

**BEFORE THE BOARD OF DIRECTORS
OF THE
TILLAMOOK COUNTY TRANSPORTATION DISTRICT**

**ADOPTING THE 2019-2021 STIF PLAN)
AND AUTHORIZING THE GENERAL)
MANAGER TO SUBMIT APPLICATION)
FOR STIF FORMULA FUNDS)**

RESOLUTION NO. 18-24

WHEREAS, with the passage of House Bill 2017 in 2017, the Oregon Legislature established the Statewide Transportation Improvement Fund (STIF) to finance investments and improvements in public transportation services, as described in ORS 184.751 et seq. and OAR Chapter 732, Division 040; and

WHEREAS, pursuant to ORS 184.758(1)(a), 90 percent of STIF moneys shall be allocated to Qualified Entities in shares determined under ORS 184.758(2), known as STIF Formula Funds under OAR 732-040-0005(30); and

WHEREAS, pursuant to ORS 184.758(4), to be eligible to receive STIF Formula Funds, a Qualified Entity shall prepare and submit a public transportation improvement plan, known as a STIF Plan under OAR 732-040-0005(32), to the Oregon Transportation Commission; and

WHEREAS, pursuant to ORS 184.758(5), such STIF Plan must include, at a minimum, the following:

- (a) For each proposed project, the amount of moneys from the percentage distribution that would be allocated to the project to fund the following:
 - (A) Increased frequency of bus service schedules in communities with a high percentage of low-income households;
 - (B) Procurement of buses that are powered by natural gas or electricity for use in areas with a population of 200,000 or more;
 - (C) Implementation of programs to reduce fares for public transportation in communities with a high percentage of low-income households;
 - (D) Expansion of bus routes and bus services to reach communities with a high percentage of low-income households;
 - (E) Improvement in the frequency and reliability of service connections between communities inside and outside of the qualified entity's service area; and

(F) Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services;

(b) For the current fiscal year, a summary of any plans and project proposals approved by an advisory committee under ORS 184.761; and

(c) If a qualified entity was a recipient of a percentage distribution in the preceding fiscal year, the amount of moneys received from the distribution that were allocated to a project for the purposes described under paragraph (a) of this subsection; and

WHEREAS, pursuant to ORS 184.761, an advisory committee appointed by the governing body of each Qualified Entity shall advise and assist the governing body in prioritizing plans or projects to be funded from the STIF Formula Funds; and

WHEREAS, pursuant to ORS 184.752(2)(c), Tillamook County Transportation District (TCTD) is a Qualified Entity eligible for STIF Formula Funds on account of its status as a transportation district organized under ORS 267.510 to 267.650; and

WHEREAS, TCTD has developed a STIF Plan known as the 2019-2021 STIF Plan, attached hereto as Exhibit A, which proposes the use of STIF Formula Funds for public transportation projects in fiscal years 2019, 2020, and 2021; and

WHEREAS, the 2019-2021 STIF Plan contains the elements required by ORS 184.758(5); and

WHEREAS, the TCTD STIF Advisory Committee, duly appointed by the TCTD Board of Directors, has advised and assisted TCTD in prioritizing plans and projects to be funded from STIF Formula Funds; and

WHEREAS, the 2019-2021 STIF Plan includes projects previously identified in TCTD's other local transportation plans, progress on which has been contingent on the receipt of additional funding; and

WHEREAS, the 2019-2021 STIF Plan seeks up to \$949,500 of newly available STIF Formula Funds; and

WHEREAS, the TCTD Board of Directors has considered the 2019-2021 STIF Plan, and finds it in the best interest of the District to adopt it.

NOW, THEREFORE, BE IT RESOLVED by the Tillamook County Transportation District Board of Directors that:

the Board adopts the 2019-2021 STIF Plan, and authorizes the General Manager to submit TCTD's application for STIF Formula Funds, together with all required documentation, to the Oregon Department of Transportation.

INTRODUCED AND ADOPTED this 18th day of October 2018.

