



Benton County
Statewide Transportation Improvement Fund
Advisory Committee

Agenda

Monday, September 23; 10:00 am – 11:30 am

Meeting is accessible virtually from a computer, tablet or smartphone.

Public Link: https://us06web.zoom.us/webinar/register/WN_GFsGLWVORcSF5rIkr3IHLw

1. Call Meeting to Order/Introductions
 2. Public Comments
 3. Approval of August 5, 2024 Meeting Minutes
 4. Update on STIF Funding Estimates and Timeline
 5. Update on 5310/5311 Grant Funding and Timeline
 6. Update on Operational Work Group
 7. Adjournment
-

Benton County STIF Advisory Committee Members

Sarah Bronstein Representative of Educational Institution	Janeece Cook, Vice-Chair Representative of People with Low-income	Greg Gescher Representative of Public Transportation Provider
Heidi Henry, Chair Environmental Advocate	Katherine Hunter-Zaworski Representative of Seniors (65+)	Kristen Jocums Representative of People with Disabilities
David Rabinowitz Bicycle & Pedestrian Advocate	Gary Stockhoff Ex-Officio, Benton County	
Tiffany Plemmons Qualified Entity Staff	Lisa Scherf Qualified Entity Staff	Charlene Pech Qualified Entity Staff

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Benton County
Statewide Transportation Improvement Fund
Advisory Committee Meeting Minutes
August 5, 2024

Virtual, 10:00 am – 12:00 pm.

Committee Members Present:

Chair Heidi Henry - Environmental Advocate
Vice-Chair Janeece Cook - Representative of Low-income Persons
Kate Hunter-Zaworski - Representative of People 65 and over
Greg Gescher - Public Transportation Service Provider
Sarah Bronstein - Representative of Educational Institutions
Kristen Jocums - Representative of the Transit Riders
David Rabinowitz - Bicycle and Pedestrian Advocate
Gary Stockhoff - Ex-officio

Staff: Lisa Scherf - Public Transportation Services Supervisor
Tiffany Plemmons - Transit Program Assistant

Guests: Tim Bates – City of Corvallis
Corum Ketchum – Oregon Cascade West Council of Governments

1. Call Meeting to Order/Introductions

Chair Henry called the meeting to order at approximately 10:05 am and attendees introduced themselves.

2. Public Comments

None.

3. Approval of December 11, 2023, and March 25, 2024, Meeting Minutes

Cook moved to accept the corrected December 11, 2023, and March 25, 2024, meeting minutes.
Rabinowitz seconded the motion and minutes were approved.

4. OSU Mobility Hub Project Update

Ketchum gave an update on the Mobility Hub project. There have been design delays, but by the end of September, 100% of the design plans will be complete and ready to go out for bids. Construction is anticipated during the summer of 2025. Rabinowitz asked about any plan changes. Ketchum shared that the number of shelters will vary depending on bids, and that the LBCC curbside driver restroom has been cut from the plans for budget purposes.

Scherf asked about OSU investments for SW Jefferson Avenue and Bronstein confirmed OSU will be widening the sidewalk to 10 feet on the north side of Jefferson Avenue. It's possible there will be a pedestrian path connecting to the park area to the north.

Scherf asked Ketchum about applying for money in the next STIF cycle for charging stations at the Mobility Hub; they will consider it. Hunter-Zaworski asked whether the new path will be pedestrian use only. She strongly recommends separate paths for people on foot vs. wheels, along with appropriate

signage designating that. Bronstein offered to take Hunter-Zaworski's concerns back to the OSU planning committee.

Ketchum agreed to provide the draft project plans to the Committee with the understanding that they are still subject to change.

5. Update on STIF Timeline and Funding Estimate

Scherf stated that letters of Interest for STIF Discretionary grants were due in late July. Unlike past cycles, staff expects to get feedback about whether these projects will advance for funding prior to when STIF Formula projects are being developed. STIF Plans for Formula funds are due January 16, 2025 and staff would like to get the Benton County Plan to the Board of Commissioners (BOC) in December, so there is time for adjustment if needed.

Cook asked about the proposed Highway 99W bus service between McMinnville and Junction City and if there has been any movement. Scherf stated that it took a long time for both Benton County and partner Yamhill County to get the necessary buses, but that has finally happened. The next step is developing the service design and with new staff scheduled to start August 16, we should be ready.

6. Discussion of Proposed Committee Operational Work Group

Scherf presented three options for the Committee and noted some pros and cons to consider:

1) Operational Work Group. Form a work group of the STIF Committee as proposed by a Committee member.

Pros: Responds to a direct request of a Committee member and would formalize the working group with a paper trail and meeting minutes for identifying and discussing issues.

Cons: Doesn't respond directly to the explicit purpose of working groups as referenced in the bylaws. Another set of meetings with published agendas, minutes and subsequent discussion with the full Committee would take considerable staff time.

2) Multimodal Advisory Committee. This option would have the BOC create a new advisory committee to address operational issues. This would be something unique, as the County doesn't currently have any comparable operational committees.

Pros: Has the express purpose of responding to operational issues.

Cons: This would be a new type of committee for the County and would require BOC authorization. If it is multimodal, it includes modes that aren't relevant to the operational issues at hand and will take staff time and commitment.

3) Ad hoc Stakeholder Group. This group would exist outside of the STIF Committee and include a CTS staff member, a BAT staff member, 1-2 reps from DAB, and 1-3 current ADA/BAT lift users. It could have a structured calendar, with quarterly or semiannual meetings, to discuss operational issues. Meeting would not be public and there would be no required noticing nor formal minutes. Members could change as needed depending on issues.

