



**RESOLUTION NO. 2018-09**

**Acceptance of the SAMTD Project List for the  
Statewide Transportation Improvement Fund Plan**

**WHEREAS**, Section 122 of Keep Oregon Moving (Oregon House Bill 2017) established a new dedicated source of funding for expanding public transportation service in Oregon. This new funding source, derived from an employee payroll tax, is called the Statewide Transportation Improvement Fund, or STIF; and

**WHEREAS**, Rules were established to distribute moneys from the STIF Formula Fund to Qualified Entities under the provisions of OAR 732-042. Salem Area Mass Transit District (SAMTD) is the Qualified Entity (QE) for Marion and Polk Counties; and

**WHEREAS**, the SAMTD Board of Directors, as the governing body, appointed the STIF Advisory Committee to advise and assist the QE in prioritizing the projects in the STIF Plan;

**WHEREAS**, the STIF Advisory Committee met to review and ensure that the STIF Plan reflected a coordinated regional approach to Public Transportation Service; and consider the public transportation needs of people residing and traveling into and out of the geographic territory of the Qualified Entity; and

**WHEREAS**, the STIF Advisory Committee approved the STIF Plan for recommendation to the Board of Directors at their meeting on October 15, 2018.

**NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SALEM AREA MASS TRANSIT DISTRICT:**

**THAT** the Board accept the recommendation of the STIF Advisory Committee and adopt Resolution No. 2018-09 to approve the STIF Plan.

**ADOPTED** by the Board of Directors of the Salem Area Mass Transit District on this 25th day of October, 2018.

ATTEST:

  
\_\_\_\_\_  
President, SAMTD Board of Directors

  
\_\_\_\_\_  
Secretary, SAMTD Board of Directors





## BOARD MEETING MEMO

Agenda Item H.1

**To:** Board of Directors

**From:** Chris French, Senior Planner  
Steve Dickey, Director of Transportation Development

**Thru:** Allan Pollock, General Manager

**Date:** October 25, 2018

**Subject:** Adopt Resolution No. 2018-09 to Approve the STIF Plan

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### ISSUE

Shall the Board approve the STIF Plan as recommended by the Statewide Transportation Improvement Fund Advisory Committee with the adoption of Resolution No. 2018-09?

### BACKGROUND AND FINDINGS

The Cherriots Board of Directors formed the Statewide Transportation Improvement Fund Advisory Committee (STIFAC) pursuant to Oregon law for the purpose of advising and assisting the District in carrying out the purposes of the Statewide Transportation Improvement Fund (STIF). The STIF was created with the passage of House Bill 2017 in the 2017 Legislative Session.

Section 122 of House Bill 2017 provides statewide funding for public transportation service. Proceeds from the payroll tax will be deposited into the STIF. The Oregon Department of Revenue began assessing the tax July 1, 2018. The Oregon Department of Transportation (ODOT) will implement the Formula Fund program with 90 percent of these revenues distributed by formula to Qualified Entities. There are no match requirements for STIF Formula Funds.

Public Transportation Service Providers may receive STIF Formula Funds by requesting them through a Qualified Entity. A Public Transportation Service Provider (PTSP) is a City, County, Special District, Intergovernmental Entity or any other Political Subdivision or Municipality or Public Corporation that provides Public Transportation Services. Under statute, non-profit public transportation providers are not eligible to apply for or receive STIF moneys through Qualified Entities (QE), but may provide public transportation services as a vendor or contractor to either a Qualified Entity or a PTSP.

The STIFAC will prioritize and recommend projects that will go to the Board of Directors for approval. The District is the designated Qualified Entity for STIF monies received for PTSPs in Marion and Polk Counties. The PTSPs include Cherriots Local, Cherriots Regional, Woodburn Transit, and Silverton's Silver Trolley. The STIFAC may also advise the District Board regarding opportunities to coordinate STIF-funded projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service. The STIFAC reviewed and approved the proposed STIF Plan at their meeting on October 15, 2018; and will make a formal recommendation to the Board at their October 25, 2018 meeting.

### **Eligible Projects**

STIF funding may be used to finance investments and improvements in public transportation services, except for light rail capital expenses. STIF may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs including, but not limited to the following:

- Creation of new systems and services with origins, destinations or stops in Oregon;
- Maintenance or continuation of systems and services, under certain circumstances; and
- Planning for and development of a Local Plan or future STIF Plan to improve public transportation service.

