ 6,000
Janus House	\$ 9,600	\$ 9,600
OCWCOG Senior & Disability Services	\$ 6,000	\$ 6,500
Samaritan Senior Companion	\$ 6,000	\$ 6,800
<u>Capital</u>		
Replace two County buses – 5339	\$ - 0 -	\$ 107,900
Replace two County buses – STF Match	\$ 10,662	\$ 22,100
Contingencies/Contract CPI	\$ 16,000	\$ 32,000
TOTALS:	\$ 899,601	\$1,367,369

2015-17 STF Supplemental Recap: Total Supplements A, B, & C: \$205,375

Additional CTV bus cost:	\$ 10,662
Preventive Maint. 2013-14:	\$ 20,631
Preventive Maint. 2014-15:	\$ 30,000
Prior Year Subtotal:	\$ 61,293
5339 Bus Grant match:	\$ 22,100
Enhanced Provider Funds:	\$ 60,300
Admin/Conting/Contr CPI:	\$ 61,682
2015-17 Subtotal:	\$144,082
Total Supplemental STF:	\$205,375