



## **AGENDA**

### *Middle Rogue Metropolitan Planning Organization* **Technical Advisory Committee**

**Date:** *Thursday, June 7, 2018*

**Time:** *1:30 p.m.*

**Location:** *Courtyard Conference Room, Grants Pass City Hall  
101 NW "A" Street, Grants Pass, OR*

**Transit:** *served by JCT Routes #35, 40, 50, 80 and the Rogue Valley  
Commuter Line*

**Contact:** *Stephanie Thune, RVCOG: 541-423-1368*

*MRMPO website: [www.mrmppo.org](http://www.mrmppo.org)*

1	Call to Order / Introductions / Review Agenda	John Vial, Chair
2	Review / Approve Minutes	Chair
Attachment	#1   MRMPO TAC Draft Minutes 05/03/18	
Action Items		
3	2018-2021 Transportation Improvement Program (TIP) Amendment	Ryan MacLaren
Background	The TAC is being asked to make a recommendation to the Policy Committee on the proposed TIP amendment. The 21-day public comment period and public hearing was advertised on or before May 30 in the Medford Mail Tribune, Rogue River Press, and Grants Pass Daily Courier; information is currently available on the MRMPO website.	
Attachment	#2   Memo: RTP/TIP Amendments	
Action Requested	Forward recommendation to Policy Committee.	

Discussion Items		
<b>4</b>	<b>STIF Transit Funding Update</b>	<b>Scott Chancey / Jennifer Boardman</b>
<i>Background</i>	HB2017 Statewide Transportation Improvement Fund (STIF) Rules Advisory Committee recommended rules will be going before OTC in early June. The attachment and slides will provide an overview of the suggested rules, timeline on funding availability and the impacts to transit in SW Oregon.	
<i>Attachment</i>	<b>#3</b>   STIF Presentation <b>#4</b>   STIF Overview Sheet <b>#5</b>   STIF Formula Fund Allocation Estimates <b>#6</b>   STIF Qualified Entities Map	
<i>Action Requested</i>	Information only.	
<b>5</b>	<b>Public Comment</b> <i>*Limited to one comment per person, five minute maximum time limit.</i>	<b>Chair</b>
Regular Updates		
<b>6</b>	<b>Updates on Currently Active MRMPO Projects</b>	<b>TAC Members</b>
<i>Attachment</i>	<b>#7</b>   Tracking Spreadsheet for Currently Active MRMPO Projects	
<b>7</b>	<b>MPO Planning Update</b>	<b>Karl Welzenbach</b>
<b>8</b>	<b>Other Business / Local Business</b> Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.	<b>Chair</b>
<b>9</b>	<b>Adjournment</b>	<b>Chair</b>

- The next MRMPO Technical Advisory Committee (TAC) meeting will be **Thursday, July 5, at 1:30 p.m.** in the Courtyard Conference Room at Grants Pass City Hall.
- The next MRMPO Policy Committee meeting will be **Thursday, June 14, at 2:30 p.m.** in the Courtyard Conference Room at Grants Pass City Hall.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT STEPHANIE THUNE, 541-423-1368. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.



**Minutes**  
**Middle Rogue MPO Technical Advisory Committee**  
**May 3, 2018**

The following attended:

<b>Voting Members</b>	<b>Organization</b>	<b>Phone Number</b>
Chuck DeJanvier, <b>Vice Chair</b>	Josephine County	474-5460
Dan Roberts	ODOT	774-6383
Dick Converse	Gold Hill	423-1373
Ian Horlacher	ODOT	423-1362
Jason Canady	Grants Pass	450-6110
John Vial, <b>Chair</b>	Jackson County	774-6238
Scott Chancey	Josephine County Transit	474-5441
Wade Elliott	Grants Pass	450-6114
<b>Staff</b>	<b>Organization</b>	<b>Phone Number</b>
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
<b>Interested Parties</b>	<b>Organization</b>	<b>Phone Number</b>
Gary Shaff	Siskiyou Velo	482-4537
Harlan Bittner	Siskiyou Velo	731-6505
Lesley Orr	Bike/Ped	707-218-4025

[MRMPO TAC May 3, 2018 Agenda Packet](#)

Full meeting recording: [2018-05-03 MRMPO TAC Meeting Audio](#)

**NOTE:** Due to server space restrictions, the hyperlinks to cut audio files for specific items have been eliminated. Please use the times listed behind each agenda item to forward to the segment you wish to listen to using the link to the full meeting recording above.

**1. Call to Order / Introductions / Review Agenda 00:00 – 01:12**

1:30 p.m. | *Quorum*: Gold Hill, Grants Pass, Jackson County, Josephine County, ODOT

**2. Review / Approve Minutes 01:13 – 01:46**

The Chair asked if there were any changes or additions to the April 5 meeting minutes.

**01:32** | Scott Chancey moved to approve the April 5 MRMPO TAC meeting minutes as presented. Dick Converse seconded.

There was no further discussion.

*The motion carried unanimously by voice vote.*

***Action Items***

**3. Joint ODOT/MRMPO/Josephine County Transit IGA 01:47 – 09:25**

**09:04** | Ian Horlacher moved that the MRMPO TAC recommend approval of the Joint ODOT/MRMPO/Josephine County Transit IGA to the Policy Committee. Scott Chancey seconded.

