

**STF/STIF Consolidation Advisory Committee
Charter and Composition
DRAFT, July 10, 2019**

Background

The 2019 Oregon State Legislature passed House Bill 2377, which directs the transfer of \$10.1 million from the STIF to the STF on July 1, 2019, to distribute to transit entities to support public transportation services benefiting seniors and persons with disabilities.

The Oregon Department of Transportation (ODOT) 2019-2021 Legislatively Adopted Budget (House Bill 5039) also includes a budget note directing ODOT to merge STF and STIF into one public transit program moving forward.

“The Oregon Department of Transportation is directed to merge the Special Transportation Fund (STF) and the Statewide Transportation Improvement Fund (STIF) into one public transit program. The legislative intent is for the Department to accomplish this with the least possible disruption to the formula allocations and services provided by STF agencies. The Department shall not require STF agencies to submit new or revised plans for formula distributions in the 2019-21 biennium. The Department is directed to report during the 2020 legislative session on the status of the program consolidation, and the administrative costs, including the number of full-time equivalent positions required to administer the consolidated program.”

To this end, ODOT plans to:

- Continue operating both programs as directed by existing statute for the duration of the 2019-2021 biennium;
- Transfer \$10.1 million from STIF to STF to keep STF agencies whole at approximately \$28 million for the 2019-2021 biennium;
- Create an advisory committee to evaluate methods of program consolidation and recommend statutory and administrative changes required to merge the programs and ensure a smooth transition to one public transit program moving forward;
- Build the 2021-2023 Public Transit budget assuming merger of the current STF and STIF programs.

Purpose

The Consolidation Advisory Committee (CAC) shall advise the OTC on the key elements of a plan that would guide statutory changes to merge the two programs. Following legislative action on the statutes to effect the merger, the CAC may be reconvened to advise the OTC on the implementing administrative rules.

Commission Charge

The commission charges the committee with developing merger concepts that:

- Maintain the intent of STF to provide public transportation services for seniors and persons with disabilities
- Maintain the Formula, Discretionary, Intercommunity Discretionary, and Technical Resource Center funds established by STIF statute
- Maintain the areas of emphasis established in STIF statute (improves service for low-income households, mitigates impacts of transit tax on low income households, purchases low/no emission vehicles in areas with populations greater than 200,000, fills gaps in the statewide transit network, improves coordination between transit providers, and improves public transportation services for students in grades 9-12)
- Reconcile recipient eligibility for STF and STIF
- Include minimum formula fund allocations for both STF Agencies and STIF Qualified Entities
- Provide for statewide discretionary solicitations
- Address Federal Transit Administration requirement that ODOT proportionally allocate indirect costs across all revenue sources consistent with 2 CFR § 200.414
- Consider and document public and stakeholder input on draft concept language

The CAC's work on the merger concepts should be completed no later than late October 2019 in order for ODOT to bring the consolidation concept to the 2020 Legislature.

Membership

The ODOT Director shall appoint no more than 15 voting members of the committee who will represent:

- Public transportation service providers: Large urban, small urban, rural areas, tribes, counties, cities, and non-government agencies
- Advocates for seniors
- Advocates for people with disabilities
- Equity and environmental justice advocates
- Social and human service agencies