Pros: Is specific to operational issues, flexible regarding membership and agenda requirements, and the least staff intensive.

Cons: Not an official Benton County Advisory Committee and may not be perceived to have leverage.

The Committee discussed the various options. Chair Henry introduced a scoring system called "Fist to

Five”, with a fist representing zero (not likely to support) to five (absolutely support). The Committee used this system to narrow the options, which led to a vote on Option 3.

Rabinowitz moved to create the Operational Stakeholder Group, to advise staff on operational issues of Corvallis Transit System and Benton Area Transit and Gescher seconded the motion. The motion passed 6-1. Chair Henry requested that progress reports be provided periodically to evaluate work group progress. Committee members Rabinowitz and Hunter-Zaworski both agreed to join the work group.

Bronstein asked about a timeline for how to measure progress and Scherf responded it would probably take a year. Scherf cautioned the group that not every idea brought forth can be implemented. It’s possible that issues are brought to the group, staff researches potential options, and the group discusses them, but for various reasons the changes aren’t feasible. That should not be considered a failure, as the group will have done its work to review and discuss the service and what changes are possible within the resources.

7. Adjournment

Chair Henry adjourned the meeting at approximately 11:30am.



***** Memorandum *****

TO: Benton County Statewide Transportation Improvement Fund Advisory Committee

FROM: Lisa Scherf, Transportation Services Supervisor

SUBJECT: STIF Advisory Committee Meeting STIF Plan Refresher

DATE: September 16 for September 23, 2024 Meeting

Over the next few months, it will be the responsibility of the Statewide Transportation Fund (STIF) Advisory Committee to support Benton County, as the Qualified Entity (QE), with the development and review of the 25-27 STIF Plan. As a reminder, at the March 25, 2024 STIF Advisory Committee, Staff provided an orientation and overview of the origin of the funds for these projects and the role of the STIF Advisory Committee in STIF planning.

At the time of the March 2024 meeting, the 25-27 Statewide Transportation Improvement Fund and Statewide Transit Network Program Guidebook had not yet been released by the Oregon Department of Transportation (ODOT). This guide is a comprehensive manual that includes the State's most up to date estimate of 25-27 "Payroll-Based" and "Population-Based" formula funds; the requirements for the development of the 25-27 STIF Plan; the Oregon Administrative Rules (OARS) that dictate the use of STIF Funds and STIF planning and administrative requirements of STIF Formula and Discretionary Funds. An excerpt from the Guidebook and a link to the full document is included in Attachment A.

Projects eligible for STIF Formula funds include service operations, administrative costs, capital expenses and equipment purchases, preventative maintenance, and planning projects for public transportation. For the upcoming FY 25-27 STIF biennium, STIF plans are due to the Oregon Department of Transportation (ODOT) on January 16, 2025. Prior to this deadline, the Plan must be reviewed by the STIF Committee and adopted by the Benton County Board of Commissioners (BOC). Staff is aiming for the December 17, 2024 BOC meeting in case any changes to the Plan are requested by the BOC.

Per the August 2024 ODOT estimate, Benton County anticipates \$523,170 in Population funds and \$4,107,024 in Payroll funds (Attachment B). This is an increase of approximately \$15,000 in Population funds and a decrease of approximately \$200,000 in Payroll funds from the prior biennium.

Attachments: A – STIF Guidebook excerpt
B – August 2024 STIF Formula Funds Estimate



2.5 STIF Formula Plan Requirements and Development Process

This section describes the requirements for STIF Formula Plans as well as the general process through which Plans are developed and approved.

2.5.1 Overview

The STIF Formula Plan plays a key role in the spending of STIF Formula Funds. It describes how STIF Formula funds will be spent, and therefore establishes how Qualified Entities may or may not use STIF Formula funds. A STIF Plan must cover at least a biennium, but it may include up to two biennia subject to Oregon Transportation Commission approval. A Qualified Entity that is considering creating a STIF Plan to cover two biennia is encouraged to consult with its Regional Transit Coordinator. The STIF Plan period is the effective date specified in a Commission-approved STIF Plan through the end of the Qualified Entity's plan period.

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. This may be addressed by reviewing and summarizing the contents of a recent existing conditions analysis from a local plan, such as a regional transportation plan, transit development plan, transit master plan, or transportation system plan.

A STIF Plan shall include at least one project and one task, a description of the proposed project(s) and task(s), and total funding sought in the STIF Plan.

Since on-the-ground plans may evolve and have new elements added or removed, it is recommended that Qualified Entities broadly describe the proposed projects and/or tasks. For example, a Qualified Entity could elect to create a project categorized as capital and describe the project in a way that encompasses many aspects of capital, from property to vehicles to signage. Additionally, a task could be created within that project that includes program reserves, from which funds could be used as a contingency.

2.5.2 STIF Advisory Committee

2.5.2.1 Overview

STIF Advisory Committees are responsible for recommending to Qualifying Entities which projects to approve or reject, and how those projects should be prioritized. The Qualified Entity's STIF Advisory Committee (Advisory Committee) plays a crucial role in the STIF Plan development process and helps to ensure transparency and accountability at the local level.

Sub-recipients seeking STIF Formula funding through a Qualified Entity are required to submit their proposed projects to the Qualified Entity's STIF Advisory Committee for review and approval. Qualified Entities must consult with their STIF Advisory Committees as they decide which projects they will include in their STIF Plans. STIF Advisory Committees are responsible for recommending to Qualifying Entities which projects to approve or reject and how projects should be prioritized. Qualified Entities should appoint an Advisory Committee at the beginning of the STIF Plan development process, and should thoroughly review OARs [732-040-0030](#), [732-040-0035](#), and [732-040-0040](#) to ensure that all Advisory Committee requirements are met.

