



Statewide Transportation Improvement Fund Advisory Committee

Agenda

Monday, October 14; 10:00 am – 11:30 am

Madison Avenue Meeting Room, 500 SW Madison Avenue

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

Public Link: https://us06web.zoom.us/webinar/register/WN_rHpzJxE1SierennIS8J1gQ

1. Call Meeting to Order/Introductions
 2. Public Comments
 3. 5310 Project Plan Review and Public Comment
 4. STIF Discretionary Grant Application Review
 5. STIF Formula Payroll-Based Funds Suballocation Method Affirmation
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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

Kate Hunter-Zaworski
Representative of People with
Disabilities

Kristen Jocums
User of Transportation Services

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

This agenda is available in alternate format upon request. For an alternate format, or if you have any questions, please contact Tiffany Plemmons, Transit Program Assistant tiffany.plemmons@corvallisoregon.gov, 541-766-6772



***** Memorandum *****

TO: Benton County Statewide Transportation Improvement Fund Advisory Committee

FROM: Lisa Scherf, Transportation Services Supervisor, Qualified Entity Representative

SUBJECT: 5310 Project Plan Review
STIF Discretionary Grant Review
STIF Formula (Payroll) Suballocation Method

DATE: October 7 for October 14, 2024 Meeting

During each biennial grant cycle, the STIF Advisory Committee is obligated to (among other tasks) review the federal 5310 grant applications submitted in Benton County and provide a recommendation to the Benton County Board of Commissioners (BOC). Benton County is asked to provide a Fund/Do Not Fund recommendation for all STIF Discretionary grant applications received in the county, in consultation with the Committee. Additionally, every six years the Committee must review and provide recommendations to the BOC on the STIF Formula Payroll Suballocation Methodology. These items are discussed further below.

Review of 5310 Projects

The Oregon Department of Transportation (ODOT) administers formula-based Federal Section 5310 funds provided by the FTA to eligible agencies throughout Oregon. Benton County is one of those agencies. These funds are intended to provide service to “Enhance Mobility of Seniors and Individuals with Disabilities.” Historically, Benton Area Transit (BAT), the primary rural service provider in Benton County, uses these funds to provide “BAT Lift” Service, which includes complementary ADA Paratransit service on behalf of Corvallis Transit System (CTS) and the Philomath Connection (both of which are also eligible for these funds), as well as countywide demand-response service to older adults and people who have disabilities.

In the current FY23-25 biennium, Benton County received a total of \$572,166. We expect to receive for \$668,248 in FY 25-27, which is an increase of \$96,081 (16.8%) over the current biennium. This funding comes identified in two “buckets” and has been used entirely in support of mandatory ADA paratransit for Corvallis Transit System and the Philomath Connection (Small Urban Allocation), along with countywide BAT Lift services to Benton County residents (STBG Allocation). Attachment A lists the amounts for this cycle, including \$360,484 for Small Urban and \$307,763 for STBG funds. Under ODOT guidelines, the Board of Commissioners must approve projects prior to staff submitting a 5310 application to ODOT. Below are the projects Benton County will apply for to use the 5310 funds.

Agency	Project Title	Request for FY26	Request for FY27	TOTAL Request for FY25-27
Benton County	"BAT Lift" Special Transportation Services	\$ 153,881	\$ 153,882	\$ 307,763
Benton County	City of Corvallis & Philomath Paratransit	\$ 180,242	\$ 180,243	\$ 360,485
		\$ 334,123	\$ 334,125	\$ 668,248

Review of STIF Discretionary Projects

Per the STIF Rules, Qualified Entities (QE – Benton County) are to provide a recommendation to ODOT as to whether funding should be awarded for each STIF Discretionary application that the QE receives from providers within its geographic area. Criteria are contained within OAR 732-044-0030 that guide staff in this. The recommendation is forwarded after consultation with the STIF Advisory Committee; input on these applications does not need to go through the BOC and is due back to ODOT on October 22, 2024.

Discretionary project applications were received by the following Public Transportation Service Providers (PTSPs) that operate within Benton County: City of Albany, Benton County, and the Oregon Cascades West Council of Governments. The total of these FY 2025-27 projects, which were forwarded by ODOT to Benton County, is \$4,670,000. A summary of each project follows, from the applicant descriptions:

Albany Transit System – Transit Stop Improvements (\$1,680,000)

This project includes construction of new transit stops throughout Albany. Improvements vary at each location, but may include new transit boarding areas, curb ramps, and striping. The implementation of bus route changes necessitates the addition of new bus stops throughout Albany. The project team evaluated the existing bus stops to determine which would remain in use and which would be discontinued. New bus stop locations were identified and evaluated for their ease of implementation based on right-of-way availability. All new stops are required to meet all Americans with Disabilities Act (ADA) requirements.

The total project is \$2,100,000, with a grant request of \$1,680,000 and \$420,000 in local match.

Albany Transit System – Transit Operations Facility Remodel (\$2,160,000)

In 2023, Albany purchased a surplus school bus maintenance property from the local school district to serve as the Transit Operations Facility for the Albany Transit System, Linn-Benton Loop, and Call-a-Ride Paratransit programs. While it has been almost immediately useful for a base of operations for daily bus transit service, there are many facility improvements needed to make it a safe and accessible facility and to fully utilize the property for Albany transit administration and operations. Needed improvements include: remodeling office, driver, dispatch and break area; building insulation, HVAC, electrical, lighting, data wiring improvements; fire sprinkler system; installing an elevator to the second floor to meet ADA requirements; new ADA bathroom on the second floor and remodel existing bathrooms to meet ADA requirements; rehabilitating the covered bus wash facility and equipment; installing new automatic garage doors for the covered bus storage area; bus storage area paving and lot restriping; general cleaning and painting of the bus maintenance bays and other areas.

