



**Benton County
Statewide Transportation Improvement Fund
Advisory Committee**

**AGENDA
Wednesday, August 19, 2026, 1:00 pm – 3:00 pm**

Hybrid Meeting

In Person: Kalapuya Building, 4500 SW Research Way, Corvallis, Oregon

Zoom: <https://us06web.zoom.us/j/86074325853?pwd=EBskQaEIFEZg0myUeycaV7S4tLPa4N.1>

Meeting ID: 860 7432 5853

Passcode: 427352

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

1. Call Meeting to Order
 2. Public Comments
 3. Approval of June 8, 2026 and July 23, 2026 Meeting Minutes
 4. Review Competitive Transit Grant Application - Continuation of Service for the 99Vine
 5. Current STIF Projects: FY 27 Expenditures and Planned Carry Forward
 6. Summary of STIF Changes
 7. Review of Proposed FY 27/29 Projects
 8. STIF Projects Recommendations List
 9. Next Meeting – September 10, 2026
 10. Adjournment
-

Benton County STIF Advisory Committee Members

Sarah Bronstein
Representative of Educational
Institution

Janece Cook, Vice-Chair
Representative of People with
Low-income

Matthew Lehman
Local Government
Representative

Heidi Henry, Chair
Environmental Advocate

Kate Hunter-Zaworski
Representative of People with
Disabilities

Rory Rowan
Public Transportation Service
Provider, City of Corvallis

David Rabinowitz
Bicycle & Pedestrian Advocate

Gary Stockhoff
Ex-Officio, Benton County

Robert Keith
Representative of Seniors (65+)

Kristen Jocums
User of Transportation Services

Peggy Sue Cogswell
Qualified Entity Staff

Maya O'Neal
Qualified Entity Staff

This agenda is available in an alternate format upon request. For an alternate format or if you have any questions, please contact Benton County Transit Coordinator Maya O'Neal at maya.oneal@bentoncountyor.gov or 541-766-6285.



Benton County
Statewide Transportation Improvement Fund
Advisory Committee Meeting Minutes
June 8, 2026

In-Person and Virtual Meeting, 1:00 pm – 3:00 pm

Committee Members Present

Chair Heidi Henry, Environmental Advocate
Vice-Chair Janeece Cook, Representative of Low-Income Persons
Kate Hunter-Zaworski, Representative of People with Disabilities
Sarah Bronstein, Representative of Educational Institutions
David Rabinowitz, Bicycle and Pedestrian Advocate
Gary Stockhoff, Ex-Officio
Kristen Jocums, User of Transportation
Rory Rowan, Public Transportation Service Provider
Robert Keith, Representative of Seniors (65+)

Absent

Matthew Lehman, Local Government Representative

Staff

Peggy Sue Cogswell, City of Corvallis Public Transportation Program Coordinator
Maya O'Neal, Benton County Transportation Program Coordinator
Jeff Babbitt, City of Albany Business Manager

Guests

See guest sign-in sheet.

1. Call to Order/Introductions

Chair Henry called the meeting to order at 1:03 pm.

2. Public Comments

No public comments were received.

3. Approve Minutes

Minutes from March 3, 2026 meeting were approved.

4. Review of 5310 Applications Submitted by Sub-Recipients

No applications or inquiries were received.

5. Review of FY 25/27 STIF Plan Projects

Jeff Babbitt provided a review of City of Albany projects, indicating they anticipate expending all the funds allocated for the Linn-Benton Loop Expanded Service Preservation and North Albany Expanded Service Preservation projects. The Linn-Benton Loop Bus Purchase Match project should be completed, and the final project Albany Transit System Bus Purchase Match should be completed before the end of the current biennium. City of Albany does not anticipate any carryover of current STIF funds.

Peggy Sue Cogswell provided a review of City of Corvallis projects. Corvallis Transit System Expanded Service and the Transit Support Position projects are on schedule and within budget. The City is discussing internally whether to pursue Mid-life Rebuild for CTS Buses or not and should have more information after July 1, 2026. As part of the Bus Stop Amenities project, eleven solar panel lights have been installed at certain bus locations and have received positive feedback, and they are considering replacing transit shelters. The Bus Wash Equipment project is a shared project between CTS and the City's Fleet division and is expected to be initiated. Transit Planning Services and Bus Yard Planning Grant projects are currently underway with the drafting of an RFP (request for proposal) for a consultant to assist with these projects. City of Corvallis is not pursuing the Microtransit Service Pilot project or the Late Night Service project.

