

## 2021-23 STIF Formula Solicitation – Webinar FAQs

**Q:** *How should we account for unspent funds, interest accrued, and program reserve funding from the FY19-21 STIF cycle in the 2021-23 STIF Plan?*

**Updated Guidance:** To fund a project on the 2021-23 STIF Plan using any of these fund sources, the QE will use section **6.1.2 Expenditure Estimates** to indicate the amount of funding that will be used from each source for a given project.

**Q:** *When we carryover funds from a 2019-21 STIF Plan, do we do that for each individual project?*

**A:** Any unspent funds from 2019-21 projects will not need to be individually noted on the 2021-23 STIF Plan. Instead, the aggregate amount will be carried over to 2021-23 and you will use section **6.1.2** (as mentioned above) to describe the allocation of these funds to specific new projects.

**Q:** *Did ODOT account for the transfer to STF, per Senate Bill 1601, as part of the October forecast for the QEs?*

**A:** Yes, the \$4.4M STIF to STF transfer was reflected in the October STIF Formula funding forecasts for the QEs.

**Q:** *Will there be a separate STF application process?*

**A:** Yes, there will be a separate STF application for the 2021-23 biennium. The STF allocations will be largely unchanged from the current biennium.

**Q:** *Can we put TBD in the make/model for expansion and replacement vehicle acquisitions (to preserve the integrity of a future procurement process)?*

**A:** Yes, it is fine to list TBD in these fields, or to enter a make/model that has been referenced in local plan.

**Q:** *Is rebuild for buying a rebuild or rebuilding an existing vehicle?*

**A:** In the vehicle capital asset category, “Rebuild” refers to the act of rebuilding an existing vehicle: a top-to-bottom process and adds several years to the vehicle’s useful life. “Vehicle Overhaul,” by contrast, refers to maintenance on a smaller scale that helps a vehicle to continue running until it has met the end of its useful life.

**Q:** *Which category would facility security go under?*

**A:** Security at all bus facilities is an Operations project when it is part of maintaining a regular bus schedule. For security equipment, a Capital project would be appropriate. If a security company is used, the project could be considered Contracted Services.

**Q:** *How are we to address the student transportation part of the STIF OARs when we don't know if schools will be in person?*

**A:** In most cases, QEs have initiated student transportation projects in their current STIF Plans. While preserving the student transport projects at current levels may seem aspirational, the funding will be available when schools reconvene in person.

**Q:** *What outcome measures would you like to see for STIF administration?*

**A:** Every QE manages administration of STIF Plan projects differently so performance measures for administrative tasks will vary depending on how the funds are spent. Some entities may use admin

funding to pay for an independent audit, whereas others may use funding to pay staff who manage their STIF program (in which case “On time reporting” might be a relevant outcome measure).

**Q:** *Will there ever be consideration for bus replacement based on maintaining a level of service? This would be the case when a small bus no longer has the capacity to meet the demand on a route, but replacing it with a larger bus would meet the demand, without having to add another bus and driver to meet the demand on the route.*

**A:** Yes, there is a precedent for “right sizing” buses to better manage fleets and to help manage demand as transit providers continue to adjust to the COVID-19 pandemic.

**Q:** *What category would facility repairs/upgrades be under?*

**A:** Bus facility repairs would be a Preventative Maintenance project when a transit provider has a Facilities Maintenance Plan. Facility upgrades would be a Capital project, especially where the project involves expansion of bus facilities.