The total project is \$2,700,000, with a grant request of \$2,160,000 and \$540,000 in local match.

Albany Transit System – Vehicle Purchase (\$800,000)

This project would provide the ATS system with its first Hybrid bus, reducing emissions while providing reliable service in the city of Albany. The vehicle that would be funded by this project is a necessary component for a planned ATS expansion, which includes extended service span and more passenger-friendly bi-directional in Albany.

The total project is \$1,000,000, with a grant request of \$800,000 and \$200,000 in local match.

Benton County – Installation of Security Fencing at Sunset Facility (\$200,000)

Benton Area Transit (BAT) uses Benton County's Sunset Facility to park and stage vehicles for transit services. The designated area for these vehicles is located at the rear of the facility, away from the street, and is currently unsecured. In recent years, BAT vehicles have experienced repeated incidences of vandalism and fuel theft. This project seeks to improve security by installing a minimum 6-foot tall security fence, electronically operated gates, enhanced lighting, and security cameras.

The total project is \$250,000, with a grant request of \$200,000 and \$50,000 in local match.

Benton County – Replace Four Aging Transit Vehicles (\$320,000)

Benton County, like many transit agencies, has an aging fleet. This grant, if awarded, would pay for the purchase of four replacement vehicles: two Category D vehicles and two Category E vehicles, all used for paratransit and demand-response services. All targeted vehicles will exceed or have exceeded useful life standards on or before June 30, 2025.

The total project is \$400,000, with a grant request of \$320,000 and \$80,000 in local match.

OCWCOG - OSU Mobility Hub Construction (\$800,002)

This request provides gap funding to fully construct the OSU Mobility Hub, located on the OSU campus at 1220 SW Jefferson Way, Corvallis, OR 97331. The gap funding requested will be used to: construct up to six shelters (three 16' by 8' and three 32' by 8' shelters); improve the right of way to provide a raised crossing of Jefferson; provide signage and pavement markings; create space for a micromobility station (bike racks, scooter share or similar), and install real-time bus arrival screens at each shelter. The design of the facility will be completed prior to award. Construction plans for the public improvements have been submitted and are currently under review by the City of Corvallis.

The total project is \$1,000,002, with a grant request of \$800,002 and \$200,000 in local match.

STIF Formula Fund Suballocation Methodology

Oregon Administrative Rules (OAR) Sections 732-042-0010(3)(d) and 732-042-0010(3)(e) governing STIF Formula Fund Calculation and Disbursement, state:

(d) 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 Fund moneys to Public Transportation Service Providers.

(e) 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.

In 2018, the first year following STIF implementation, the STIF Advisory Committee reviewed several different scenarios staff prepared for allocating funds to communities in Benton County. The Committee ultimately recommended, and the Board of Commissioners adopted a Suballocation Formula based on four different factors: average annual employment (jobs), business establishments, total payroll, and an additional factor that incorporated 10 different factors related to equity. This established a roughly proportional starting point (not a guarantee nor entitlement) for STIF Formula distribution amounts to each incorporated community within Benton County, as well as the unincorporated area of the County, as described in OAR. This methodology was again reviewed and recommended by the STIF Advisory Committee in both 2020 for FY21-23 and 2022 for FY23-25, and approved by the Board of Commissioners for use in allocating funds to the PTSPs for projects that serve those areas.

This fall, staff requested data from the State's Regional Economist for our area and updated the proportional starting place for allocations. Staff is recommending that for simplicity and consistency, the suballocation methodology use payroll figures as the basis, since that is the metric called out in OAR. Results using different metrics vary widely and there is no guidance on how to weight the different metrics. The result of this is shown in Attachment B.

ACTION REQUESTED

1. Review and either recommend to the Benton County Board of Commissioners approval, denial, or recommended changes to the proposed 5310 projects.
2. Review STIF Discretionary Projects received from PTSPs and provide input to staff.
3. Review and either recommend to the Benton County Board of Commissioners approval, denial, or recommended changes to the STIF Formula Payroll suballocation formula.

Attachments: A – 5310 Allocation Estimates

B – STIF Formula Payroll Suballocation Methodology Calculations

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

Attachment B

FY 2025-2027 STIF Formula Fund Sub-Allocation						
Allocation to cities within Benton County - August 2024 Estimate						
City / County	Payroll Percentage	FY 2026		FY 2027		FY25-27 Combined
	100.00%	\$ 2,003,830	\$ 2,103,195	\$ 4,107,026		
North Albany	1.30%	\$ 26,219	\$ 27,519	\$ 53,738		
Adair Village	0.30%	\$ 5,940	\$ 6,231	\$ 12,171		
Corvallis	83.00%	\$ 1,659,341	\$ 1,741,624	\$ 3,400,965		
Monroe	0.31%	\$ 6,399	\$ 6,717	\$ 13,116		
Philomath	2.45%	\$ 49,180	\$ 51,619	\$ 100,799		
Benton County	13.00%	\$ 256,750	\$ 269,482	\$ 526,232		
Total	100%	\$ 2,003,829	\$ 2,103,192	\$ 4,107,021		