Cogswell provided project updates for the Philomath Connection, stating the Philomath Connection Expanded Service and Fareless Service projects are on schedule, and they expect to expend the full allocation this biennium. The PC Bus Stop Amenities project has not identified any Philomath shelters that need to be upgraded, so funds have not been expended on this project to date and might carryover. Member Rowan provided more context and additional City of Corvallis budgetary information. Member Rabinowitz asked what other projects have been cancelled, and Member Rowan relayed the project hasn't been cancelled, only delayed while the City reviews internal budgetary information and makes decisions about priorities. Member Hunter-Zaworski asked what the match percentage is, and Member Rowan stated most operations are 50-50 or 80-20 for things like preventative maintenance. Member Bronstein asked about the transit planning project,

and Member Rowan stated it theoretically could be flexible, but in the near term might be used to help support the medium expansion scenario.

Ex-officio Stockhoff indicated BAT Preservation of Service and the 5311 Grant Match projects will be expended this biennium. The Rural Shuttle Study project is underway and will include public outreach. The Self-Perform Analysis has been done, and Bus Stop Amenities will likely get carried over. Both the Bus Purchases Full Project Contingency and Security Fencing/ Gates Full Contingency are in the works, and the funds will likely be carried forward to continue those projects. Stockhoff provided a brief overview of the 99Vine Pilot project and will conclude at the end of June 2026. The service began in late November 2025 and has continued to grow in ridership. This is a joint project with Yamhill County. The project identified as BAT-10 is for Bus Purchases Full Project Contingency for six electric vehicles that were recently ordered after finally receiving clearance. This project also includes charging stations that will be installed at the Sunset building. Member Cook asked about the 99Vine, and Stockhoff confirmed the pilot project ends June 30th, and Pacific Crest will continue to operate the route once a day with a fare and will go all the way to Union Station.

Justin Peterson with Oregon Cascades West Council of Governments provided an update on both OCWCOG projects. The first, Seamless, is a continuation of an existing program for CW Ride, the transit app and website to track their bus on a live feed. The second project is for the Mobility Hubs, one in Linn County at LBCC which was completed, and the other at the OSU campus in Benton County. For the OSU Mobility Hub, they're working on getting a quote for some redesign work and then working on contract updates. The goal is to complete the agreement this summer, concluding design and permits in the fall, and construction in spring of 2027.

6. Discussion on FY 27/29 STIF Plan

The STIF applications will likely become available in August, but we want to make sure we are prepared beforehand, so we'll get notices out to the various groups who have applied before to get their projects for the 27-29 cycle. Projects with a basic summary and cost estimates will be due to Maya by July 10th and then will come back to this committee to discuss those projects. The committee could review the projects, ask questions, and get more information if needed from the applicants.

Member Rowan asked about using STIF funds as a match for Corvallis' Federal or State grants and Cody Franz from ODOT confirmed this was an acceptable use of STIF funds. Member Hunter-Zaworski asked about putting forth innovative projects, however none of

the transit agencies or providers had put forth an innovative project for the FY27/29 plan and STIF funds must be associated with a project.

Then on August 17th we would do our deliberations, our ranking of these projects. If we get the same amount of funding as last cycle, it might be approximately \$4.6 million, with about \$1.5 million to roll over. If a second meeting is needed for deliberations, we would aim for early September so we could present the STIF plan to Board of Commissioners in late September or early October. These dates are rough estimates, but we are trying to give a general timeline for this process.

Adjournment

Chair Henry adjourned the meeting at 2:30 pm.



Benton County
Statewide Transportation Improvement Fund
Advisory Committee Meeting Minutes
July 23, 2026

In-Person and Virtual Meeting, 1:00 pm – 3:00 pm

Committee Members Present

Chair Heidi Henry, Environmental Advocate
Kate Hunter-Zaworski, Representative of People with Disabilities
Sarah Bronstein, Representative of Educational Institutions
David Rabinowitz, Bicycle and Pedestrian Advocate
Gary Stockhoff, Ex-Officio
Kristen Jocums, User of Transportation
Rory Rowan, Public Transportation Service Provider
Robert Keith, Representative of Seniors (65+)
Matthew Lehman, Local Government Representative

Absent

Vice-Chair Janeece Cook, Representative of Low-Income Persons

Staff

Peggy Sue Cogswell, City of Corvallis Public Transportation Program Coordinator
Maya O'Neal, Benton County Transportation Program Coordinator
Jeff Babbitt, City of Albany Business Manager

Guests

See guest sign-in sheet.