There was no further discussion.

*The motion carried unanimously by voice vote.*

**4. 2018-2021 Transportation Improvement Program (TIP) Amendments 09:26 – 11:46**

**11:28** | Ian Horlacher moved that the MRMPO TAC recommend approval of the proposed amendment to the 2018-2021 MRMPO TIP to the Policy Committee. Dick Converse seconded.

There was no further discussion.

*The motion carried unanimously by voice vote.*

***Discussion Items***

**5. Public Comment 11:47 – 12:17**

***Presentations***

**6. “All Ages and Abilities” 12:18 – 45:54**

***Regular Updates***

**7. Updates on Currently Active MRMPO Projects 45:55 – 52:31**

The spreadsheet of funded projects was reviewed; all jurisdictions present provided updates, which will be incorporated and made available for June’s meeting.

**8. MPO Planning Update 52:32 – 57:15**

**9. Other Business / Local Business 57:16 – 01:06:24****10. Adjournment 01:06:25 – 01:06:30**

2:36 p.m.

*Scheduled Meetings*

MRMPO Policy Committee | May 17, 2018 | 2:30 p.m.

MRMPO TAC | June 7, 2018 | 1:30 p.m.

DRAFT



**Middle Rogue  
Metropolitan Planning Organization  
Regional Transportation Planning**

*Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation*

**DATE:** May 31, 2018  
**TO:** MRMPO Technical Advisory Committee  
**FROM:** Ryan MacLaren, Senior Planner  
**SUBJECT:** TIP Amendment(s)

The TAC is being asked to make recommendations to the Policy Committee on the proposed TIP amendment(s) described below. The Policy Committee will hold a public hearing at 2:30 p.m. on Thursday, June 21, 2018 to consider adoption of the proposed TIP amendment(s). The 21-day public comment period and public hearing will be advertised on or before May 30 in the Medford Tribune, Rogue River Press, Grants Pass Daily Courier, and information is currently available on the MRMPO website. Information on the new project is enumerated, below:

**A. Add new Project to TIP: *OR260: Lower River Road (KN 21318)***

Description: Jurisdictional Transfer.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
OR260: Lower River Road	Jurisdictional Transfer	n/a	Exempt - Table 2, Safety								\$ -			\$ -
						Design					\$ -			\$ -
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
						Construction					\$ -			\$ -
				21318	FFY2018	Other				\$ -	\$ 6,400,000	ODOT	\$ 6,400,000	
					Total FFY18-21		\$ -		\$ -	\$ -	\$ 6,400,000		\$ 6,400,000	



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**B. Add new Project to TIP: Southern Oregon Signal Upgrades (KN 21308)**

Description: 126 of the 183 ODOT owned signals within Region 3 do not meet current signal head design standards. There is an opportunity to reduce approximately 25% of rear-end crashes at these unimproved intersections by installing new signal lenses, reflectorized backplates, and improving controller functionality. Additionally, there is an opportunity to re-configure the signal heads and phasing at several intersections within the region in order to improve efficiency and safety. *This amendment supports the State's target for the reduction of fatality's and serious injury as identified in the State Wide Safety Performance Measures Goals.*

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
Southern Oregon Signal Upgrades	Upgrade signals throughout the region to include new signal lenses and reflectorized back plates	n/a	Exempt - Table 2, Safety								\$ -			\$ -
				21308	FFY2018	Design	\$ 100,000	FIX-IT R3			\$ 100,000			\$ 100,000
						Land Purchase				\$ -			\$ -	
						Utility Relocate				\$ -			\$ -	
				21308	FFY2018	Construction	\$ 2,775,000	FIX-IT R3			\$ 2,775,000			\$ 2,775,000
						Other				\$ -			\$ -	
					Total FFY18-21		\$ 2,875,000		\$ -	\$ 2,875,000			\$ 2,875,000	

# Statewide Transportation Improvement Fund

Public Transit Funding Overview



# HB2017 STIF Background

- Section 122 of House Bill 2017 provides funding public transportation services from a new payroll tax of one-tenth of one percent on wages paid to employees.
  - A centerpiece of this funding is providing a dedicated source of funding to expand and enhance public transportation access. These funds are not meant to supplant existing funding from local sources.
- The Oregon Department of Revenue will be assessing the tax on July 1, 2018.

# STIF Funding Programs

- **Formula:** 90% to mass transit districts, transportation districts, or counties without either a mass transit or transportation district (special transit districts do not receive funding directly) and federally-recognized tribes. Funding will be based on a formula allocation
- **Discretionary:** 5% to public transportation service providers based on a competitive grant process.
  - All types of projects except ongoing operations.
- **Intercommunity Discretionary:** 4% to public transportation service providers to improve public transportation between two or more communities based on a competitive grant process.
  - All types of projects- filling gaps in statewide network, service outside of transit boundary, providing statewide benefits.
- **Resource Center:** 1% to provide technical assistance and administration.

