



STF/STIF Consolidation

Background and Purpose

During the 2019 session, the Oregon Legislature directed the Oregon Department of Transportation (ODOT) to develop a plan to merge two separate public transportation funding programs: the Statewide Transportation Improvement Fund (STIF) and the Special Transportation Fund (STF). The Legislature seeks to reduce redundancy, increase administrative efficiency, and improve funding reliability for public transportation providers throughout the state. ODOT is directed to report back on the progress of this consolidation during the 2020 legislative session.

What is the Special Transportation Fund (STF)?

The Special Transportation Fund was created in 1985 by the Oregon Legislature to support transportation services for older adults and people with disabilities. STF receives revenue from cigarette tax, non-highway gas tax and ID cards. Over the past few biennia, the STF program received General Fund revenues. However, no General Funds were appropriated to this program during the 2019 legislative session.

What is Statewide Transportation Improvement Fund (STIF)?

The Statewide Transportation Improvement Fund was created by the Oregon Legislature in 2017 to improve and expand public transportation service in Oregon. STIF receives revenue from payroll taxes.

Process

To guide a smooth consolidation process, ODOT convened the Consolidation Advisory Committee (CAC), accepted public comment, and will share recommended consolidation concepts with the 2020 Oregon Legislature.

Consolidation Advisory Committee

The CAC was tasked with advising ODOT on key elements and priorities to ensure a successful

program consolidation. The CAC provided input on desired program attributes, formula funding considerations, and other elements to inform future statutory changes. The committee included representatives from public transportation service providers and advocates representing seniors, people with disabilities, equity and environmental justice, and social and human service agencies.

Public Input

ODOT hosted five public CAC meetings and members of the public were invited to comment. Additionally, ODOT shared public notices, updated materials on the project website, reached out to key members of the public for input, and encouraged CAC members to solicit comment from their networks.

Legislative Report

Upon conclusion of the CAC process, ODOT will advance committee recommendations and its plan for program consolidation to the Oregon Transportation Commission (OTC) for endorsement. ODOT and its partners will bring forward recommended options for statutory change to the 2020 legislative session.

Schedule

2019

- Jul.** Oregon Legislature directs ODOT to consolidate STF and STIF
- Sept.** Committee convenes, discusses characteristics of success and drafts concepts
- Oct.** Committee finalizes consolidation concept recommendations
- Nov.** ODOT shares recommended concepts with the OTC

2020

- Feb.** Oregon Legislature considers implementing recommended concepts

Recommended Consolidation Concepts

The CAC recommended concepts for allocating funding, recipient and project eligibility, and local oversight. These concepts were designed to streamline public transportation funding for transit providers while maintaining the intent of both programs.

Funding Allocations

The CAC recommends two options for allocation of funds:

	Concept - A	Concept - B
Similarities	<ul style="list-style-type: none"> • Uses STIF to backfill STF formula, by reducing each of the STIF funds proportionately • Then allocates 90% by formula, 5% by discretionary, 4% by intercommunity discretionary, and 1% to the Technical Resource Center • Maintains minimum base STF and STIF formula allocations at 2019-21 levels, adjusted by rate of growth/decline of consolidated fund as a whole • Adds 8th area of emphasis to STIF formula for services for older adults and people with disabilities • Eliminates STF discretionary grant program 	
Differences	<ul style="list-style-type: none"> • Formula portion of consolidated fund: <ul style="list-style-type: none"> › STF distributed by population at 2019-21 levels › Distributes remaining by share of payroll • Future STF legacy formula revenues (cigarette tax, non-highway gas tax and ID cards) distributed by population, adjusted by rate of growth/decline of consolidated fund 	<ul style="list-style-type: none"> • Formula portion of consolidated fund: <ul style="list-style-type: none"> › STF formula legacy revenues (cigarette tax, non-highway gas tax and ID cards) distributed by population › STIF backfill portion of STF formula and STIF formula is disbursed by share of payroll • Future STF legacy formula revenues distributed by population, adjusted by rate of growth/decline of legacy STF revenues

Funding Eligibility

Public transportation service providers throughout the state are eligible. At the lead agency’s discretion, private, for-profit, and non-profit providers are eligible direct or sub-recipients if they provide services for older adults or people with disabilities.

Administrative Rate

ODOT will take audited program administration and management costs off the top of the consolidated fund. ODOT can expend funds on projects of statewide significance and transit services that fill gaps in the statewide network.

Local Processes

The consolidated fund should require at least one local advisory committee to review and advise public transportation service providers on projects proposed for funding.

What’s Next

Upon endorsement by the OTC, ODOT and its partners will advance these recommended options for consideration during the 2020 legislative session. After the close of session, ODOT will update its rules as necessary.

Contact ODOT



For more information visit:
<https://www.oregon.gov/ODOT/RPTD/Pages/STF-STIF-Consolidation.aspx>