ATTEST:

By: _____

Judy Riggs
Judy Riggs, Board Chair

By: _____

Doug Pilant
Doug Pilant, General Manager

EXHIBIT A
2019-2021 STIF PLAN

TCTD STIF PLAN & BUDGET

1. Priority # 1: Fleet Replacement and Expansion: TCTD must purchase replacement buses to maintain existing services. The District must also purchase expansion buses before introducing new services. TCTD has a grant to purchase 4 replacement buses and another grant to purchase 1 expansion replacement buses to maintain existing services. The District must also purchase expansion buses before introducing new services. TCTD has a grant to purchase 4 replacement buses and another grant to purchase 1 expansion bus. Table 2 provides an overview of the District's vehicle replacement plan through FY 2021. Staff recommends the District allocate \$97,586 in STIF funds in 2019 to provide the local match to purchase these 5 buses. Staff also recommends allocating \$90,000 in FY 2020 to purchase 2 replacement buses and 1 expansion bus, and 3 replacement vans. Finally, staff recommends allocating \$40,500 to purchase a replacement dial-a-ride van and 1 expansion bus.

Table 2: TCTD Vehicle Purchase Plan

	Vehicle Type/#	Project Cost	Grant Amount	FY 2019	FY 2020	FY 2021
Replacement	Cat B/2	370,000	332,001	37,999		
Replacement	Cat C/2	310,000	278,163	31,837		
Expansion	Cat C/1	185,000	157,250	27,750		
Replacement	Cat B/1	190,000	161,500		28,500	
Expansion	Cat C/1	185,000	157,250		27,750	
Replacement	Cat E/3	225,000	191,250		33,750	
Replacement	Cat D/1	80,000	68,000			12,000
Expansion	Cat B/1	190,000	161,500			28,500
Total				97,586	90,000	40,500

2. Priority # 2: STIF Service Improvement Plan: Tillamook County has a very small employment base when compared to other geographic areas of Oregon. As a result, TCTD must invest its STIF monies into service enhancements that generate a strong ridership growth to remain competitive for the ODOT Small City Rural Assistance grant program. Staff recommends allocating STIF monies to conduct an analysis on which service improvements to implement in 2020-2021.
3. Priority # 3: NW Connector Service Enhancement: TCTD does not operate on the same holidays its NWOTA partners. The NW Connector Management Plan's goal is to for all partners to operate on the same holidays so that all riders have a seamless experience when throughout the region. Table 3 provides an overview of the holidays that NWOTA Partners do not operate. For example, both Benton and Lincoln Counties operate all holidays except Thanksgiving and Christmas. Table 3 illustrates the 6 holidays TCTD does not operate. The majority of

NWOTA partners believe operating on these holidays will ensure people relying upon public transportation have transportation to and from their jobs. Staff recommends TCTD use up to \$15,000 STIF monies to expand the District's holiday service by operating on all holidays except Thanksgiving, Christmas and New Years Day.

Table 3: NW Connector Holiday Service by NWOTA Members

	New Years	Memorial	Independence	Labor	Thanks-giving	Christ-mas
TCTD	X	X	X	X	X	X
SETD	X				X	X
CCR	X				X	X
LCT	X				X	X
BRT	X				X	X

4. Priority # 4: Reduced Fare to Low Income Families: Qualified Entities may use STIF Formula money to support fare reduction programs that benefit low income families or individuals. The Coordinated Human Services Plan identifies reduced fare as a strategy to make public transportation accessible to low income families, individuals or workers. Staff recommends expanding the Care Discount Bus Program to include up to \$5,000 per year to provide bus passes to low income families or individuals.

5. Priority # 5: Service Improvement Plan: The TCTD Long Range Transit Development Plan (LRTDP) and the TCTD Coordinated Human Services Plan includes service improvement strategies that can be implemented as STIF funding becomes available. The STIF funds could be used to fund on of the following or combination of recommended service improvements outlined in Table 4.
 - a. Task 1: Dial-A-Ride Service Enhancement: TCTD has not been able to sustain its dial-a-ride driver workforce. Historically, TCTD volunteers provided dial-a-ride transportation services in the rural northern and southern geographic areas of Tillamook County. There is significant demand for dial-a-ride service in both of these areas. TCTD does provide non-emergency medical transportation services within these areas with part-time and substitute drivers. The District's investment in new scheduling and dispatching technology has created the opportunity for TCTD to adopt a base plus mileage fare policy implement a county-wide dial-a-ride service. Staff recommends using STIF formula funds to pay the benefits for 2 fulltime positions while the District uses Medicaid and fare revenue to fund the driver wages and vehicle expenses.