# STIF Formula Fund Eligibility

- To be eligible to receive a portion of the 90 percent distribution under this program, a “qualified entity” (see Section 122m(2) for definition) must prepare and submit a public transportation improvement plan to the OTC for approval.
- At a minimum, each plan must specify the amount of money from the proposed distribution that would be allocated to fund the following:
  - Increased service frequency and expansion of bus routes in communities with a high percentage of low-income households;
  - Procurement of buses
  - Reduced fares in communities with a low-income households;
  - Improved frequency and reliability of service connections inside and outside service area; and
  - Coordination between public transportation service providers to reduce fragmentation of services

# Formula Fund Decision Making Process

## Decision-making for Formula Funds

- The Advisory Committee of a Qualified Entity will make a recommendation to its governing body or board based on its review of the proposed projects' contents according to the criteria in the draft rule. That body will submit STIF Plans to ODOT.
- ODOT staff will review STIF Plans for completeness and refer each complete STIF Plan to the Public Transportation Advisory Committee (PTAC) for review.
- PTAC will decide whether to recommend STIF plans to the OTC. If PTAC decides it will not advance all or a portion of a STIF Plan, the Qualified Entity will have 30 days to complete revisions.
- The OTC will decide whether to accept or deny PTAC's recommended STIF Plans.

# STIF Project Selection Process

- Advisory Committees recommend fund/do not fund and may prioritize. The committee make-up should be diverse.
  - Transit providers, tribal transit providers, non-government transit, cities, counties, Bike/Ped, environmental justice, seniors, social services, individuals with disabilities and business community members.
- ACTs may comment
- PTAC recommends funding awards
- OTC awards funds

## Timeline

- **Rules Advisory Committee/ODOT Staff:** presenting to OTC in June for final approval.
- **Regional Transit Coordinators:** reviewing plans: TSP, Coordinated Plans, Transit Master Plans during the spring of 2018.
- **Transit Policy Staff:** completing guide books and step by step processes for agency education. This will include fund training in the late summer of 2018.
- **Spring 2019-** STIF plan review by ODOT, PTAC & OTC
- **2019** Formula Fund disbursements -April 2019, in summer of 2019 Discretionary grant solicitation will begin.

## 5 Things to prepare for STIF

1. Determine whether and how much funding your agency is eligible to receive
2. Know the schedule
3. **Get prepared to apply by reading the draft rules**
4. Develop the sub-allocation method
5. Form advisory committee

For More Information- Go to the STIF web page

<http://www.oregon.gov/ODOT/RPTD/Pages/STIF.aspx>

STIF Fact Sheet

<http://www.oregon.gov/ODOT/RPTD/RPTD%20Committee%20Meeting%20Documents/STIF-Fact-Sheet-2018.pdf>

recommendation to its governing body or board based on its review of the proposed projects' contents according to the criteria in the draft rule. That body will submit STIF Plans to ODOT. ODOT staff will review STIF Plans for completeness and refer each complete STIF Plan to the Public Transportation Advisory Committee (PTAC) for review. PTAC will decide whether to recommend STIF plans to the OTC. If PTAC decides it will not advance all or a portion of a STIF Plan, the Qualified Entity will have 30 days to complete revisions. The OTC will decide whether to accept or deny PTAC's recommended STIF Plans. A schedule and flow chart for this decision-making process is located on page 2 of this fact sheet.

Other Formula Fund rules

In addition to the key elements described above, Division 42 includes rules about the Formula Fund cycle, reporting requirements, and capital asset requirements.

Key elements of draft Intercommunity Fund and Discretionary Fund rules

Purposes

These rules (Chapter 732, Division 44) establish the procedures and requirements necessary for the administration of the Discretionary Fund and Intercommunity Discretionary Fund. The purpose of the Discretionary Fund is to provide a flexible funding source to improve public transportation in Oregon. All project types are eligible for funding, except ongoing operations.

The Intercommunity Discretionary Fund is for improving connections between communities and other key destinations important for a connected statewide transit network. Projects eligible to receive grants under the Intercommunity Discretionary Fund include but are not limited to: capital projects such as vehicles, facilities, equipment and technology as well as mobility management, planning, research and operations. As a competitive funding source, ongoing operations projects are subject to risk of not receiving continuous funding. Public transportation service providers may apply to ODOT directly for these funds.

Match

Discretionary Fund applicants are required to demonstrate the ability to provide a match of at least 20 percent of the total project's cost. There are a few exceptions that merit a 10 percent match, such as if the project will predominantly serve or provide access to and from rural communities. Rural communities for this purpose are described as communities outside of urban areas with populations of 50,000 or less. Details on match requirements can be found in the draft rule.

Advisory Committee review

ODOT will provide a copy of the application to the Qualified Entity associated with the application, as appropriate. Qualified Entity Advisory Committees shall provide a written recommendation to the Qualified Entity's governing body stating whether the OTC should award funding. Committees have the option of submitting a prioritized list of projects. Each Qualified Entity shall submit the recommendation of its advisory committee to ODOT.