1. Call to Order/Introductions

Chair Henry called the meeting to order at 1:00 pm.

2. Public Comments

No public comments were received.

3. Approve Minutes

Minutes from June 8, 2026 meeting were not approved and revisions requested.

4. Review of Updated Sub-Allocation Formula

Every four years the Sub-Allocation Formula must be updated to see if the prior allocation percentages are still accurate. Member Rabinowitz asked about the term “factor” represented in these calculations, and in this case there are ten factors being evaluated using demographic and economic data to calculate a percentage to apply to each factor. Each factor is then averaged for an overall score applied to each city, town or identifiable area within Benton County. These factors are used to calculate the proportional distribution of estimated STIF funds received. Staff member O’Neal confirmed the calculations used to arrive at the percentage for each of the ten factors, and four-factor equity are listed at the bottom of the sub-allocation tables. Member Hunter-Zaworski asked about the term “index” used in the calculations, and this is to identify the calculation output, not to reference the factor which is a demographic or economic identifier. Rabinowitz suggested to list out each calculation on separate lines to make it easier to read for next cycle. Public Transportation Service Provider Rowan clarified that the sub-allocation formulas are a starting point for discussion, not a definitive percentage or amount apportioned.

5. Review and Rank of Proposed FY 27/29 STIF Plan Projects

Stockhoff thanked everyone who submitted a project for this cycle. Rabinowitz read a circular from ODOT announcing updated funding estimates and STIF plan application dates and questioned how the committee could review STIF projects before the applications were available. Stockhoff clarified the committee requests projects prior to the application date to allow ample time for the committee to fully review, discuss, and prioritize projects before staff take the committee’s recommendations to the Board of Commissioners to be approved. This Board approval must be completed prior to the application deadline to allow staff time to complete the application including allowing time for ODOT review and revisions to the application, if necessary. The process takes time and there are many steps involved so we get started now so we don’t push up against the deadline to submit the STIF plan to ODOT.

Hunter-Zaworski mentioned previous cycles there were multiple smaller agencies that came to present their project, and that is not the case this time. Stockhoff clarified that those smaller agencies are included in the Population Formula Funds, approximately \$313,00 a year shared between Benton County and these agencies, and the projects and amounts were carried over from the prior cycle. Hunter-Zaworski asked for clarification

about the types of funds. Rowan clarified that both Population funds and Payroll funds are Formula funds and the projects we are discussing are for Payroll Formula Funds. The discretionary grants are different in that the agency applies for their own individual projects, not specifically using STIF funds. Rowan mentioned that the original ODOT Formula Fund estimates from November 2025 included allocation estimate had a payroll tax had been approved, but as we know it was not approved. The packet today lists amounts less than that seen on the November 2025 estimates and assumed that is due to using the very recent allocation estimates released by ODOT after the meeting packet had been assembled. Stockhoff confirmed the allocation estimates are using the most recent estimates that were released on July 17, 2026 and it's important to note the amount of reduced funding we will likely receive. Prior estimates were much higher and more favorable than the recent amounts announced and will impact the amount we can spend on projects this cycle.

O'Neal briefly mentioned ODOT recently released a summary of changes to STIF plan rules for the FY27/29 cycle including limiting reserves and contingency amounts, and announcing capital project funds must be spent within the deadline identified in the STIF plan and will require ODOT approval to extend beyond the specified deadline or continuing into future STIF cycles. Rowan asked if ODOT included the definition of capital projects the same way FTA defines capital projects. O'Neal will search for ODOT documentation to identify what projects are considered capital projects within the STIF regulations. Stockhoff mentioned Benton County has a security fencing project we are actively working on so we will look at this for our projects as well.