2.5.2.2 Requirements and Composition

A Qualified Entity may use an existing advisory committee, combine committees, or join with another Qualified Entity to appoint a joint advisory committee as long as it meets the STIF Advisory Committee requirements established in rule. [OAR 732-040-0030](#) contains more details about this process.

Qualified Entities are required to appoint an Advisory Committee consisting of members who are knowledgeable about the public transportation needs of residents or employees located within or traveling to and/or from its area of responsibility. Members must represent the diverse interests, perspectives, geography, and the population demographics of the area. Advisory Committee composition requirements vary depending on the type of Qualified Entity as noted in [OAR 732-040-0035](#).

A Qualified Entity's Governing Body or Advisory Committee may also appoint a work group to provide additional input on STIF Formula fund projects. A work group may or may not be composed of members of the Qualified Entity's Advisory Committee. Input from the work group should be considered and documented in the Qualified Entity's Advisory Committee's meeting minutes in the completion of its duties as described in OAR 732-040-0030(1).

2.5.2.3 Advisory Committee Bylaws

The Qualified Entity should ensure that the Advisory Committee is guided by written bylaws that include:

- The Advisory Committee's name and purpose;
- The number of Advisory Committee members;
- Advisory Committee membership criteria;
- The appointment process for members;
- The terms of office for members;
- The Advisory Committee's meeting schedule;
- Advisory Committee procedures and member duties, including procedures to provide public notice of meetings, to foster public engagement, and to comply with Oregon public meeting and public records laws;
- The Advisory Committee's process to review sub-recipient proposals and the decision-making criteria provided in OAR 732-042-0020(5); and
- A definition of "high percentage" of low-income households for the Advisory Committee's use in evaluating proposed projects. "Low-income household" means a household the total income of which does not exceed 200% of the poverty guidelines updated periodically in the Federal Register by the U.S. Department of Health and Human Services.

2.5.2.4 Advisory Committee Project Review

It is the Advisory Committee's responsibility to approve or reject project proposals and to recommend project prioritization to the Qualified Entity's Governing Body. All proposed projects must be submitted to the Advisory Committee and must include the contents described in [OAR 732-042-0015\(3\)](#).

The Advisory Committee should consider the following criteria when reviewing project proposals:

- Whether the project would:
 - Increase the frequency of bus service to communities with a high percentage of low-income households;
 - Expand bus routes and bus services to serve communities with a high percentage of low-income households;
 - Reduce fares for public transportation in communities with a high percentage of low-income households;
 - Result in procurement of buses that are powered by natural gas or electricity for use in areas with a population of 200,000 or more;

- Improve the frequency and reliability of service connections between communities inside and outside of the Qualified Entity's service area;
 - Increase the coordination between Public Transportation Service Providers to reduce fragmentation in the provision of public transportation service;
 - Provide student transit services for students in grades 9 through 12;
 - Enhance services for older adults and people with disabilities.
- Whether the project would maintain an existing service;
 - The extent to which the project goals meet public transportation needs and are a responsible use of public funds;
 - The extent to which the project might benefit or burden historically- or currently-marginalized communities both now and in the long term; and
 - Other factors to be determined by the Qualified Entity or Advisory Committee such as geographic equity.

After the Advisory Committee completes its review process and submits its recommendation to the Governing Body, the Governing Body may choose to do one of the following:

- Accept the Advisory Committee's recommendation to approve or reject a project proposal and the Advisory Committee's recommended prioritized list of projects;
- Return the recommendation to the Advisory Committee for modifications; or
- Modify the Advisory Committee's recommendation before submitting the STIF Plan to ODOT, without first returning it to the Advisory Committee. If the Governing Body modifies the Advisory Committee's recommendation, it must inform any affected recipient or sub-recipient of all modifications and explain such changes.

The Advisory Committee may also propose changes to the policies or practices of the Qualified Entity's Governing Body if necessary to ensure that a STIF Formula fund recipient or sub-recipient has applied those funds in accordance with and for the purposes described in the project proposal, and a project proposal submitted by a sub-recipient does not fragment the provision of public transportation services.

2.5.3 Sub-Allocation Method

Qualified Entities shall work collaboratively with Public Transportation Service Providers and other potential sub-recipients, as relevant, to develop a method for sub-allocating STIF Formula funds. Failure of a Qualified Entity to develop a sub-allocation method in collaboration with Public Transportation Service Providers and other potential sub-recipients may result in the rejection of a STIF Plan.

To the extent possible, using the best available data, the sub-allocation method used by Qualified Entities must be proportionate to the amount of employee payroll tax revenue generated within the geographic territory of each Public Transportation Service Provider. Data used to create the sub-allocation method must be shared with each Public Transportation Service Provider and other potential sub-recipients, as relevant, included in its STIF Plan. A list of potential data sources to help fulfill this requirement are contained in Appendix C.

The Qualified Entity's sub-allocation estimate should be a starting point for the Qualified Entity's STIF Plan and funding prioritization process. The sub-allocation is not an entitlement to the Public Transportation Service Providers, and decision criteria may affect the prioritization of projects for award.

Because Qualified Entities that are mass transit districts or public transportation

districts are responsible for distributing STIF Formula funds outside of their district boundaries (but within the remainder of the county or counties), ODOT's Qualified Entity allocation estimate includes in-district and out-of-district revenue estimates by county. For Qualified Entities that are the only Public Transportation Service Provider within their area of responsibility—and when no other potential Public Transportation Service Provider has expressed interest in applying for STIF Formula funding—the Qualified Entity may describe these conditions and state that there are no options or reasons to sub-allocate funding in the STIF Plan.