Project selection

The draft rules include a list of OTC investment priorities. The OTC may refine its investment priorities with input from PTAC. PTAC will make a funding recommendation to the OTC considering input from Qualified Entity Advisory Committees and Area Commissions on Transportation. OTC will determine whether to accept or reject grant applications for discretionary funding.

Other funding rules

In addition to the key elements described above, the draft Discretionary Fund rules address the solicitation and application submission periods, application requirements, recipient qualifications, grant agreement contents, reporting requirements, withholding or repaying of funds, and capital asset requirements.

Contact information

For more information about STIF, please reach STIF Project Manager Karyn Criswell by phone at 503-856-6172 or via email at Karyn.C.CRISWELL@odot.state.or.us

Find additional information about STIF and sign up for email updates at: <http://www.oregon.gov/ODOT/RPTD/Pages/STIF.aspx>

Updated: 4/5/2018



Statewide Transportation Improvement Fund Overview of Draft Rules

Improving public transportation for Oregonians

With the passage of House Bill 2017, Keep Oregon Moving, the Oregon Legislature made a significant investment in transportation to help advance the things that Oregonians value—a vibrant economy with good jobs, strong communities with high quality of life, a clean environment, and safe, healthy people. A centerpiece of Keep Oregon Moving is the Statewide Transportation Improvement Fund (STIF). This fund provides a new dedicated source of funding to expand public transportation service in Oregon communities.

Public comment sought on draft rules

Over the past six months, the Oregon Department of Transportation (ODOT) worked with a Rules Advisory Committee to develop draft rules to guide the use and implementation of the fund. The committee's process included opportunities for public input through listening sessions and online surveys. This input was incorporated into the draft language to amend Oregon Administrative Rules Chapter 732, Divisions 40, 42, and 44 that will be considered by the Oregon Transportation Commission (OTC) in 2018.

Review the complete content of the draft rules and provide comment to the ODOT Rules Coordinator:

[bit.ly/FundDraftRules](http://bit.ly/FundDraftRules)

Participate in rulemaking

Public comment on the draft rules is invited during the rulemaking process. For a copy of the draft rules, current rulemaking schedule, and to comment, go to: [bit.ly/FundDraftRules](http://bit.ly/FundDraftRules)

Rulemaking schedule

The rulemaking schedule, below, is current as of April 5, 2018. Please visit the ODOT Rulemaking website as the process proceeds to confirm the schedule.

- **March 28, 2018**  
Notice filed with Oregon Secretary of State
- **April 1 through April 21, 2018**  
Public comment period
- **April 17, 4-6 p.m.**  
Public hearing at ODOT Region 2 Campus  
885 Airport Rd SE, Building X
- **June 22, 2018**  
Oregon Transportation Commission meeting to consider draft rules
- **July 1, 2018**  
Rules go into effect, pending OTC action

STIF program areas in rulemaking:

Formula Fund

Ninety percent (90%) of the STIF will be distributed to Qualified Entities based on taxes paid within their geographic area, with a minimum amount of \$100,000 per year to each Qualified Entity.

Discretionary Fund

Five percent (5%) of the STIF will be awarded to eligible public transportation service providers based on a competitive grant process.

Intercommunity Discretionary Fund

Four percent (4%) of the STIF will be used to improve public transportation between two or more communities based on a competitive grant process.

Key elements of draft Formula Fund rules

These rules establish (Chapter 732, Division 40) the procedures and requirements for the administration of the STIF Formula, Discretionary and Intercommunity Discretionary fund rules to improve public transportation service in Oregon. The content of Division 40 pertains to all three funds.

Purpose and use of funds

STIF resources may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of STIF-funded public transportation programs. These uses include, but are not limited to, creating new transit systems and services, maintaining or continuing systems and services, creating plans to improve service, and to meet match requirements for state or federal funds used to provide public transportation services. In 2018, the Oregon Legislature clarified that these funds also may be used for light rail operations expenses.

Advisory Committees

Advisory Committees are required to assist Qualified Entities in carrying out the purposes of the STIF including advising on the projects to be funded by STIF moneys. Qualified Entities are defined in the draft rule as a county in which no part of a mass transit district or transportation district exists, a mass transit district, a transportation district or an Indian Tribe. A Qualified Entity may use an existing advisory committee, combine committees, or join with another

Qualified Entity to may appoint a joint advisory committee as long as the committee meets the STIF requirements established in rule. Each advisory committee must include diverse interests, perspectives, geography and reflect the population demographics of the area. Members will need to be knowledgeable about the public transportation needs of residents or employees in the area.

Additional general rule content

The general rules include requirements pertaining to audits and compliance review, accounting, reporting, Qualified Entity management and joint management of STIF moneys, circumstances under which ODOT may withhold payment, and appeal procedures.

Key elements of draft Formula Fund rules

Purpose

These rules (Chapter 732, Division 42) establish procedures and requirements necessary for the administration of the STIF Formula Fund.

Formula Fund calculation and disbursement

This draft describes the process, schedule, and requirements for ODOT to estimate the STIF Formula Fund disbursements to Qualified Entities, Qualified Entity calculation of sub-allocation estimates, ODOT distribution of Formula Funds, and related requirements.

Formula funding application process

Public Transportation Service Providers may apply for formula funds through Qualified Entities.