STIF moneys are primarily intended to fund the expansion or improvement of public transportation in Oregon, and priority will be given to plans that improve or expand services.

According to the ODOT STIF fund website, "the majority of funding in this first funding cycle will be directed to improve or expand service. However, as services improve and expand, ongoing costs associated with operation and maintenance of the expansion will increase. OAR 732-040-0010(2)(b), which specifies that STIF funds may be used to maintain or continue systems and services, is directed to future scenarios where a Qualified Entity has expanded service by using STIF moneys and now needs to maintain that expansion. This section may also govern instances where one-time funds are no longer available (e.g., federal one-time discretionary funds, federal ARRA grant funds). STIF moneys are not intended to supplant local funding sources to maintain existing services. A STIF Plan that proposes to use STIF funding to replace local funding to maintain an existing service may result in denial of the funding request."

## Cherriots Supporting Plans for Expanded Service

As part of the STIF rules, all project that are proposed must identify the Local Plan(s) from which each Project was derived and identify the board, council, commission, or other governing body which approved the Local Plan.

- Salem-Keizer Transit Comprehensive System Analysis (CSA)
  - Adopted December 16, 2013 Cherriots Board of Directors
- Route Profiles Appendix - Salem-Keizer Transit CSA – 2014
  - Adopted December 16, 2013 Cherriots Board of Directors
- Salem-Keizer Transit Comprehensive Service Analysis - Final Report
  - Adopted June 26, 2014 Cherriots Board of Directors
- Vol. II of a Regional Transit Plan
  - Adopted February 25, 2016 Cherriots Board of Directors
- Coordinated Public Transit - Human Services Transportation Plan
  - Adopted August 25, 2016 Cherriots Board of Directors
- Cherriots 2017 Needs Assessment Report
  - Adopted December 14, 2017 Cherriots Board of Directors
- Woodburn Transit Plan Update
  - Adopted November 8, 2010 Woodburn City Council
- Silverton Transportation System Plan (TSP)
  - Adopted November 8, 2010 Silverton City Council

## Cherriots as the Qualified Entity

As the QE, Cherriots is responsible for submitting the application for the STIF formula funds, which is due to the ODOT Rail and Public Transportation Division by November 1, 2018. ODOT has provided an estimate of available revenues for 2019-2021. These funds are split by year, and by in-district and out-of-district for Marion and Polk Counties. In-district revenues are for use within the Salem-Keizer Urban Growth Boundary (UGB) which is the Salem Area Mass Transit District service area, Out-of-district revenues are to provide service outside the QE's service boundary. The application for the out-of-district funds will be divided between Cherriots Regional, City of Woodburn, City of Silverton, and Cherriots Local. Staff worked with the PTSPs to develop how the out-of-district moneys will be used and divided. ODOT requires two plans from the QE for each fiscal year; one at 100% expected tax revenue, and one at 130% expected tax revenue. **Tables 1 and 2** show the estimated revenues.

Table 1. ODOT Expected Tax Revenues 100% Estimates

Year	In District	Out of District To In District	Woodburn	Silverton	Cherriots Regional
2019	\$ 1,962,000	\$ 234,015	\$ 155,812	\$ 58,689	\$ 328,484
2020	\$ 4,455,000	\$ 514,698	\$ 353,728	\$ 133,238	\$ 722,024
2021	\$ 5,039,000	\$ 601,382	\$ 399,854	\$ 150,612	\$ 817,029

Table 2. ODOT Expected Tax Revenues 130% Estimates

Year	In District	Out of District To In District	Woodburn	Silverton	Cherriots Regional
2019	\$ 2,550,600	\$ 304,220	\$ 202,555	\$ 76,296	\$ 427,029
2020	\$ 5,791,500	\$ 691,207	\$ 459,846	\$ 173,209	\$ 939,740
2021	\$ 6,550,700	\$ 781,797	\$ 519,811	\$ 195,796	\$ 1,063,281

### Cherriots Local

The backbone of the Cherriots Local STIF plan consists of major service improvements to the system. The focal point of these improvements is the return of Saturday service. Within the STIF plan, Cherriots is also to provide extended evening service, Sunday service, and holiday service.

The 2019 funds for local service will be used for startup. The expanded service will require the hiring and training of new staff in order to start the new service in September of 2019. The remaining funds from 2019 will be used to create a reserve fund to ensure the viability of the service in the years to come. This decision is to protect the viability of the new service during periods of economic decline.