An autumn ride on the Corvallis Transit System.

2.5.4 Governing Body Adoption

The STIF Plan must include documentation that the Governing Body approved the STIF Plan prior to its submittal to ODOT. If STIF Formula funds will be jointly managed by two or more Qualified Entities, documentation demonstrating each Governing Body's commitment to joint management must be submitted as part of the STIF Plan application.

2.5.5 Local Plan Compliance

Only projects that appear in a local plan may be included in a STIF Plan. Qualified Entities are required to identify the local plan(s) or policy(ies) from which each project is derived as well as the board, council, commission, or other Governing Body that approved the local plan or policy. Local plans used to support projects listed in a STIF Plan may include, but are not limited to comprehensive plans, transportation system plans, bicycle and pedestrian plans, recreational trail plans, Safe Routes to School action plans, coordinated public transit human services transportation plans, and transit development plans.

These plans should be current and must be developed, approved, and adopted by the Governing Body of a Qualified Entity, Public Transportation Service Provider, or metropolitan planning organization and include, at a minimum:

- A planning horizon of at least four years;
- An existing and future conditions analysis that includes:
 - Current and forecast population and demographics, including locations of people who are often transit dependent, including low-income households, individuals aged 65 or older, youth, and individuals who are racially and ethnically diverse;
 - Locations of existing housing; employment centers; medical, social, and human services centers; major destinations; and other locations with needs for public transportation services and programs;
 - Inventories of current public transportation services located within, adjacent to, or with the reasonable potential to connect to the local or regional public transportation services, as applicable;
- Prioritized lists of public transportation improvements and capital projects; and
- Identified opportunities to coordinate public transportation services within and outside the county, district, or tribal area and with other agencies and areas to improve efficiency and effectiveness of service and reduce gaps in service.

All the required local plan components do not need to appear in a single local plan document if they are incorporated by reference. For example, a provider could have a transit development plan that includes all of the local plan elements except for a prioritized list of capital projects but references the need for such a list to be developed. If the transit development plan references a separate capital improvement plan that includes the prioritized list of capital projects, then those plans, in combination, would be interpreted by ODOT as compliance with the local plan requirement.



A Cherriots rider enters an accessible bus.

ODOT’s regional transit coordinators can help identify and evaluate local plan(s) for STIF rule compliance.

2.5.6 STIF Plan Projects and the Oregon Public Transportation Plan

The [Oregon Public Transportation Plan](#) was adopted by the Oregon Transportation Commission in September 2018 and provides overarching policy guidance for public transportation in Oregon. The Oregon Public Transportation Plan contains ten statewide public transportation goals.

Qualified Entities are required to identify how each STIF Plan project is consistent with Oregon Public Transportation Plan goals, policies, and implementation plans and are encouraged to review and consider these goals prior to selecting projects that will be included in their STIF Plan.

- **Goal 1: Mobility – Public Transportation User Experience**
 - People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
- **Goal 2: Accessibility and Connectivity – Getting from Here to There**
 - People experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
- **Goal 3: Community Livability and Economic Vitality**
 - Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
- **Goal 4: Equity**
 - Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
- **Goal 5: Health**
 - Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
- **Goal 6: Safety and Security**
 - Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
- **Goal 7: Environmental Sustainability**
 - Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.

- **Goal 8: Land Use**

- Public transportation is a tool that supports Oregon’s state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.



- **Goal 9: Funding and Strategic Investment**

- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians’ quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.

- **Goal 10: Communication, Collaboration, and Coordination**

- Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

The [Oregon Public Transportation Plan Local Practitioners Guide](#) is designed to support transit providers in using and implementing the Oregon Public Transportation Plan, and it contains more information about how transit providers throughout the state are successfully implementing policies reflected in the plan.

2.5.7 Student Transportation Requirement

On an annual basis, each Qualified Entity must allocate at least one percent of its estimated STIF Formula fund disbursement to project(s) supporting student transportation, if practicable (OAR 732-042-0015(3)(j)). The Qualified Entity’s STIF Plan must identify which of its projects support student transportation and describe how the STIF Formula funds will be used to provide student transit services for students in grades 9 through 12. A Qualified Entity must meet the student transportation requirement unless it is not practicable to meet the requirement. ODOT considers meeting the student transportation requirement to be practicable when public transit services within the Qualified Entity’s area of responsibility can be feasibly and efficiently used by students in grades 9 through 12. If a Qualified Entity determines that it is not practicable to identify such a project or to allocate funding for this purpose, it must specify in its STIF Plan the reason(s) for this determination.



Statewide Transportation Improvement Fund Allocation Estimate, August 2024

Introduction

ODOT has completed an update to the Statewide Transportation Improvement Fund (STIF) allocation estimate. We will continue to update forecasts as we receive revised economic data. This update to the STIF forecast reflects the consolidation with the Special Transportation Fund designated by Senate Bill 1601. Revenues from cigarette taxes, ID card fees, and the non-highway gas tax are included with the payroll tax revenues. This forecast includes payroll shares and populations for 2022 and reflects expected revenues to be received.

Estimate Assumptions

ODOT can distribute only the revenue it receives, which may be more or less than this estimate, up to each individual Qualified Entity's (QE) approved STIF Plan funding limit for STIF Formula (i.e. "plan maximum"). Further, ODOT is prohibited from distributing funds to a QE that does not have an OTC approved STIF formula plan. Distributions typically represent tax collections from two quarters prior; for example, the July distribution (FY 25 Q1) is largely comprised of taxes collected from January through March (FY 24 Q3). Updated estimates for the Formula, Discretionary, and Intercommunity Discretionary funds for FY 24-25 (23-25 biennium) and forecasts for FY 26-27 are summarized in the table below.