Two or more Qualified Entities may jointly manage STIF moneys dispersed to them if they enter into a written agreement described in the rule. A map of Qualified Entities is available on the STIF website. Qualified Entities will distribute funds to subrecipients as described in the draft rule.

Public Transportation Service Providers are defined as a Qualified Entity or a city, county, special district, intergovernmental

entity or any other political subdivision or municipal or public corporation that provides public transportation services.

STIF Plan contents

STIF Plans will be used as the application for formula funds. They must be written to span at least one biennium and up to two biennia, subject to OTC approval. A STIF Plan must address the transportation needs of people residing in or traveling into and out of the Qualified Entity's

area of responsibility. It must include descriptions of proposed projects, summary of planned and previous STIF Formula Fund expenditures, anticipated benefits, Advisory Committee information, accountability methods, as well as other requirements.

Advisory Committee review of proposed Formula Fund projects

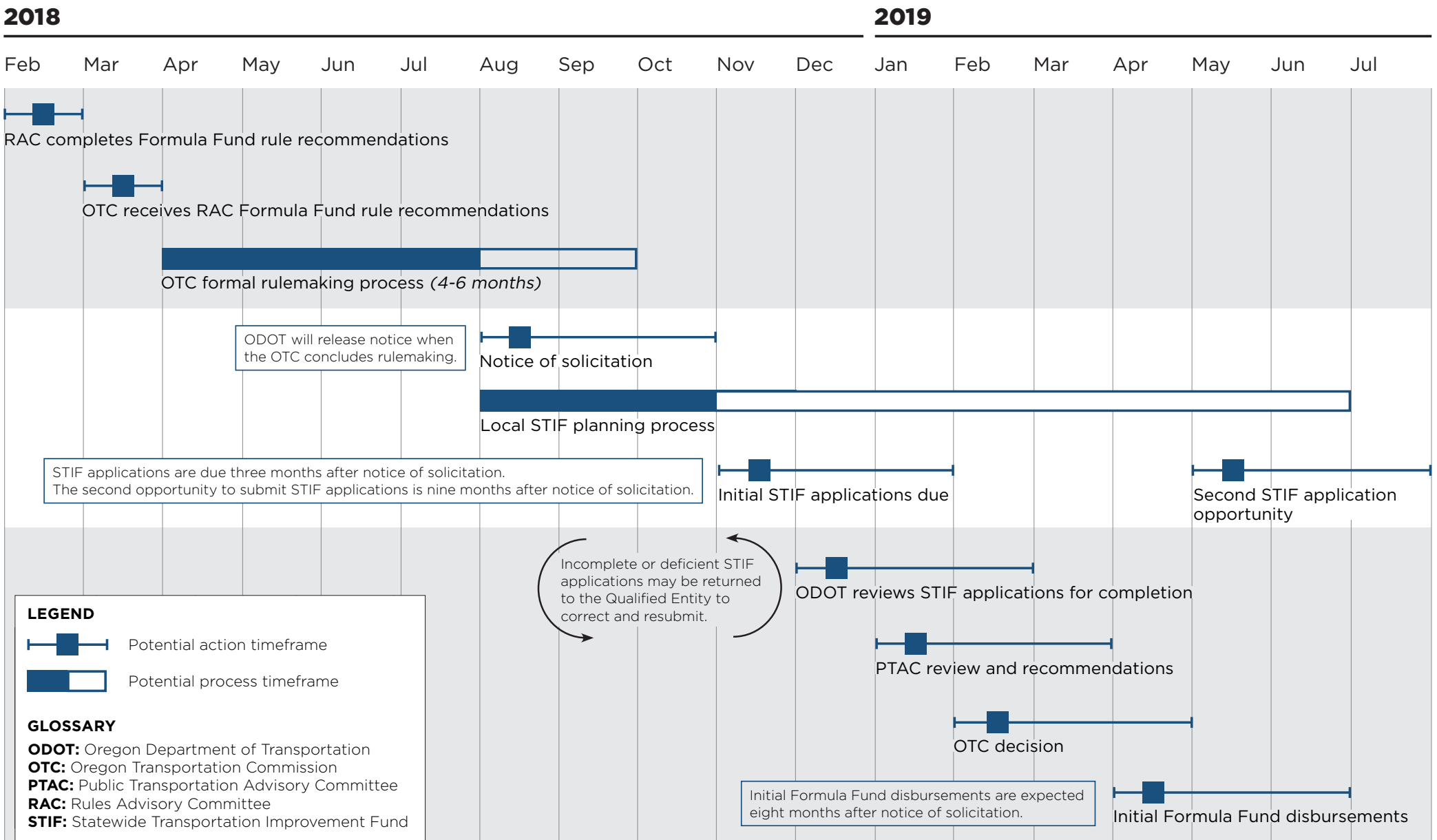
Advisory Committees are required to review Public Transportation Service Providers'

proposed projects and make a funding recommendation to the Qualified Entity's governing body based on the criteria established by this rule. Advisory Committees are required to hold public meetings and conduct themselves consistent with bylaws established by the governing body.