 - b. Task 2: Fixed Route Service Improvement Opportunities: Allocate up to \$275,000 to implement fixed route service improvements that expands service to the Port of Tillamook Bay (POTB). This could be accomplished

by implementing the District's LRTDP Route 1 Alternative B or the Route 4 Alternative B. Route 1 could be structured to provide hourly service to the POTB while a new Route 4B could be structured to serve the POTB on both the inbound and outbound trips. The costs for both of these service enhancements will be approximately the same and would only become possible if adequate STIF formula funds materialize.

Table 4: Service Improvement Opportunities

Route	Alternative	New Area Served	Annual Total
Dial-A-Ride	Coordinated Plan	Create 2 full time positions	\$30,000
Route 1	Alternative A	None – 2 X's frequency	\$280,000
Route 1	Alternative B	Reverse route and Serve POTB	\$280,000
Route 2/3	Alternative A	Fill mid-day service gaps	\$300,000
Route 2/3	Alternative B	Implemented 1-2-2018	-0-
Route 4	Alternative A	Serve POTB	-0-
Route 4	Alternative B	Sand Lake Rd/Tier Del Mar	\$275,000
Route 4	Alternative Ca	Serve POTB	-0-
Route 4	Alternative Cb	Serve POTB	-0-
Route 4	Alternative Cc	None – Additional trip to LC	\$30,000
Route 4	Alternative D	None – 2 X's frequency	\$300,000

- e. Long Range Transit Development Plan: In FY 2014-15, TCTD conducted a planning process to establish a long-range transit development plan (LRTDP). The District's LRTDP includes several service improvement recommendations. The Plan's Technical Memorandum #5: Future Service Opportunities has been included as Attachment E. This memo includes bus fleet replacement, bus stops, proposed service improvements to the Port of Tillamook Bay, mid-day service to fill gaps on Routes 2 and 3, additional TownLoop service and additional service to Pacific City via Sand Lake Road.
9. In July and August of 2018, the TCTD Board of Directors formally appointed five members to the District's STIF Advisory Committee. On October 3, 2018 the Committee met to review the proposed projects and prioritized them in the order of importance. The Committee's recommended STIF project spending plan is outlined in Table 1. A more detailed explanation of the projects has been included as Attachment A.

Table 1: Advisory Committee recommended STIF Plan and Budget

		FY 2019	FY 2020	FY 2021	Total by Project
1	Buses/Vans	97,586	90,000	40,500	225,086
2	STIF Planning	25,000	0	25,000	45,000
3	Holiday Service	15,000	16,000	17,000	63,000
4	CARE Bus Pass	5,000	5,000	5,000	15,000
5	FT DAR Driver Benefits	21,214	31,000	32,000	84,214
6	Fixed Route Enhance		231,100	303,000	527,100
	Total	163,800	373,100	422,500	959,400

- a. Priority # 1: Fleet Replacement and Expansion: TCTD must purchase expansion buses to expand service and must purchase replacement buses to maintain existing services. TCTD has 2 grants to purchase 5 new buses and will be seeking grant funding to purchase additional replacement and expansion buses and vans.
- b. Priority # 2: STIF Planning: The TCTD Long Range Transit Development Plan proposes several service enhancement alternatives. In 2019, up to \$25,000 of STIF monies will be used to conduct a detailed evaluation of the service enhancement alternatives to select the alternative that provides the greatest benefit to the District. The Advisory Committee recommends setting aside an additional \$25,000 in FY 2021 to develop a STIF Plan for the next biennium.
- c. Priority # 3: Holiday Service: Implement holiday service on the same holidays as the other NWOTA partners. The NWOTA partners feel strongly about operating on holidays to provide residents with

STIF Plan Budget

	FY 2019	FY 2020	FY 2021	Total by Project
Buses/Vans	97,586	90,000	40,500	228,086
STIF Planning	25,000	0	25,000	50,000
Holiday Service	15,000	16,000	17,000	48,000
CARE Bus Passes	5,000	5,000	5,000	15,000
Dial-A-Ride	21,214	31,000	32,000	84,214
Service Enhancement		231,100	303,000	534,100
Total	163,800	373,100	422,500	959,400