Six scenarios were developed for the in-district funds available for fiscal years 2019-2021. Two plans for each Fiscal Year were developed (100% plan and 130% plan).

- **Table 3** shows the proposed projects and the cost of each by year this includes the 100% and 130% break downs.
- **Tables 4 -7** are the proposed service for 2020-2021 based on the funds available. **Table 8** shows the number of revenue hours that will be added based the proposals for 2020 -2021.
- **Attachment A** includes maps of the proposed service levels for each scenario by year and percentage.

Table 3. STIF Funds Project List by Year and Percent for Local Service

Cherriots Local	2019		2020		2021	
	100% Plan	130% Plan	100% Plan	130% Plan	100% Plan	130% Plan
ODOT Funds Forecast	\$2,196,015	\$2,854,820	\$4,897,598	\$6,366,877	\$5,539,602	\$7,201,483
Saturday Service			\$2,377,190	\$2,803,110	\$2,464,479	\$2,910,771
Extended evenings			\$741,608	\$741,608	\$768,839	\$768,839
Sunday Service			\$1,256,103	\$1,664,672	\$1,302,226	\$2,235,652
Start up for extended service	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0
Route maintenance			\$230,114	\$394,481	\$238,563	\$408,966
Holiday Service			\$155,358	\$198,528	\$164,520	\$282,289
LIFT Service			\$398,576	\$398,576	\$404,718	\$404,718
Youth Fare Program			\$136,813	\$136,813	\$140,917	\$140,917
Reserves	\$1,196,015	\$1,854,820	\$0	\$29,089	\$55,339	\$49,331
Remaining Funds	\$0	\$0	-\$398,164	\$0	\$0	\$0

Table Key:

No added service or no change to current service
Added service from the 100% plans

**Table 4. Cherriots Local Service Plan 100% 2020**

<b>Local Routes</b>	<b>Saturday</b>	<b>Sunday/ Holiday</b>	<b>Evenings</b>
2	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
3	6am - 9pm 60min	7am - 8pm 60min	10pm-11pm 60min
4	6am - 9pm 60min	7am - 8pm 60min	10pm-11pm 60min
5	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
6	6am - 9pm 60min	No Service	No change
7	6am - 9pm 30min	7am - 8pm 30min	10pm-11pm 30min
8	6am - 9pm 60min	7am - 8pm 60min	10pm-11pm 60min
9	6am - 9pm 60min	7am - 8pm 60min	No change
11	6am - 9pm 30min	7am - 8pm 30min	10pm-11pm 30min
12	No Service	No Service	No change
13	6am - 9pm 60min	No Service	10pm-11pm 60min
14	No Service	No Service	No change
16	6am - 9pm 60min	No Service	No change
17	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
18	6am - 9pm 60min	No Service	10pm-11pm 60min
19	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
21	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
22	No Service	No Service	No change
23	No Service	No Service	No change
26	No Service	No Service	No change
27	No Service	No Service	No change

Table 5. Cherriots Local Service plan 130% 2020

Local Routes	Saturday	Sunday/ Holiday	Evenings
2	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
3	6am - 9pm 60min	7am - 8pm 60min	10pm-11pm 60min
4	6am - 9pm 60min	7am - 8pm 60min	10pm-11pm 60min
5	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
6	6am - 9pm 30min	7am - 8pm 60min	No change
7	6am - 9pm 30min	7am - 8pm 30min	10pm-11pm 30min
8	6am - 9pm 60min	7am - 8pm 60min	10pm-11pm 60min
9	6am - 9pm 60min	7am - 8pm 60min	No change
11	6am - 9pm 30min	7am - 8pm 30min	10pm-11pm 30min
12	6am - 9pm 60min	No Service	No change
13	6am - 9pm 60min	7am - 8pm 60min	10pm-11pm 60min
14	6am - 9pm 60min	No Service	No change
16	6am - 9pm 60min	7am - 8pm 60min	No change
17	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
18	6am - 9pm 60min	No Service	10pm-11pm 60min
19	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
21	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
22	6am - 9pm 60min	No Service	No change
23	6am - 9pm 60min	No Service	No change
26	6am - 9pm 60min	No Service	No change
27	6am - 9pm 60min	No Service	No change