STIF Fund	Estimate for FY 24-25	Forecast for FY 26-27
Formula (distributions)	\$230.9 M	\$243.4 M

The tables summarize the estimated Formula fund revenues available to each QE based on the date of distribution by fiscal year. There are tables for the consolidated program, the population based formula, and payroll based formula. Population based formula funds must be dedicated to transportation services for older adults and individuals with disabilities.

Estimate Calculation Method

- Fees and other taxes grow at a nominal historic rate,
- Department of Revenue collection and administration costs are deducted from the gross revenue,
- PTD Program administration costs and projects of statewide significance are deducted per ORS 184.758,
- The result is multiplied by 90% to determine the projected Formula Fund net total,
- 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 the Oregon Employment Department, with adjustments made to ensure each QE receives the minimum allocation

NOTE: The remaining ten percent of STIF funds collected is dedicated to the Discretionary Fund (five percent), Intercommunity Discretionary Fund (four percent), and the Technical Resource Center (one percent).

Program Totals (Population + Payroll)

Qualified Entity	FY 2024	FY 2025	FY 2026	FY 2027
Baker County	\$ 279,745	\$ 278,496	\$ 288,899	\$ 299,124
Basin Transit Service District	\$ 1,100,251	\$ 1,094,546	\$ 1,132,523	\$ 1,179,224
In district	\$ 864,864	\$ 860,131	\$ 889,063	\$ 927,802
Out of district Klamath County	\$ 235,387	\$ 234,415	\$ 243,460	\$ 251,422
Benton County	\$ 2,204,112	\$ 2,191,973	\$ 2,265,415	\$ 2,364,780
Burns Paiute Tribe	\$ 194,376	\$ 194,376	\$ 211,952	\$ 211,952
Columbia County	\$ 622,282	\$ 619,271	\$ 641,552	\$ 666,198
Confederated Tribes of Coos, Lower Umpqua and Siuslaw	\$ 194,376	\$ 194,376	\$ 211,952	\$ 211,952
Confederated Tribes of Grand Ronde Community of Oregon	\$ 194,376	\$ 194,376	\$ 211,952	\$ 211,952
Confederated Tribes of Siletz Indians	\$ 194,376	\$ 194,376	\$ 211,952	\$ 211,952
Confederated Tribes of the Umatilla Indian Reservation	\$ 194,376	\$ 194,376	\$ 211,952	\$ 211,952
Confederated Tribes of Warm Springs	\$ 194,376	\$ 194,376	\$ 211,952	\$ 211,952
Coos County	\$ 1,065,831	\$ 1,060,267	\$ 1,096,918	\$ 1,142,463
Coquille Indian Tribe	\$ 194,376	\$ 194,376	\$ 211,952	\$ 211,952
Cow Creek Band of Umpqua Tribe of Indians	\$ 194,376	\$ 194,376	\$ 211,952	\$ 211,952
Crook County	\$ 496,154	\$ 493,561	\$ 510,613	\$ 531,833
Curry County	\$ 320,436	\$ 318,934	\$ 330,588	\$ 342,880
Deschutes County	\$ 4,952,639	\$ 4,925,109	\$ 5,089,195	\$ 5,314,539
Gilliam County	\$ 194,376	\$ 194,376	\$ 211,952	\$ 211,952
Grant County Transportation District	\$ 194,376	\$ 194,376	\$ 211,952	\$ 211,952
Harney County	\$ 194,376	\$ 194,376	\$ 211,952	\$ 211,952
Hood River County Transportation District	\$ 635,246	\$ 631,790	\$ 653,116	\$ 681,402
Jefferson County	\$ 356,165	\$ 354,442	\$ 367,193	\$ 381,301
Josephine County	\$ 1,358,618	\$ 1,351,611	\$ 1,398,649	\$ 1,456,000
Klamath Tribes	\$ 194,376	\$ 194,376	\$ 211,952	\$ 211,952
Lake County	\$ 194,376	\$ 194,376	\$ 211,952	\$ 211,952
Lane Transit District	\$ 7,998,793	\$ 7,955,347	\$ 8,224,130	\$ 8,579,755
In district	\$ 7,297,269	\$ 7,257,103	\$ 7,500,341	\$ 7,829,120
Out of district Lane County	\$ 701,524	\$ 698,244	\$ 723,788	\$ 750,634
Lincoln County	\$ 834,420	\$ 830,056	\$ 858,722	\$ 894,437
Linn County	\$ 2,401,920	\$ 2,389,094	\$ 2,470,623	\$ 2,575,609
Malheur County	\$ 568,469	\$ 565,456	\$ 584,833	\$ 609,500
Morrow County	\$ 382,985	\$ 381,095	\$ 394,670	\$ 410,141
Rogue Valley Transportation District	\$ 4,635,075	\$ 4,609,921	\$ 4,765,753	\$ 4,971,650
In district	\$ 4,151,337	\$ 4,128,242	\$ 4,265,706	\$ 4,454,753
Out of district Jackson County	\$ 483,738	\$ 481,679	\$ 500,047	\$ 516,897
Salem Area Mass Transit District	\$ 9,786,233	\$ 9,732,510	\$ 10,059,238	\$ 10,498,997
In district	\$ 6,665,796	\$ 6,628,223	\$ 6,847,130	\$ 7,154,691
Out of district Marion County	\$ 2,288,092	\$ 2,276,048	\$ 2,354,357	\$ 2,452,948
Out of district Polk County	\$ 832,345	\$ 828,239	\$ 857,750	\$ 891,357
Sherman County	\$ 194,376	\$ 194,376	\$ 211,952	\$ 211,952
Sunset Empire Transportation District (Clatsop County)	\$ 850,740	\$ 846,125	\$ 874,732	\$ 912,511
Tillamook County Transportation District	\$ 475,081	\$ 472,619	\$ 489,024	\$ 509,173
Tri County Metropolitan Transportation District	\$ 65,021,516	\$ 64,647,700	\$ 66,755,896	\$ 69,815,801
In district	\$ 61,690,712	\$ 61,334,700	\$ 63,329,904	\$ 66,244,072
Out of district Clackamas County	\$ 2,491,543	\$ 2,478,197	\$ 2,562,612	\$ 2,671,859
Out of district Multnomah County	\$ 71,280	\$ 70,931	\$ 73,466	\$ 76,324
Out of district Washington County	\$ 767,981	\$ 763,872	\$ 789,911	\$ 823,543
Umatilla County	\$ 1,483,196	\$ 1,475,286	\$ 1,525,670	\$ 1,590,412
Umpqua Public Transportation District (Douglas County)	\$ 1,880,213	\$ 1,870,344	\$ 1,934,798	\$ 2,015,586
Union County	\$ 478,157	\$ 475,677	\$ 492,176	\$ 512,482
Wallowa County	\$ 194,376	\$ 298,152	\$ 211,952	\$ 211,952
Wasco County	\$ 553,126	\$ 550,180	\$ 568,982	\$ 593,096
Wheeler County	\$ 194,376	\$ 194,376	\$ 211,952	\$ 211,952
Yamhill County	\$ 1,900,748	\$ 1,890,695	\$ 1,955,570	\$ 2,037,862
Totals Statewide	\$ 115,752,167	\$ 115,225,897	\$ 119,120,710	\$ 124,277,988

