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BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR LINN COUNTY

IN THE MATTER OF ADOPTING THE 2021-  
2023 LINN COUNTY STATEWIDE  
TRANSPORTATION IMPROVEMENT FUND  
PLAN AND DELEGATE AUTHORITY TO  
EXECUTE ORIGINALS

RESOLUTION &  
ORDER NO. 2021-028  
(STIF Plan Approval)

COMES NOW, Mark Volmert, the Linn County Public Transit Coordinator, in a regularly scheduled and duly advertised meeting on January 26, 202~~0~~<sup>1</sup>, and respectfully requests that the Board of County Commissioners for Linn County (Board) formally approve and adopt the 2021-2023 Linn County Statewide Transportation Improvement Fund (STIF) Plan; and

WHEREAS, OAR 732-42-0015 requires Linn County, as a Qualified Entity, to adopt a written STIF Plan to establish a list of projects for public transportation located within Linn County's area of responsibility to guide STIF Formula Fund investments; and

WHEREAS, The Linn County Transportation Advisory Committee (TAC) has, in accordance with OAR 732-42-0020, carefully reviewed all STIF project proposals received from public transportation providers within Linn County; and

WHEREAS, TAC considered all of the criteria listed in OAR 732-42-0020(5) when reviewing the STIF project proposals and established its proposed 2021-2023 Linn County STIF Plan, as described in the attached Exhibit 1, based on that review; and

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1 WHEREAS, On January 12, 2021, in accordance with OAR 732-042-0020(6), Mark Volmert  
2 consulted with the Board on behalf of TAC to ensure that the proposed STIF Plan reflected a coordinated  
3 regional approach to Public Transportation Service that considered the public transportation needs of people  
4 residing and traveling into and out of Linn County, as well as larger regional population centers, and to ensure  
5 that interested parties have had the opportunity to review and comment on the proposed STIF Plan; and

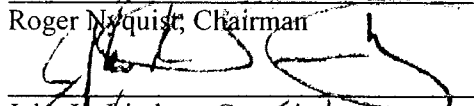
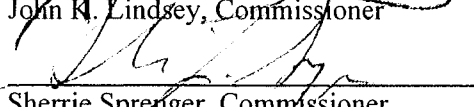
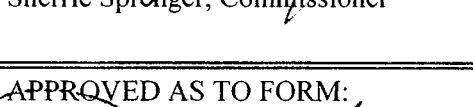
6 WHEREAS, The proposed 2021-2023 Linn County STIF Plan requires formal adoption by the Board  
7 prior to submission to the Oregon Department of Transportation (ODOT); now, therefore, be it



8 *RESOLVED*, That the 2021-2023 Linn County STIF Plan as outlined in Exhibit 1 is hereby approved  
9 and adopted; and

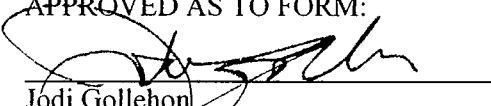
10 *RESOLVED*, That Roger Nyquist, Board Chair, is hereby granted authority to sign the STIF Plan  
11 Certification of Agreement, attached hereto as Exhibit 2, on behalf of the County; and

12 *ORDERED*, That Mark Volmert submit the 2021-2023 Linn County STIF Plan to ODOT on behalf of  
13 the County, and that a copy of the STIF Plan, bearing this Resolution and Order number, be returned to the  
14 Linn County Board of Commissioners for filing.

15 Resolved this 26<sup>th</sup> day of January, 2021.

BOARD OF COUNTY COMMISSIONERS FOR LINN COUNTY		
	AYE	NO
 Roger Nyquist, Chairman	X	
 John K. Lindsey, Commissioner	X	
 Sherrie Sprenger, Commissioner	X	

23 APPROVED AS TO CONTENT:  
24   
Darrin L. Lane  
25 Linn County Administrative Officer  
26   
27 Mark Volmert  
Linn County Public Transit Coordinator

APPROVED AS TO FORM:  
  
Jodi Gollehon  
Deputy County Attorney for Linn County



**EXHIBIT 1**

**2021-2023 STIF Resources  
Linn County TAC Dec. 29, 2020 Recommended Allocations  
Discussed by the BOC on January 12, 2021  
And Included in the STIF Plan**

**Resources:**

2018-2021 Revenue that exceeds Dec. 2018 Estimate	\$475,000
2018-2021 Carry Forward Estimate	\$950,000
ODOT October 2020 Estimate of 2021-2023 Revenue ODOT estimate is \$3,890,00 10% (\$389,000) subtracted to be conservative about the economy/potential less tax revenue and placed in contingency (reserve) account	\$3,501,000
Estimated Available Resources Does not include \$498,000 carry forward contingency (reserve) funds set aside in 2018-2021 and not spent	\$4,926,000

**TAC Recommended Allocations:**

**Linn Shuttle: \$810,000**

Adds two weekday round trips to fill mid-day service gaps. Maintains the 2019-2021 expanded hours (last trip from Albany is 9:00pm instead of 6:30pm and this particularly assists LBCC students with evening classes); as well as Saturday service SH-Lebanon-Albany. Adds two additional round trips per day.