Hunter-Zaworski asked Corvallis about their transit planning, bus washing equipment, and microtransit projects. Rowan clarified that most of these projects are carry-over of existing projects, some of which might be in the works like the bus wash project which is a shared project with other City groups. Chair Henry asked Rowan which projects were new projects. Rowan reviewed the bus wash project, preservation of service, microtransit vehicles, facilities projects, and using STIF funds as grant matches to Corvallis' state and federal grants. Hunter-Zaworski asked about the APC or automatic passenger count equipment projects. Staff member Cogswell gave a summary of how the equipment counts passengers get on the bus and how it is used to report data to NTD and is used for transit planning. Hunter-Zaworski asked about the transit support position and Rowan explained some of the functions this position assists with. The project is a continuation of projects from prior cycles.

Rabinowitz asked how much of current projects will be carried over and how much funding will be needed for new projects. Rabinowitz asked about the project scoring matrix and Stockhoff confirmed this is to share with the committee the form staff will use after the

committee has completed reviewing or prioritizing the projects. Member Keith asked about the service that goes to the Eugene Airport, and Stockhoff provided an overview of the 99Vine pilot project that concluded June 30th, and Pacific Crest, the service provider who ran the pilot project, will continue to operate a similar service from Eugene to Union Station, but will charge a fare.

Jeff Babbitt from City of Albany gave an overview of Albany's projects. Stockhoff gave an overview of Benton Area Transit projects and mentioned we didn't include any new capital projects. The BAT projects are consolidated to just a few projects, and are mainly for preservation of service, grant matches, and the rural shuttle pilot project. Hunter-Zaworski asked that we be more mindful of funding pilot projects if funding does not materialize to allow the service to continue beyond a one-and-done. Hunter-Zaworski asked if the committee could suggest the County move the \$300,000 listed for the rural shuttle project to preservation of service and bring back the 99Vine. Stockhoff isn't sure we could do that for several reasons, the service is now being offered by Pacific Crest who has a two year agreement with ODOT, and we wouldn't want to duplicate routes to compete for ridership. Rabinowitz would like to see project descriptions, so the committee knows if projects are feasible. Stockhoff mentioned the County is in the process of a rural shuttle feasibility study so this is a placeholder for the project.

COG provided a summary of the Senior Companion transportation project, ridership data and how the service assisted seniors. The Seamless project is technology that allows riders to see where their bus is in real time on apps like Google Maps or Apple Maps. This is a continuation of a project that has been operating for about five years.

Staff member Cogswell gave a brief overview of Philomath Connections projects, which is a preservation of service and fareless project. Member Bronstein asked about the fareless project, and suggested perhaps Philomath should combine the two projects since others don't list fareless as a project.

6. Next Meeting

Next meeting was initially planned for August 17th and was moved to August 19th due to a scheduling conflict. Meetings will continue to be at the Kalapuya Building.

Adjournment

Chair Henry adjourned the meeting at 2:33 pm.



2027-2028 Competitive Transit Grant Review

ODOT is seeking feedback from Qualified Entities (QEs) on projects submitted to the Competitive Transit Grant program for STIF Discretionary and the STIF Intercommunity grant funding. ODOT values the input of the QEs and will consider the feedback provided in making award recommendations ([OAR 732-044-0025](#)).

Following consultation with your Advisory Committee or joint Advisory Committee, please provide a written funding recommendation on this form. In evaluating each proposed project, consider how well the project advances the purposes of the Discretionary Funds as described in OAR [732-044-0000](#) and whether it meets the criteria established under OAR [732-044-0030](#). Each QE may include a prioritized list for those projects that pertain to its geographical area of responsibility.

Below is the timeline for providing input in time for ODOT's Project Selection Committee:

- June 15, 2026 Project applications will be sent to QEs
- August 14, 2026 Deadline for QEs to submit the project review form

Instructions:

1. Provide funding recommendations for all projects on a single Qualified Entity Review Form.
2. Fill in the **Qualified Entity Contact Name** and **Contact Email** fields.
3. Select the name of your QE from the **Qualified Entity** dropdown menu. Once the name of your QE is selected, a new section will populate with a dropdown menu that lists the projects assigned to your QE for review.
4. Select the project you wish to review.
5. Make a recommendation to **Fund** or **Don't Fund** for each assigned project.
6. For each project, you may select a **Prioritized List Rank** for each project with "1" being the highest rank.
7. There is a designated space for **Additional Comments** in each project section which may be used to give rationale for the QE's funding recommendation.
8. If you have multiple projects to review, select the **Add Project** button to create another project review section.
9. When you have made your funding recommendations for all the projects, select the checkbox to confirm that the QEAC was consulted about the projects.
10. After funding recommendations have been made for all the projects assigned to your QE, select **Submit**.

