



November 28, 2022

MEMORANDUM

TO: County Commissioners

FR: John Dreeszen, Transit Director

RE: FY24-FY25 Biennium Grants

ODOT has issued grant announcements and made grant applications available for FTA 5310, FTA 5311 and STIF formula funds for the FY24-FY25 biennium. All applications are due in January. After discussion and review by the CC Rider Transit Advisory Committee, Staff is proposing that the following applications be submitted for the purposes outlined below:

FTA 5310:

These funds are made up of “small urban” and “STBG” components. Columbia County’s estimated allocations are \$13,158 and \$368,151, respectively, for the two fiscal years. These funds are designated for uses serving seniors and individuals with disabilities. The small urban funds have a 20% match rate and the STBG funds have a 10.27% match rate. Staff proposes using all of these funds to support preventive maintenance expenses related to Dial-A-Ride service.

FTA 5311:

Columbia County’s estimated allocation is \$912,809 for the two fiscal years. These funds are designated for use in providing general public transportation services in rural areas. These funds have a match rate of between 10.27% and 43.92% depending on the specific proposed use. Staff proposes using these funds to support administration, operating, and preventive maintenance expenses related to Line 1 Portland Commuter service and administration and operating expenses related to Dial-A-Ride service.

ODOT STIF:

These funds are made up of “population-based” (formerly STF) and “payroll-based” components. Columbia County’s estimated allocations are \$274,301 and \$1,015,887, respectively, for the biennium.



Collectively, STIF funds are designated for the expansion, improvement and/or maintenance of public transit services for current and future transit users. These funds have no match requirement. The population-based component must be used for transit services for older adults and individuals with disabilities. Staff proposes using all of these funds to support operating expenses related to Dial-A-Ride service. The payroll-based component is available to fund a broad range of projects, including operations, preventive maintenance, program reserves and project administration. The only specific requirement is that a minimum of 1% of funds must be spent in support of transit for students in grades 9-12. Staff proposes that these funds, together with the unplanned carryover amount from the FY19-FY21 funding period (\$30,561) and the estimated planned carryover amount from the FY22-FY23 funding period (\$317,824) be used for the following purposes:

- Estimated Match for FTA 5310 funding - \$42,136
- Estimated Match for FTA 5311 funding - \$513,446
- Estimated Match for FTA 5339 funding (One 34-Passenger) - \$60,000
- Estimated Match for FTA 5339 funding (Three 16-Passenger) - \$65,250
- Estimated Support for Dial-A-Ride Service - \$274,301
- Estimated Cost of One Vanpool - \$36,000
- Estimated Operating Contingency - \$647,440

In fulfilling its STIF-mandated process, the Transit Advisory Committee almost unanimously ranked providing match for federal grants, spending population-based funding on Dial-A-Ride, maintaining no less than the estimated combined carryover amount from the prior two biennia and exploring and implementing a vanpool (in that order) as its four highest priority projects. The remaining four projects discussed included establishing a capital reserve (#5), additional contingency funds and exploring micro-transit models (tied for #6), adding back one additional Portland Commuter run (#7) and establishing operating reserves for future biennia (#8).

Of the eight projects discussed, I am specifically recommending CC Rider not immediately pursue an additional Portland Commuter run because of the estimated cost (\$180,000), the department's projected future cost increases and the question of whether adding a third run would actually increase ridership or simply provide a second time option for evening riders. An additional morning run without a corresponding additional evening run would be inadvisable.

ODOT has suggested that grant application amounts for FTA 5310 and 5311 funds be increased by 20% due to the possibility of additional funding allocations through the IIJA. The estimated amounts listed above do not reflect those increases. Should increases in FTA 5310 and 5311 formula funding materialize, increases in the corresponding match amounts may be necessary. Any increases in these match amounts will be offset by a decrease in the estimated operating contingency.

Grant applications for all three funding streams are to be completed using web-based templates provided by ODOT. Staff requests authorization to complete, electronically sign and submit the applications as proposed herein.