Table 6. **Cherriots Local Service Plan 100% 2021**

<b>Local Routes</b>	<b>Saturday</b>	<b>Sunday/ Holiday</b>	<b>Evenings</b>
2	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
3	6am - 9pm 60min	7am - 8pm 60min	10pm-11pm 60min
4	6am - 9pm 60min	7am - 8pm 60min	10pm-11pm 60min
5	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
6	6am - 9pm 60min	No Service	No change
7	6am - 9pm 30min	7am - 8pm 30min	10pm-11pm 30min
8	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
9	6am - 9pm 60min	7am - 8pm 60min	No change
11	6am - 9pm 30min	7am - 8pm 30min	10pm-11pm 30min
12	No Service	No Service	No change
13	6am - 9pm 60min	No Service	10pm-11pm 60min
14	No Service	No Service	No change
16	6am - 9pm 60min	No Service	No change
17	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
18	6am - 9pm 60min	No Service	10pm-11pm 60min
19	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
21	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
22	No Service	No Service	No change
23	No Service	No Service	No change
26	No Service	No Service	No change
27	No Service	No Service	No change

**Table 7. Cherriots Local Service Plan 130% 2021**

<b>Local Routes</b>	<b>Saturday</b>	<b>Sunday/ Holiday</b>	<b>Evenings</b>
2	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
3	6am - 9pm 60min	7am - 8pm 60min	10pm-11pm 60min
4	6am - 9pm 60min	7am - 8pm 60min	10pm-11pm 60min
5	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
6	6am - 9pm 30min	7am - 8pm 60min	No change
7	6am - 9pm 30min	7am - 8pm 30min	10pm-11pm 30min
8	6am - 9pm 60min	7am - 8pm 60min	10pm-11pm 60min
9	6am - 9pm 60min	7am - 8pm 60min	No change
11	6am - 9pm 30min	7am - 8pm 30min	10pm-11pm 30min
12	6am - 9pm 60min	7am - 8pm 60min	No change
13	6am - 9pm 60min	7am - 8pm 60min	10pm-11pm 60min
14	6am - 9pm 60min	7am - 8pm 30min	No change
16	6am - 9pm 60min	7am - 8pm 60min	No change
17	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
18	6am - 9pm 60min	7am - 8pm 60min	10pm-11pm 60min
19	6am - 9pm 30min	7am - 8pm 30min	10pm-11pm 60min
21	6am - 9pm 30min	7am - 8pm 60min	10pm-11pm 60min
22	6am - 9pm 60min	7am - 8pm 60min	No change
23	6am - 9pm 60min	7am - 8pm 60min	No change
26	6am - 9pm 60min	7am - 8pm 60min	No change
27	6am - 9pm 60min	7am - 8pm 60min	No change

**Table 8. Cherriots Local Service Plan Revenue Hour Increase**

Service Expansion	2020		2021	
	100% Revenue Hour Totals	130% Revenue Hour Totals	100% Revenue Hour Totals	130% Revenue Hour Totals
Weekend	<b>27,852</b>	<b>34,249</b>	<b>27,852</b>	<b>38,054</b>
Extended Evenings	<b>5,685</b>	<b>5,685</b>	<b>5,685</b>	<b>5,685</b>
Holidays	<b>1,112</b>	<b>1,421</b>	<b>1,112</b>	<b>1,908</b>

## Cherriots Regional

The Cherriots Regional system will receive enhanced service with the incoming STIF funds.

- **Table 9** shows the proposed projects and the cost of each by year to include the 100% and 130% break downs.
- **Tables 10-13** below show the planned service enhancements by year and by percent funding available (100% or 130% of predicted allocation).
- **Table 14** shows the number of revenue hours that will be added based the regional proposals for 2020 -2021.
- In **Attachment B** are maps of the proposed service levels for each scenario by year and percentage.