District totals may not add up due to rounding.

POPULATION Formula Breakout

Qualified Entity	FY 2024	FY 2025	FY 2026	FY 2027
Baker County	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Basin Transit Service District	\$ 181,028	\$ 181,028	\$ 190,763	\$ 190,763
In district	\$ 102,345	\$ 102,345	\$ 107,849	\$ 107,849
Out of district Klamath County	\$ 78,683	\$ 78,683	\$ 82,914	\$ 82,914
Benton County	\$ 248,236	\$ 248,236	\$ 261,585	\$ 261,585
Burns Paiute Tribe	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Columbia County	\$ 137,152	\$ 137,152	\$ 144,527	\$ 144,527
Confederated Tribes of Coos, Lower Umpqua and Siuslaw	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Confederated Tribes of Grand Ronde Community of Oregon	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Confederated Tribes of Siletz Indians	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Confederated Tribes of the Umatilla Indian Reservation	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Confederated Tribes of Warm Springs	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Coos County	\$ 169,332	\$ 169,332	\$ 178,438	\$ 178,438
Coquille Indian Tribe	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Cow Creek Band of Umpqua Tribe of Indians	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Crook County	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Curry County	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Deschutes County	\$ 517,036	\$ 517,036	\$ 544,841	\$ 544,841
Gilliam County	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Grant County Transportation District	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Harney County	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Hood River County Transportation District	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Jefferson County	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Josephine County	\$ 229,736	\$ 229,736	\$ 242,090	\$ 242,090
Klamath Tribes	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Lake County	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Lane Transit District	\$ 998,776	\$ 998,776	\$ 1,052,488	\$ 1,052,488
In district	\$ 825,677	\$ 825,677	\$ 870,080	\$ 870,080
Out of district Lane County	\$ 173,099	\$ 173,099	\$ 182,407	\$ 182,407
Lincoln County	\$ 131,428	\$ 131,428	\$ 138,495	\$ 138,495
Linn County	\$ 335,412	\$ 335,412	\$ 353,449	\$ 353,449
Malheur County	\$ 82,928	\$ 82,928	\$ 87,387	\$ 87,387
Morrow County	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Rogue Valley Transportation District	\$ 582,252	\$ 582,252	\$ 613,564	\$ 613,564
In district	\$ 430,197	\$ 430,197	\$ 453,332	\$ 453,332
Out of district Jackson County	\$ 152,055	\$ 152,055	\$ 160,232	\$ 160,232
Salem Area Mass Transit District	\$ 1,130,172	\$ 1,130,172	\$ 1,190,950	\$ 1,190,950
In district	\$ 611,869	\$ 611,869	\$ 644,774	\$ 644,774
Out of district Marion County	\$ 347,460	\$ 347,460	\$ 366,145	\$ 366,145
Out of district Polk County	\$ 170,843	\$ 170,843	\$ 180,030	\$ 180,030
Sherman County	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Sunset Empire Transportation District (Clatsop County)	\$ 107,116	\$ 107,116	\$ 112,876	\$ 112,876
Tillamook County Transportation District	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Tri County Metropolitan Transportation District	\$ 4,791,360	\$ 4,791,360	\$ 5,049,030	\$ 5,049,030
In district	\$ 4,329,173	\$ 4,329,173	\$ 4,561,987	\$ 4,561,987
Out of district Clackamas County	\$ 341,174	\$ 341,174	\$ 359,521	\$ 359,521
Out of district Multnomah County	\$ 15,030	\$ 15,030	\$ 15,837	\$ 15,837
Out of district Washington County	\$ 105,983	\$ 105,983	\$ 111,682	\$ 111,682
Umatilla County	\$ 208,832	\$ 208,832	\$ 220,062	\$ 220,062
Umpqua Public Transportation District (Douglas County)	\$ 290,008	\$ 290,008	\$ 305,604	\$ 305,604
Union County	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Wallowa County	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Wasco County	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Wheeler County	\$ 78,468	\$ 78,468	\$ 82,687	\$ 82,687
Yamhill County	\$ 280,936	\$ 280,936	\$ 296,044	\$ 296,044
Totals Statewide	\$ 12,383,440	\$ 12,383,440	\$ 13,049,368	\$ 13,049,368

District totals may not add up due to rounding.