Decision-making for Formula Funds

The Advisory Committee of a Qualified Entity will make a

FORMULA FUND INITIAL IMPLEMENTATION SCHEDULE





## Statewide Transportation Improvement Fund Formula Fund Allocation Estimates, **DRAFT, April 11, 2018**

### Introduction

The Statewide Transportation Improvement Fund (STIF) employee payroll tax of one-tenth of one percent will fund public transportation improvements in Oregon. The new tax, which goes into effect on July 1, 2018, will be imposed on Oregon residents and residents of other states that work in Oregon.

Ninety (90) percent of the revenue from this tax will be distributed by formula to Qualified Entities (QEs), who are required to coordinate with Public Transportation Service Providers (PTSPs) in their area of responsibility to develop a sub-allocation method and estimates as a starting point for local decision-making. This **planning level** forecast provides a revenue estimate to assist QEs with developing STIF Plans.

### Estimate Assumptions

The **forecast is conservative** because the tax is new and we lack historical data to predict future revenues. The level of taxpayer compliance is also uncertain. ODOT will only distribute the revenue it receives, which may be more or less than this estimate, up to the QEs-approved STIF Plan funding limit.

The table on page 2 summarizes the estimated Formula Fund revenues available to each QE based on the date of distribution by fiscal year. The estimate for Fiscal Year 2019 (July 1, 2018-June 30, 2019) includes two quarters of revenue. Updated estimates for the Formula, Discretionary and Intercommunity Discretionary funds for FY 2019 (two quarters) through FY2021 are summarized in the table below.

Estimated Payroll Distribution	Q3, Q4 of FY 2019-FY 2021
Formula Fund	\$194.5 M
Discretionary Fund	\$10.8 M
Intercommunity Discretionary Fund	\$8.6 M

Distributions will occur quarterly, contingent on Oregon Transportation Commission approval of the QE's service improvement plan (STIF Plan). This estimate will be updated annually with the state revenue forecast.

### Estimate Calculation Method

- Gross revenue is multiplied by projected tax payer compliance rate, assumed to begin at 75% and improve each quarter
- Department of Revenue collection and administration costs are deducted from the gross revenue
- The result is multiplied by 90% to determine the projected Formula Fund net total
- Note that the remaining 10% is dedicated to the Discretionary Fund (5%), Intercommunity Discretionary Fund (4%), and the Technical Resource Center (1%), which also funds ODOT administration of STIF Program
- The projected net total is multiplied by the QE payroll shares resulting in QE revenue estimates
- QE payroll shares are calculated using the most current annual payroll data from Oregon Employment Department, with adjustments to ensure each QE receives the minimum annual allocation of \$100,000

See page 2 for table with Estimated Revenue Available for Distribution to each QE by Fiscal Year.