Table 9. **STIF Funds Project List by Year and Percent for Regional Service**

Cherriots Regional	2019		2020		2021	
	100% Plan	130% Plan	100% Plan	130% Plan	100% Plan	130% Plan
Total Regional (forecast from ODOT)	<b>\$328,484</b>	<b>\$427,029</b>	<b>\$746,337</b>	<b>\$970,238</b>	<b>\$844,151</b>	<b>\$1,097,397</b>
Cherriots Regional Saturday Contracted			\$150,915	\$150,915	\$153,241	\$153,241
Cherriots Regional Weekday Contracted			\$227,486	\$455,058	\$344,401	\$574,698
Cherriots Regional Holiday Contracted			\$0	\$0	\$0	\$19,488
B Class Bus	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000
Cherriots Local/Regional Saturday (1X)			\$26,612	\$26,612	\$27,589	\$27,589
Cherriots Local/Regional Weekday			\$61,572	\$61,572	\$63,833	\$63,833
Cherriots Local/Regional Holiday			\$0	\$0	\$0	\$3,483
Startup Cost	\$100,000	\$100,000	\$0	\$0	\$0	\$0
Youth Fare			\$2,096	\$2,096	\$2,159	\$2,159
Reserves	\$8,484	\$107,029	\$57,655	\$53,984	\$32,928	\$32,906
Transfer to Capitol Fund						
<b>Remaining Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Table 10. Cherrriots Regional Planned Service Enhancements - 100% 2020**

<b>Regional Routes</b>	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday/ Holiday</b>
1X	+1 Round trip	2 Round trips	N/A
10X	+2 Round trips	4 Round trips	N/A
20X	N/A	4 Round trips	N/A
30X	N/A	2 Gates Round trips	N/A
40X	+2 Round trips	4 Round trips	N/A
50X	+2 Round trips	N/A	N/A
80X	N/A	N/A	N/A
PCF	N/A	N/A	N/A

**Table 11. Cherrriots Regional Planned Service Enhancements - 130% 2020**

<b>Regional Routes</b>	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday/ Holiday</b>
1X	+1 Round trip	2 Round trips	N/A
10X	+2 Round trips	4 Round trips	N/A
20X	N/A	4 Round trips	N/A
30X	N/A	2 Gates Round trips	N/A
40X	+3 Round trips	4 Round trips	N/A
50X	+2 Round trips	N/A	N/A
80X	+5 Round Trips	N/A	N/A
PCF	+1 Round trip	N/A	N/A

**Table 12. Cherrriots Regional Planned Service Enhancements - 100% 2021**

<b>Regional Routes</b>	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday/ Holiday</b>
1X	+1 Round trip	2 Round trips	N/A
10X	+2 Round trips	4 Round trips	N/A
20X	N/A	4 Round trips	N/A
30X	+1 Stayton Round Trip	2 Gates Round trips	N/A
40X	+3 Round trips	4 Round trips	N/A
50X	+2 Round trips	N/A	N/A
80X	N/A	N/A	N/A
PCF	N/A	N/A	N/A

Table 13. **Cherriots Regional Planned Service Enhancements - 130% 2021**

Regional Routes	Weekday	Saturday	Holiday
1X	+1 Round trip	2 Round trips	2 RT (6 holidays)
10X	+2 Round trips	4 Round trips	4 RT (6 holidays)
20X	N/A	4 Round trips	4 RT (6 holidays)
30X	+1 Stayton Round Trip	2 Gates & 2 Stayton Round trips	2 Gates & 2 Stayton RT (6 holidays)
40X	+4 Round trips	4 Round trips	4 RT (6 holidays)
50X	+3 Round trips	N/A	N/A
80X	+5 Round Trips	N/A	N/A
PCF	+1 Round trip	N/A	N/A

Table 14. **Cherriots Regional Additional Revenue Hours**

Service Expansion	2020		2021	
	100% Revenue Hour Totals	130% Revenue Hour Totals	100% Revenue Hour Totals	130% Revenue Hour Totals
Weekend	<b>1,762</b>	<b>1,762</b>	<b>1,762</b>	<b>1,942</b>
Weekday	<b>2,656</b>	<b>5,313</b>	<b>3,960</b>	<b>6,608</b>
Holidays	<b>0</b>	<b>0</b>	<b>0</b>	<b>224</b>

### Cherriots Fares

The Cherriots fare structure has not changed since January 2015. Some changes are proposed to coincide with the service enhancements planned to begin in September, 2019. These changes propose a lower fare to youth ages 6-18, simplify the Cherriots Regional fare structure, and establish a universal day pass that will allow passengers to ride all Cherriots services for one low price of \$5.00.

**Table 15** provides details of each fare category and the change from the current rates to the proposed July, 2019 rates. **RED** indicates a drop in price and **GREEN** indicates an increase in fare. The approval of the fare structure will go through the District's ordinance process for the board to formally adopt the proposed fare changes.

