

Special Transportation Fund

Funding from the Oregon Special Transportation Fund (STF) Program is available to maintain or improve transportation services for seniors 60 years of age and older and/or persons of any age with disabilities.

Eligible applicants include public entities and public or private non-profit corporations. Eligible projects include maintenance of existing transportation programs and services for the elderly and people with disabilities; expansion or creation of such programs and services; transportation capital items; and planning and development of transportation services for the elderly and people with disabilities.

In Linn County STF funds are leveraged by many programs as the source of local match required for federal and state grants (ranging from 45% local/55% federal to 10% local/90% federal). STF funds are also used to support transportation services provided by local volunteer-based programs.

The program has long been funded through cigarette taxes (two cents of the current total tax of \$1.31 per pack), the sale of DMV identification cards and off-road fuel tax allocated to counties and transit districts based on population.

Beginning in 2009 the Legislative Assembly provided, through the state's general fund, additional funds for the Special Transportation Operations (STO) program. It was similar to the STF program except that funds could not be used for capital projects. This funding was not consistent. In 2009-2011 it was \$10 million; in 2011-2013 it was \$2 million; and in 2013-2015 it was \$2 million.

In 2015 the Legislative Assembly folded the General Fund allocation for the STO program into the STF program. In 2015-2017 and 2017-2019 the Legislative Assembly allocated approximately \$10 million in general funds to the STF program.

2019-2020 STF Allocations Approved by Linn County *

	2018-2019 Allocation	2019-2020 Request	2019-2020 Approved Allocations
Lebanon Dial-A-Bus	\$46,082	\$43,082	\$43,082
SH Dial-A-Bus	\$23,500	\$23,500	\$23,500
Linn Shuttle	\$101,000	\$98,000	\$98,000
COG Sen/Dis Service	\$16,000	\$16,000	\$16,000
Volunteer Caregivers	\$21,329	\$21,329	\$21,329
OMRS	\$5,000	\$5,000	\$5,000
Sunshine Industries	\$5,000	\$5,000	\$5,000
Chamberlin House	\$5,000	\$5,000	\$5,000
Linn-Benton Loop	\$17,000	\$24,000	\$24,000
Albany Call-A-Ride	\$25,000	\$25,000	\$25,000
Benton County D-A-B	\$3,000	\$3,000	\$3,000

Title XIX DD53 Match pilot project	\$70,205	-0-	-0-
All programs	<u>\$332,116</u>	<u>\$268,911</u>	<u>\$268,911</u>
Contingency	(\$40,000)	\$24,546	\$24,546

* These allocations are based on the biennial target allocations published by ODOT in October 2018 and are subject to revision depending on the actual funding approved by the Legislative Assembly.

Federal Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

The Federal Section 5310 program provides formula funding to states to assist programs in meeting the transportation needs of seniors and people with disabilities when the transportation service provided is unavailable, insufficient or inappropriate to meet these needs. The program funds eligible capital, contract service and preventive maintenance projects.

Federal law allocates 60% of the Federal Transit Administration's Section 5310 funds to large urban areas, 20% to small urban areas and 20% to small city/rural areas.

In addition to the federal allocation formula allocation, Oregon has for many years supplemented Section 5310 funds with flexible Federal Highway Administration Surface Transportation Program (STP) funding. In recent years as much as 88% of Section 5310 funding distributed by Oregon to local transportation programs has come from the ODOT STP transfer.

Starting in 2009-2011 ODOT moved from a statewide competitive grant process to a local decision-making process with funds allocated by ODOT on a formula basis to transit districts, counties and Native American Tribes for their allocation to local transportation programs (subject to the final review of ODOT to ensure compliance with state and federal laws and regulations). When funds are available ODOT allocates a small amount of Section 5310 funds through a statewide competitive grant program.

Linn County is allocated Section 5310 funds from (1) the transfer of STP funds; and (2) the 20% small urban area allocation (which must be used to provide service to the Albany urban area).

2019-2021 Section 5310 Allocations

Total of \$827,745: \$623,206 County area plus \$204,539 Albany UZA Area

Amounts listed are the net federal funds requested from ODOT after subtracting the required local match

Vehicle Preventive Maintenance

\$164,758 City of Lebanon Dial-A-Bus (\$25,997 for 7 vehicles), Senior Citizens of Sweet Home/Linn Shuttle and Sweet Home Dial-A-Bus (\$96,663 for 16 vehicles), Chamberlin House (\$12,768 for 11 vehicles), Oregon Mennonite Residential Services (\$9,076 for 3 vehicles) and Sunshine Industries (\$20,254 for 16 vehicles).

Purchase of New Vehicles

\$305,082 Senior Citizens of Sweet Home/Linn Shuttle: One propane fueled bus (35 passenger + 2 wheelchair positions capacity) and one propane fueled bus (24 passengers + 2 wheelchair positions).

Purchase Service (Operations)

\$357,905 Senior Citizens of Sweet Home/Linn Shuttle \$153,366 to continue the "Lebanon Express" between Lebanon-LBCC/Albany that started in 2013-2015.

Linn-Benton Loop **Albany UZA Section 5310 funding** \$59,000 to continue additional service between Corvallis and LBCC that started in 2013-2015.

City of Albany Call-A-Ride **Albany UZA Section 5310 funding** \$145,539 to help support on-going demand response service in Albany.