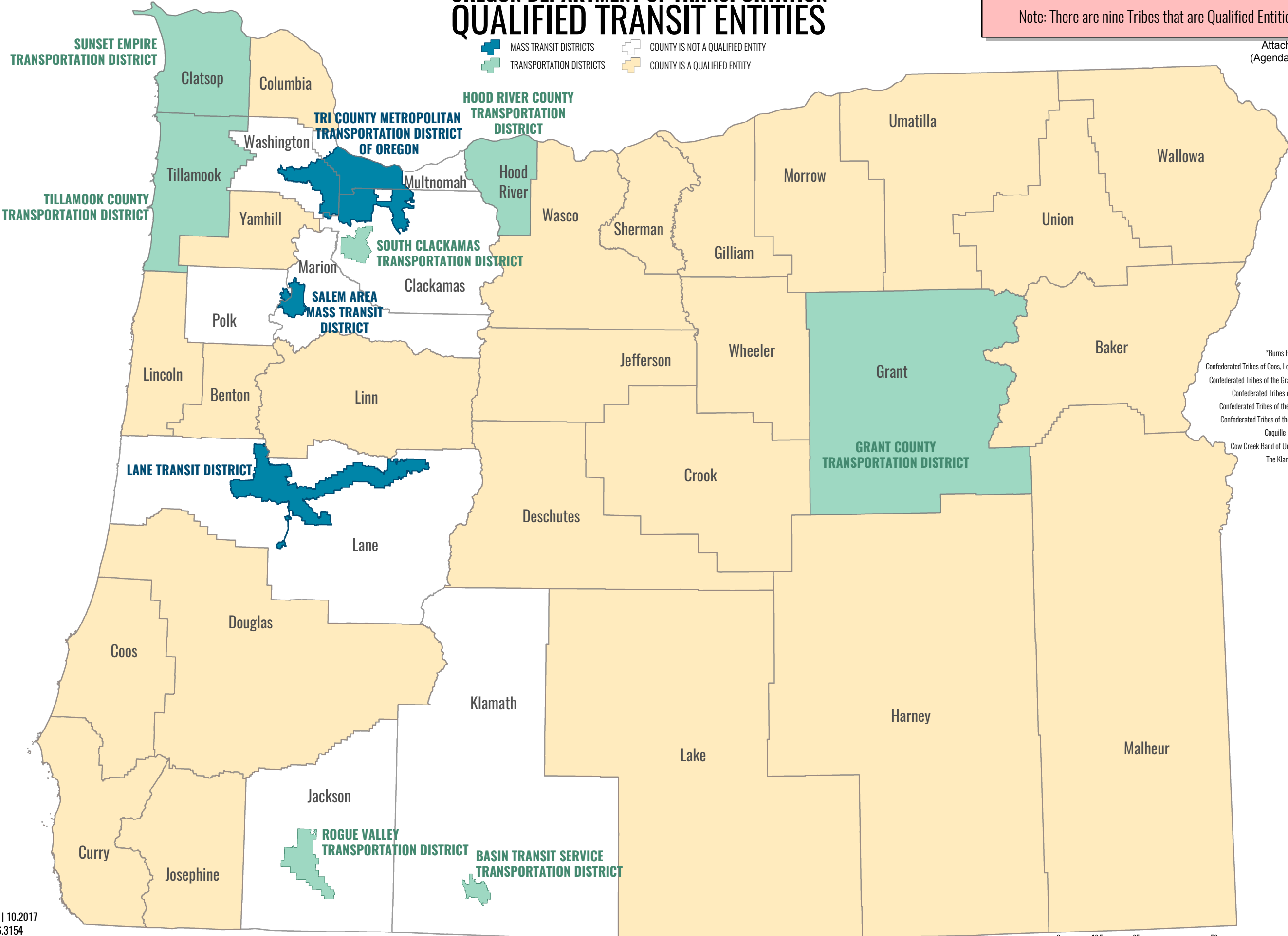
<b>Estimated Revenue Available for Distribution to each QE by Fiscal Year</b>			
<b>Qualified Entity (QE)</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>
Baker County	\$ 68,000	\$ 154,000	\$ 176,000
Basin Transit Service District w/ out of district	\$ 305,000	\$ 693,000	\$ 784,000
In district	\$ 251,000	\$ 571,000	\$ 645,000
Out of district	\$ 54,000	\$ 122,000	\$ 139,000
Benton County	\$ 674,000	\$ 1,531,000	\$ 1,732,000
Burns Paiute Tribe	\$ 50,000	\$ 100,000	\$ 100,000
Columbia County	\$ 149,000	\$ 337,000	\$ 381,000
Confederated Tribes of Coos, Lower Umpqua and Siuslaw	\$ 50,000	\$ 100,000	\$ 100,000
Confederated Tribes of Grand Ronde Community of Oregon	\$ 50,000	\$ 100,000	\$ 100,000
Confederated Tribes of Siletz Indians	\$ 50,000	\$ 100,000	\$ 100,000
Confederated Tribes of the Umatilla Indian Reservation	\$ 50,000	\$ 100,000	\$ 100,000
Confederated Tribes of Warm Springs	\$ 50,000	\$ 100,000	\$ 100,000
Coos County	\$ 304,000	\$ 689,000	\$ 780,000
Coquille Indian Tribe	\$ 50,000	\$ 100,000	\$ 100,000
Cow Creek Band of Umpqua Tribe of Indians	\$ 50,000	\$ 100,000	\$ 100,000
Crook County	\$ 100,000	\$ 225,000	\$ 254,000
Curry County	\$ 79,000	\$ 178,000	\$ 202,000
Deschutes County	\$ 1,183,000	\$ 2,685,000	\$ 3,037,000
Douglas County	\$ 530,000	\$ 1,203,000	\$ 1,361,000
Gilliam County	\$ 50,000	\$ 100,000	\$ 100,000
Grant County Transportation District	\$ 50,000	\$ 100,000	\$ 100,000
Harney County	\$ 50,000	\$ 100,000	\$ 100,000
Hood River County Transportation District	\$ 179,000	\$ 404,000	\$ 458,000
Jefferson County	\$ 88,000	\$ 200,000	\$ 226,000
Josephine County	\$ 332,000	\$ 756,000	\$ 853,000
Klamath Tribes	\$ 50,000	\$ 100,000	\$ 100,000
Lake County	\$ 50,000	\$ 100,000	\$ 100,000
Lane Transit District w/out of district	\$ 2,297,000	\$ 5,216,000	\$ 5,899,000
In district	\$ 2,179,000	\$ 4,947,000	\$ 5,595,000
Out of district	\$ 118,000	\$ 268,000	\$ 303,000
Lincoln County	\$ 232,000	\$ 527,000	\$ 596,000
Linn County	\$ 664,000	\$ 1,508,000	\$ 1,705,000
Malheur County	\$ 158,000	\$ 358,000	\$ 405,000
Morrow County	\$ 98,000	\$ 221,000	\$ 250,000
Rogue Valley Transportation District w/ out of district	\$ 1,255,000	\$ 2,850,000	\$ 3,223,000
In district	\$ 1,145,000	\$ 2,599,000	\$ 2,939,000
Out of district	\$ 110,000	\$ 251,000	\$ 283,000
Salem Area Mass Transit District w/ out of district	\$ 2,739,000	\$ 6,219,000	\$ 7,035,000
In district	\$ 1,962,000	\$ 4,455,000	\$ 5,039,000
Out of district Marion County	\$ 581,000	\$ 1,319,000	\$ 1,491,000
Out of district Polk County	\$ 196,000	\$ 446,000	\$ 505,000
Sherman County	\$ 50,000	\$ 100,000	\$ 100,000
Sunset Empire Transportation District	\$ 236,000	\$ 535,000	\$ 606,000
Tillamook County Transportation District	\$ 126,000	\$ 287,000	\$ 325,000
Tri County Metropolitan Transportation District w/ out of district	\$ 19,653,000	\$ 44,622,000	\$ 50,468,000
In district	\$ 18,793,000	\$ 42,670,000	\$ 48,261,000
Out of district Clackamas County	\$ 649,000	\$ 1,474,000	\$ 1,668,000
Out of district Multnomah County	\$ 19,000	\$ 44,000	\$ 51,000
Out of district Washington County	\$ 191,000	\$ 433,000	\$ 490,000
Umatilla County	\$ 412,000	\$ 935,000	\$ 1,059,000
Union County	\$ 132,000	\$ 300,000	\$ 339,000
Wallowa County	\$ 50,000	\$ 100,000	\$ 100,000
Wasco County	\$ 149,000	\$ 340,000	\$ 385,000
Wheeler County	\$ 50,000	\$ 100,000	\$ 100,000
Yamhill County	\$ 496,000	\$ 1,127,000	\$ 1,275,000
<b>Total Statewide</b>	<b>\$ 33,438,000</b>	<b>\$ 75,700,000</b>	<b>\$ 85,414,000</b>