Table 15. **Current and Proposed (July, 2019) Fares**

		<u>Current Fare</u>	<u>Proposed Fare</u>
<b><i>CHERRIOTS LOCAL</i></b>			
One-ride	Full	\$1.60	\$1.60
	Reduced	\$0.80	\$0.80
	Youth (6-18)	\$0.80	\$0.50
Day pass	Full	\$3.25	\$3.25
	Reduced	\$1.50	\$1.50
	Youth (6-18)	\$1.50	\$1.00
30-day pass	Full	\$45.00	\$45.00
	Reduced	\$22.50	\$22.50
	Youth (6-18)	\$22.50	\$10.00
Summer youth pass	Youth (6-18)	\$40.00	\$25.00
Annual pass	Full	\$540.00	\$540.00
	Reduced	\$270.00	\$270.00
	Youth (6-18)	\$270.00	\$120.00

***CHERRIOTS REGIONAL (excluding Route 1X)***

One-ride	Full	\$2.25	\$2.50
	Reduced	\$1.50	\$1.25
	Youth (6-18)	\$1.50	\$1.00
Day pass	Full	\$4.50	Discontinued
	Reduced	\$3.00	Discontinued
	Youth (6-18)	\$3.00	Discontinued
Month pass	Full	\$60.00	Discontinued
	Reduced	\$30.00	Discontinued
	Youth (6-18)	\$30.00	Discontinued

**Current Fare      Proposed Fare**

***CHERRIOTS ROUTE 1X***

One-ride	Full	\$3.00	\$2.50
	Reduced	\$1.50	\$1.25
	Youth (6-18)	\$1.50	\$1.00

***CHERRIOTS UNIVERSAL***

Day pass	Full	N/A	\$5.00
	Reduced	N/A	\$2.50
	Youth (6-18)	N/A	\$2.00

Month pass	Full	\$85.00	\$75.00
	Reduced	\$42.50	\$37.50
	Youth (6-18)	\$42.50	\$30.00

***CHERRIOTS LIFT***

One-ride	Full	\$3.20	\$3.20
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***CHERRIOTS SHOP AND RIDE DAR***

One-ride	Full	\$3.20	\$3.20
10-ride	Full	\$32	\$32

***CHERRIOTS SHOP AND RIDE SS***

One-ride	Full	\$1.25	\$1.25
10-ride	Full	\$12.50	\$12.50

## City of Woodburn

The City of Woodburn operates fixed-route and dial-a-ride transit services five days a week within its city boundaries. Some non-emergent medical trips go outside to hospitals in other regions. The City is proposing seven projects to improve transit to their residents.

**Table 16** shows the proposed projects and the cost of each by year; this includes the 100% and 130% break downs.

Table 16. **STIF Funds Project List by Year and Percent for Woodburn Service**

Woodburn	2019		2020		2021	
	100% Plan	130% Plan	100% Plan	130% Plan	100% Plan	130% Plan
Total Forecast	\$ 155,812	\$ 202,555	\$ 353,728	\$ 459,846	\$ 399,854	\$ 519,811
Transfers to Capital Fund		\$ 46,744	\$ 110,000	\$ 182,118	\$ 130,000	\$ 213,956
Vehicle Purchase 1	\$ 125,000	\$ 125,000				
Weekend Service			\$ 60,000	\$ 60,000	\$ 65,000	\$ 65,000
Expanded Fixed Route			\$ 160,000	\$ 160,000	\$ 170,000	\$ 170,000
Weekend Expanded Fixed Route				\$ 34,000	\$ 36,000	\$ 36,000
<b>TOTAL EXPENDITURES</b>	<b>\$ 125,000</b>	<b>\$ 125,000</b>	<b>\$ 220,000</b>	<b>\$ 254,000</b>	<b>\$ 271,000</b>	<b>\$ 271,000</b>
Add to Reserves	\$ 30,812	\$ 30,811	\$ 23,728	\$ 23,728	\$ 34,854	\$ 34,854
OPERATING FUND BALANCE	\$ 30,812	\$ 30,811	\$ 54,540	\$ 54,539	\$ 53,394	\$ 89,394

Capital Fund	2019		2020		2021	
	100% Plan	130% Plan	100% Plan	130% Plan	100% Plan	130% Plan
Transfers In		\$ 46,744	\$ 110,000	\$ 182,118	\$ 130,000	\$ 213,956
Vehicle Purchase 2					\$ 240,000	\$ 240,000
Vehicle Purchase 3						\$ 202,818
CAPITAL FUND BALANCE	\$ -	\$ 46,744	\$ 110,000	\$ 228,862	\$ -	\$ -

## City of Silverton

The City of Silverton operates a dial-a-ride transit service five days a week called the Silver Trolley. They have applied for STIF funds in order to expand this service, market it to a wider audience, and to provide for a permanent coordinator/driver position.