PAYROLL Formula Breakout

Qualified Entity	FY 2024	FY 2025	FY 2026	FY 2027
Baker County	\$ 201,277	\$ 200,028	\$ 206,212	\$ 216,437
Basin Transit Service District	\$ 919,223	\$ 913,518	\$ 941,760	\$ 988,461
In district	\$ 762,519	\$ 757,786	\$ 781,214	\$ 819,953
Out of district Klamath County	\$ 156,704	\$ 155,732	\$ 160,546	\$ 168,508
Benton County	\$ 1,955,876	\$ 1,943,737	\$ 2,003,830	\$ 2,103,195
Burns Paiute Tribe	\$ 115,908	\$ 115,908	\$ 129,265	\$ 129,265
Columbia County	\$ 485,130	\$ 482,119	\$ 497,025	\$ 521,671
Confederated Tribes of Coos, Lower Umpqua and Siuslaw	\$ 115,908	\$ 115,908	\$ 129,265	\$ 129,265
Confederated Tribes of Grand Ronde Community of Oregon	\$ 115,908	\$ 115,908	\$ 129,265	\$ 129,265
Confederated Tribes of Siletz Indians	\$ 115,908	\$ 115,908	\$ 129,265	\$ 129,265
Confederated Tribes of the Umatilla Indian Reservation	\$ 115,908	\$ 115,908	\$ 129,265	\$ 129,265
Confederated Tribes of Warm Springs	\$ 115,908	\$ 115,908	\$ 129,265	\$ 129,265
Coos County	\$ 896,499	\$ 890,935	\$ 918,480	\$ 964,025
Coquille Indian Tribe	\$ 115,908	\$ 115,908	\$ 129,265	\$ 129,265
Cow Creek Band of Umpqua Tribe of Indians	\$ 115,908	\$ 115,908	\$ 129,265	\$ 129,265
Crook County	\$ 417,686	\$ 415,093	\$ 427,926	\$ 449,146
Curry County	\$ 241,968	\$ 240,466	\$ 247,901	\$ 260,193
Deschutes County	\$ 4,435,603	\$ 4,408,073	\$ 4,544,354	\$ 4,769,698
Gilliam County	\$ 115,908	\$ 115,908	\$ 129,265	\$ 129,265
Grant County Transportation District	\$ 115,908	\$ 115,908	\$ 129,265	\$ 129,265
Harney County	\$ 115,908	\$ 115,908	\$ 129,265	\$ 129,265
Hood River County Transportation District	\$ 556,778	\$ 553,322	\$ 570,429	\$ 598,715
Jefferson County	\$ 277,697	\$ 275,974	\$ 284,506	\$ 298,614
Josephine County	\$ 1,128,882	\$ 1,121,875	\$ 1,156,559	\$ 1,213,910
Klamath Tribes	\$ 115,908	\$ 115,908	\$ 129,265	\$ 129,265
Lake County	\$ 115,908	\$ 115,908	\$ 129,265	\$ 129,265
Lane Transit District	\$ 7,000,017	\$ 6,956,571	\$ 7,171,642	\$ 7,527,267
In district	\$ 6,471,592	\$ 6,431,426	\$ 6,630,261	\$ 6,959,040
Out of district Lane County	\$ 528,425	\$ 525,145	\$ 541,381	\$ 568,227
Lincoln County	\$ 702,992	\$ 698,628	\$ 720,227	\$ 755,942
Linn County	\$ 2,066,508	\$ 2,053,682	\$ 2,117,174	\$ 2,222,160
Malheur County	\$ 485,541	\$ 482,528	\$ 497,446	\$ 522,113
Morrow County	\$ 304,517	\$ 302,627	\$ 311,983	\$ 327,454
Rogue Valley Transportation District	\$ 4,052,823	\$ 4,027,669	\$ 4,152,189	\$ 4,358,086
In district	\$ 3,721,140	\$ 3,698,045	\$ 3,812,374	\$ 4,001,421
Out of district Jackson County	\$ 331,683	\$ 329,624	\$ 339,815	\$ 356,665
Salem Area Mass Transit District	\$ 8,656,061	\$ 8,602,338	\$ 8,868,288	\$ 9,308,047
In district	\$ 6,053,927	\$ 6,016,354	\$ 6,202,356	\$ 6,509,917
Out of district Marion County	\$ 1,940,632	\$ 1,928,588	\$ 1,988,212	\$ 2,086,803
Out of district Polk County	\$ 661,502	\$ 657,396	\$ 677,720	\$ 711,327
Sherman County	\$ 115,908	\$ 115,908	\$ 129,265	\$ 129,265
Sunset Empire Transportation District (Clatsop County)	\$ 743,624	\$ 739,009	\$ 761,856	\$ 799,635
Tillamook County Transportation District	\$ 396,613	\$ 394,151	\$ 406,337	\$ 426,486
Tri County Metropolitan Transportation District	\$ 60,230,156	\$ 59,856,340	\$ 61,706,866	\$ 64,766,771
In district	\$ 57,361,539	\$ 57,005,527	\$ 58,767,917	\$ 61,682,085
Out of district Clackamas County	\$ 2,150,369	\$ 2,137,023	\$ 2,203,091	\$ 2,312,338
Out of district Multnomah County	\$ 56,250	\$ 55,901	\$ 57,629	\$ 60,487
Out of district Washington County	\$ 661,998	\$ 657,889	\$ 678,229	\$ 711,861
Umatilla County	\$ 1,274,364	\$ 1,266,454	\$ 1,305,608	\$ 1,370,350
Umpqua Public Transportation District (Douglas County)	\$ 1,590,205	\$ 1,580,336	\$ 1,629,194	\$ 1,709,982
Union County	\$ 399,689	\$ 397,209	\$ 409,489	\$ 429,795
Wallowa County	\$ 115,908	\$ 219,684	\$ 129,265	\$ 129,265
Wasco County	\$ 474,658	\$ 471,712	\$ 486,295	\$ 510,409
Wheeler County	\$ 115,908	\$ 115,908	\$ 129,265	\$ 129,265
Yamhill County	\$ 1,619,812	\$ 1,609,759	\$ 1,659,526	\$ 1,741,818
Totals Statewide	\$ 103,368,727	\$ 102,842,457	\$ 106,071,342	\$ 111,228,620