FY 2019 (July 1, 2018 – June 30, 2019) includes two quarters of revenue. District totals may not add up due to rounding.

# OREGON DEPARTMENT OF TRANSPORTATION QUALIFIED TRANSIT ENTITIES

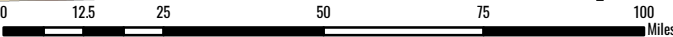
Note: There are nine Tribes that are Qualified Entities\*

Attachment 6  
(Agenda Item 4)



Produced By ODOT GIS Unit | 10.2017  
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21  
**Ongoing MRMPO Projects 05-03-18**

Agency	Project Name	TIP	Year Programmed (20XX)	Project Status (Phase / Status)		Comments Received
				P	S	
Grants Pass	Alt Fuel Facility Plan	15-18	15	PL		On hold.
				D		
				LP		
				UR		
				CN		
				OT		
Grants Pass	Bike/Ped Improvements	15-18	16	PL		Awarded contract, construction to begin shortly.
				D	2	
				LP		
				UR		
				CN	2	
				OT		
Grants Pass	Redwood Ave Phase 2	15-18	14	PL	3	Complete.
				D	3	
				LP	3	
				UR	3	
				CN	3	
				OT	3	
Grants Pass	Redwood Ave Phase 3	15-18	15	PL	3	Complete.
				D	3	
				LP	3	
				UR	3	
				CN	3	
				OT	3	
JCT	Commuter Service	15-18	14	PL	0	Still going to the State to try to acquire additional STIP dollars. Budgeted through this year.
				D	0	
				LP	0	
				UR	0	
				CN	0	
				OT	2	

## Ongoing MRMPO<sup>22</sup> Projects 05-03-18

Agency	Project Name	TIP	Year Programmed (20XX)	Project Status (Phase / Status)		Comments Received
Josephine County	Merlin Road Sidewalk	15-18	17	PL		Commissioner has signed the construction contract as of 5/2/18. Project is moving forward.
				D	2	
				LP	1	
				UR	1	
				CN	1	
				OT	1	
RVCOG	Hybrid Vehicle	15-18	14	OT	3	Complete.
Grants Pass	Allen Creek Road Improvements	18-21	18	PL	0	Contracts in procurement, or design. Design phase active in May.
				D	0	
				LP	0	
				UR	0	
				CN	0	
				OT	0	
JCT	Electric Transit Vehicles	18-21	19	PL	0	Awarded more money from the state finalizing manufacture to purchase new vehicles from.
				D	0	
				LP	0	
				UR	0	
				CN	0	
				OT	0	
JCT	Transit Hub	18-21	19	PL	1	Working with ODOT to transfer enhancement dollars to FTA. Once that has taken place, JCT will put together the application.
				D	1	
				LP	1	
				UR	1	
				CN	1	
				OT	1	
Jackson County	Rogue River Greenway: Rock Point to Twin Bridges Rd	18-21	19,20	PL	3	Still looking to deliver in 2019. Working with the railroad to improve existing crossing.
				D	2	
				LP	1	
				UR	1	
				CN	1	
				OT	1	

<sup>23</sup>  
**Ongoing MRMPO Projects 05-03-18**

<b>Agency</b>	<b>Project Name</b>	<b>TIP</b>	<b>Year Programmed (20XX)</b>	<b>Project Status (Phase / Status)</b>	<b>Comments Received</b>
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<b><u>Phase</u></b>	<b><u>Status</u></b>
PL= Planning	0 = N/A
D = Design	1 = Not Started
LP = Land Purchase	2 = In Process
UR = Utility Relocate	3 = Complete
CN = Construction	
OT = Other	