**Table 17** shows the proposed projects and the cost of each by year this includes the 100% and 130% break downs.

**Table 17. STIF Funds Project List by Year and Percent for Silverton Service**

Silverton	2019		2020		2021	
	100% Plan	130% Plan	100% Plan	130% Plan	100% Plan	130% Plan
<ul style="list-style-type: none"> <li>• (forecast from ODOT)</li> <li>• Based on agreed upon split</li> </ul>						
Total Silverton	\$58,689	\$76,296	\$133,238	\$173,209	\$150,612	\$195,796
Added Silver Trolley Hours			\$37,000	\$37,000	\$38,110	\$38,110
Silver Trolley driver/coordinator			\$50,000	\$50,000	\$51,500	\$51,500
Market Silver Trolley Service			\$3,000	\$3,000	\$3,090	\$3,090
City of Silverton Transit Study	\$50,000	\$50,000	\$25,000	\$50,000	\$0	\$0
Reserves	\$5,869	\$7,630	\$13,324	\$17,321	\$15,061	\$19,580
Carry Forward to next Biennium	\$2,820	\$18,666	\$4,914	\$15,888	\$42,851	\$83,516

## Cherriots Remaining Unmet Needs

- Current Local routes not operating 7 day a week at the 2021 130% plan:
  - 6 Fairview Industrial
  - 9 Cherry / River Road
  - 12 Hayesville Drive
  - 14 Windsor Island Road
  - 16 Wallace Road
  - 22 Library Loop
  - 23 Lansing / Hawthorne
  - 26 Glen Creek / Orchard Heights
  - 27 Glen Creek / Eola
- Expanded coverage
  - West Salem
  - D Street
  - Walmart on Turner Road
  - Fisher Road
  - River Road South
  - South Salem
- Additional cities – Portland, Albany and small cities in Marion and Polk counties with no current service
- More shelters and seating
- Fare changes and additional payment options such as *eFare*

## FINANCIAL IMPACT

The proposed additions of service, reduced fares, and capital purchases made possible by HB2017 have a cost, but will be fully funded by the STIF funding. The STIF Plan annualized total costs presented here range from an estimated \$2,739,000 for funding the 100% Plan in FY2019 to an estimated \$9,014,487 for funding the 130% Plan in FY2021. The following charts provide a summary of these costs.

<b>100% Plan Annualized Costs</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>
ODOT Funds Forecast	\$2,739,000	\$6,130,901	\$6,934,219
Start up for extended service	\$1,100,000	\$0	\$0
Extended service	\$0	\$5,935,535	\$6,260,110
Vehicle purchases	\$345,000	\$220,000	\$460,000
Reduced youth fares - Cherriots	\$0	\$138,909	\$143,076
Transit Study - Silverton	\$50,000	\$25,000	\$0
Carry forward - Silverton	\$2,820	\$4,914	\$42,851
Reserves	\$1,241,180	(\$193,457)	\$28,182
Remaining Funds	\$0	\$0	\$0

<b>130% Plan Annualized Costs</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>
ODOT Funds Forecast	\$3,560,700	\$7,970,170	\$9,014,487
Start up for extended service	\$1,100,000	\$0	\$0
Extended service	\$0	\$7,239,133	\$8,217,267
Vehicle purchases	\$345,000	\$220,000	\$662,818
Reduced youth fares - Cherriots	\$0	\$138,909	\$143,076
Transit Study - Silverton	\$50,000	\$50,000	\$0
Carry forward - Silverton	\$18,666	\$15,888	\$83,516
Reserves	\$2,047,034	\$306,240	(\$92,190)
Remaining Funds	\$0	\$0	\$0

## RECOMMENDATION

The STIF Advisory Committee recommends that the Board adopt the STIF Plan as presented.

## **PROPOSED MOTION**

**I move that the Board accept the STIF Plan as recommended by the STIF Advisory Committee; and adopt Resolution NO. 2018-09; and direct the General Manager to submit the STIF Plan Application to ODOT by the November 1, 2018 deadline.**