District totals may not add up due to rounding.

ODOT Public Transportation Division Federal Formula Grant Estimates

August 2024

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program			
Provider Name	FTA 5310 Small Urban Allocation Estimate	5310 STBG Allocation Estimate	Total 2025-2027 Allocation Estimate
Baker County	-	160,567	160,567
Basin Transit Service Transportation District	-	566,930	566,930
Benton County	360,484	307,763	668,248
Burns Paiute Tribe	-	90,275	90,275
Columbia County	10,244	374,976	385,220
Confederated Tribes of Coos, Lower Umpqua and Siuslaw	-	90,263	90,263
Confederated Tribes of Grand Ronde Community of Oregon	-	92,492	92,492
Confederated Tribes of Siletz Indians	-	91,586	91,586
Confederated Tribes of the Umatilla Indian Reservation	-	99,419	99,419
Confederated Tribes of Warm Springs	-	98,628	98,628
Coos County Area Transportation District	-	558,758	558,758
Coquille Indian Tribe	-	92,702	92,702
Cow Creek Tribe of Umpqua Indians	-	90,524	90,524
Crook County	-	186,387	186,387
Curry County	-	204,135	204,135
Deschutes County	577,436	875,337	1,452,772
Gilliam County	-	98,152	98,152
Grant County Transportation District	-	123,503	123,503
Harney County	-	120,288	120,288
Hood River County Transportation District	-	150,810	150,810
Jefferson County	-	177,917	177,917
Josephine County	300,754	435,704	736,458
Klamath Tribes	-	90,277	90,277
Lake County	-	121,526	121,526
Lane Transit District	-	1,944,714	1,944,714
Lincoln County	-	446,573	446,573
Linn County	335,026	629,713	964,739
Malheur County	-	228,927	228,927
Morrow County	-	125,754	125,754
Rogue Valley Transportation District	926,375	750,230	1,676,605
Salem Area Mass Transit District	-	2,311,301	2,311,301
Sherman County	-	97,843	97,843

Sunset Empire Transportation District	-	329,945	329,945
Tillamook County Transportation District	-	204,602	204,602
Tri County Metropolitan Transportation District of Oregon	-	7,348,074	7,348,074
Umatilla County	43,885	514,082	557,967
Umpqua Public Transportation District	-	923,347	923,347
Union County	-	174,449	174,449
Wallowa County	-	118,678	118,678
Wasco County	-	180,862	180,862
Wheeler County	-	97,693	97,693
Yamhill County	-	774,293	774,293
Grand Total	2,554,203	22,500,000	25,054,203

ODOT Public Transportation Division Federal Formula Grant Estimates
August 2024

Section 5311: Formula Grants for Rural Areas	
Provider Name	2025-2027 Allocation Estimate
Basin Transit Service Transportation District	\$ 1,447,506
Benton County	\$ 445,881
Central Oregon Intergovernmental Council	\$ 1,785,503
City of Canby	\$ 745,157
City of Lebanon	\$ 262,657
City of Pendleton	\$ 440,202
City of Sandy	\$ 996,600
City of Silverton	\$ 140,123
City of Sweet Home	\$ 363,172
City of Woodburn	\$ 374,303
Clackamas County	\$ 1,137,115
Columbia County	\$ 945,385
Community Connection of Northeast Oregon, Inc.	\$ 1,301,577
Confederated Tribes of Grand Ronde Community of Oregon	\$ 335,075
Confederated Tribes of the Umatilla Indian Reservation	\$ 1,109,932
Coos County Area Transportation District	\$ 569,809
Curry County	\$ 672,814
Grant County Transportation District	\$ 703,615
Harney County	\$ 432,069
Hood River County Transportation District	\$ 952,893
Josephine County	\$ 605,495
Klamath Tribes	\$ 408,581
Lane Transit District	\$ 532,753
Lincoln County Transportation Service District	\$ 1,808,784
Linn County	\$ 607,249
Malheur County	\$ 573,598
Mid-Columbia Economic Development District	\$ 576,330
Morrow County	\$ 405,390
Ride Connection, Inc.	\$ 457,461
Salem Area Mass Transit District	\$ 818,333
South Clackamas Transportation District	\$ 689,744
Sunset Empire Transportation District	\$ 1,731,273
Tillamook County Transportation District	\$ 2,079,868
Umpqua Public Transportation District	\$ 1,372,867
Yamhill County	\$ 2,021,373
Grand Total	\$ 29,850,487