**Sweet Home Dial-A-Bus: \$550,000**

Maintains the 2019-2021 increase in "Shopper" (deviated fixed route) service from 8 hours a day to 16 and Saturday service which provides some service to high school students in the late afternoon (this meets STIF requirements to serve students in grades 9-12 "if practicable"). Adds a third day of weekday service to Cascadia (two round trips a day). Adds Saturday service to Cascadia. Adds Saturday Dial-A-Bus service. The additional Saturday "Shopper" service to Cascadia and the additional Saturday service of the Dial-A-Bus particularly serves low income residents in rural areas and provides, with a link to the Linn Shuttle, service to Lebanon and Albany.

## EXHIBIT 1

### **Lebanon Dial-A-Bus: \$1,123,000 total**

Maintains the deviated fixed route pilot program; maintains the 2019-2021 Saturday service of the deviated fixed route service and Dial-A-Bus service; maintains the extended hours for the deviates fixed route and Dial-A-Bus service; and the expansion of Dial-A-Bus service beyond the city boundaries. Expands Dial-A-Bus service from 3 miles outside city boundaries to 5 miles. \$718,000.

Adds new Dial-A-Bus service to outlying areas such as Brownsville and Scio. \$265,000 which the TAC has discussed with Lebanon for many years.

Purchase of 15 passenger small bus. \$140,000

### **Linn-Benton Loop: \$675,000**

Approximate doubling of existing service, consistent with 2019 Linn-Benton Loop Transportation Development Plan and matched with equal Benton County STIF funds, with an emphasis on service to the general public (particularly low income residents). Expanded evening service to better serve LBCC. Funds the shift of \$75,000 in STF and Section 5310 resources, matched with equal Benton County funds, to more appropriate programs serving seniors and persons with disabilities.

### **Albany Transit System: \$900,000**

Implements service expansion envisioned in the Albany Transit Development Plan (from 20 hours a day to approximately 36 hours a day). Benton County will provide \$150,000 related to increased service to North Albany. Albany will contribute \$100,000 per year of federal Section 5307 funds related to this expansion of service.

### **Albany Dial-A-Bus (Software): \$80,000**

Scheduling software and hardware for mobile management service.

### **Albany Dial-A-Bus (Operations): \$35,500**

Expands paratransit service by 1.5 hours per day to provide the required increased ADA service related to the expansion of Albany Transit System service.

### **Oregon Cascades West Council of Governments: \$30,625**

Support on-going AVL technology, centralized website and administration/coordination of the OCWCOG Seamless Transit project.

## EXHIBIT 1

### **Linn County DD 53 Local Match: \$50,000**

Maintains local 35% match funding for Medicaid Title XIX DD53 transportation for people with intellectual/developmental disabilities. Limited in 2021-2023 to Lebanon transportation program.

### **Linn County Program Development and Administration: \$216,000 total**

Provides program and project planning, development and coordination services similar to 2019-2021 (and six prior years of funding through Section 5310 Mobility Management grants) at the same cost as 2013-2015. \$60,000.

Provides funds for administrative services including support from County departments. \$156,000.

### **Total Recommended Allocations: \$4,470,125**

### **Unallocated/contingency (reserve): \$455,875**

#### **Contingency (Reserve) Account**

\$389,000 10% subtracted from ODOT 2021-2023 estimated revenue

\$455,875 unallocated from total funds available in 2021-2023

\$498,000 2018-2021 contingency (reserve) account carried forward

\* \$300,000 added in STIF Plan to provide budget flexibility in the event additional STIF funds become available.

**FY 2021-2023 Statewide Transportation Improvement Fund  
Formula Fund STIF Plan Certification of Agreement**

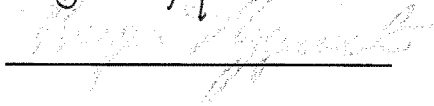
This STIF Plan submitted by Linn County, a Qualified Entity, serves as a legally binding agreement between the Qualified Entity and the State of Oregon, acting by and through its Department of Transportation.

By signing below, I certify that I am authorized to execute this STIF Plan on behalf of Linn County, a Qualified Entity as defined in ORS 184.752 (2), under the direction or approval of the Qualified Entity's Governing Body, and to legally bind the Qualified Entity.

I further acknowledge and represent on behalf of the Qualified Entity each of the following:

- The Qualified Entity, through its agents, officers or employees responsible to administer the STIF Plan and oversee completion of the projects included in the STIF Plan, has read and understands ORS 184.751 through ORS 184.766 and OAR chapter 732, divisions 40 and 42;
- The Qualified Entity agrees to be bound by ORS 184.751 through ORS 184.766 and OAR chapter 732, divisions 40 and 42 and any other laws applicable to STIF Formula Fund program administration and to the completion of the projects described in this STIF Plan;
- The associated STIF Plan is complete and includes all of the required documentation and information;
- The STIF Plan does not contain and is not based on any false or fraudulent information;
- The STIF Plan does not contain any statement or representation that is untrue in whole or part;
- The STIF Plan does not omit information that could have a material effect on the value, validity or authenticity of the STIF Formula Fund distributions made to the Qualified Entity;
- The Qualified Entity agrees to deliver the project(s) described in this STIF Plan within the identified timelines; and
- The Qualified Entity understands that it may request STIF Formula Fund distributions from the Oregon Department of Transportation after the Oregon Transportation Commission has approved the STIF Plan, but may not make a request prior to July 1, 2021.

Name of authorized representative: Roger Nyquist

Authorized representative signature: 

Date of authorized representative's certification, acknowledgement and representation: 1-26-2021

Name of authorized representative: \_\_\_\_\_

Authorized representative signature: \_\_\_\_\_

Date of authorized representative's certification, acknowledgement and representation: \_\_\_\_\_