Qualified Entity Contact Name *

Qualified Entity Contact Email *

Qualified Entity *

⊗ Project 1

QE Funding Recommendation *

- ☐ Fund
- ☐ Don't Fund

Prioritized List Rank

Additional Comments

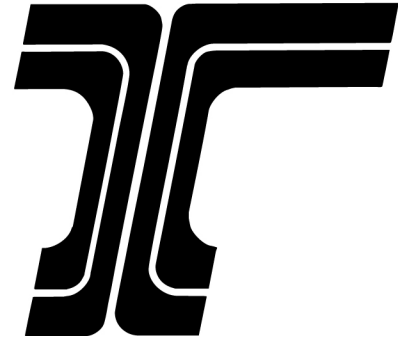
+ Add Project

☐ Please select to confirm that the STIF QE Advisory Committee was consulted prior to the submission of QE project feedback.

Submit

Save

Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name
Benton County

Agency Legal Street Address
360 SW Avery Ave

City
Corvallis

State
OR

Zip
97333

Application Contact First Name
Gary

Application Contact Last Name
Stockhoff

Application Contact Position Title
Director of Public Works

Application Contact Email Address
gary.stockhoff@bentoncountyor.gov

Application Contact Phone
(541) 766-6010

First Name of Person Signing Grant Agreement
Rick

Last Name of Person Signing Grant Agreement
Crager

Title of Person Signing Grant Agreement
Interim County Administrator

FEIN (Federal Employer Identification Number)
93-6002285

UEID (Unique Entity Identification)
DWAANDYBQH65

Transit Agency Type
County

Does your agency have any existing grant agreements with ODOT?
Yes

Authorized Representative

First Name

Gary

Last Name

Stockhoff

Title

Director of Public Works

Email Address

gary.stockhoff@bentoncountyor.gov

Phone Number

(541) 766-6010

Flood Zones

Are any FTA-funded buildings that your transit agency owns located in a flood zone?

No

Do you have flood insurance?

Yes

Risk Assessment Information

Did your agency have any turnover of management or financial staff in the last two years?

Yes

Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

Yes

What type of accounting system does your agency use?

Automated

Does your agency have a system in place that will account for 100 percent of each employee's time?

Yes

What is the financial software utilized?

Tyler - Munis

Did your staff members attend the Public Transportation Division's required trainings and meetings during prior grant award cycles?

No

Will applicant delegate the administration of the grant to a separate agency?

No

Did your agency stay on budget in the past two years?

Yes

Is the Public Transportation Division currently conducting a forensic audit of your agency?

No

Was your agency audited by the State and/or Federal government in the past two years?

No

Delegation of Administration/Contracting

Do you plan to use a subrecipient or contractor to implement the grant supported activity?

Yes

List the subrecipient(s) and/or contractor(s).

If awarded the grant for continuation of the 99W Pilot Project (99Vine) we would look to have the existing contractor (Pacific Crest) continue providing the service.

Describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained for grant moneys.

The County would provide the administrative, technical and financial staff required to oversee and administer the contract.

Is the project a capital project or an operations project?

Operations

Operations Project

Project Information

Project title

Continuation of Service for the 99Vine Transit Service (previously 99W Pilot Project)

Project description

The 99W Pilot project was an ODOT Discretionary grant for services between McMinnville and Junction City that officially launched at the end of November 2025. It was a combined effort between Benton and Yamhill Counties. The southern component of the project (Junction City to Eugene) was enhanced with help from Lane Transit District (LTD), and service extended into Eugene and the Eugene Airport.

The southern segment of the pilot project has consistently shown good ridership numbers. Benton County in collaboration with LTD is looking to continue the service between downtown Corvallis and downtown Eugene.

Does your agency operate a fixed route service?

Yes

Would this award support ongoing operations of an existing service or resume a recently reduced service?

Yes

Would this award support intercommunity service?

Yes

Will this award establish services on corridors that are identified in the Priority Intercity Bus Network Study?

Yes

Will this award support a new pilot project?

No

Would this award support purchased service?

No

Would this award support mobility management?

No

Would this award support preventative maintenance?

No

Project Service Area

Indicate the primary service area for the proposed project.

Large urban

Please select all that apply for the project.

Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less)

Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction

Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other

Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located

Project Service Type

What is the main type of service that will be supported with this award?

Intercity

Service Days and Times

Days of Service	Start Time	End Time
Monday	7:00 AM	7:00 PM
Tuesday	7:00 AM	7:00 PM
Wednesday	7:00 AM	7:00 PM
Thursday	7:00 AM	7:00 PM
Friday	7:00 AM	7:00 PM
Saturday	9:00 AM	3:00 PM
Sunday	9:00 AM	3:00 PM

Project Administration

Will project administration be an element of the proposed project?

Yes

Does your agency intend to charge any indirect cost to this project?

Yes

Indirect cost must be contained in a "project administration" activity within the application and resulting executed subaward and reimbursement requests. Please select the indirect cost rate to be applied to reimbursement requests.

De minimis rate

Project Administration Budget

Item	Item Description	Quantity	Unit	Cost per unit	Total Cost
Contract Admin	Overseeing payments, record keeping, reporting	1	FTE	\$24,000.00	\$24,000.00
					\$24,000.00

Project Administration Match

Match Source	Match Amount	Match Percentage	Match Status
Other	\$4,800.00	100.00%	Planned
\$4,800.00		100.00%	

If you selected "Other" for match source, please describe in detail.

I am assuming that STIF funds are considered "Other". The match for this grant is planned to be a project under Benton County's 27/29 STIF Plan.

Project Delivery

Is this project part of a group of projects that are dependent on each other?

No

Does this project include tasks that are dependent on each other?

No

Please describe the task level deliverables.

If awarded the grant Benton County will seek to contract the continuation of service to a private contractor. Every effort will be made to have the RFR, contract award, and notice to proceed as soon after July 1, 2027 as possible.

On-going Operations or Recently Reduced Operations

Ongoing Operations Deliverable 1

Provide a brief history of the current service or recently reduced service.

The 99W pilot project was a STIF Discretionary grant awarded to Yamhill County and Benton County. The service limits of the original grant were McMinnville to Junction City. Benton County's segment of the route was from Monmouth to Junction City. When route planning commenced Benton County reached out to LTD to ensure coordination of services at the termination of our services in Junction City,

and on into Eugene.

The pilot project, which was branded as the 99Vine, was officially launched Thanksgiving week of 2025. Ridership has been robust in the portion of the service between Corvallis, and into the Eugene with the already existing transit options coordinated with LTD. The service currently provides for roundtrips per day, and is a free service. Funding for the 99Vine pilot project ends on 6/30/26 per the original discretionary grant. The service will continue after 6/30/26, but will be just one trip per day between Eugene and Forest Grove (thru Pacific Crest Bus Lines) and will be a fee based service.

Describe any elements of the proposed project that differ from the existing or recently reduced service.

The proposed continuation of service will modify the current route using 99W between Corvallis and Eugene. The continued service planned for FY 27/28 would leave Corvallis via Hwy 34 and head east to where it intersects with Hwy 99E in Tangent. The service would then proceed south on 99E to arrive at Junction City and then into Eugene as currently laid out. Moving the route to 99E provides more potential users access to the service while adding a minimal amount of time to the route. Specifically the new alignment would serve Tangent, Shedd, Halsey, and Harrisburg. The current configuration only serves Monroe, which has a smaller population base. Additionally, Benton County is not studying a potential deviated fixed route rural shuttle that would serve Monroe.

Provide the operations costs for the service for the previous fiscal year.

\$250,000.00

If the service operated in 2024, how many rides were provided? Answer N/A if not tracked.

N/A

If the service operated in 2025, how many rides were provided? Answer N/A if not tracked.

589

What is the predicted number of rides that will be served in the next full year of service? Answer N/A if not tracked.

7,500

What is the total project cost to support ongoing operations?

\$0.00

Minimum project cost to support ongoing or recently reduced operations?

\$0.00

Project Match

Match Source	Match Amount	Match Percentage	Match Status
	\$0.00	0.00%	

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

7/1/2027

Contract award date

8/13/2027

Initial start date

9/13/2027

Final end date

6/30/2028

Contract completion date

6/30/2028

Task Level Deliverables

Task 1

Task title

Preparation of RFP for contracted services; Solicitation of RFP for contracted services; Award of Contract; Start of Service

Task description

This task would include preparation of the Request For Proposal for the continued operation of the 99Vine program, and the subsequent solicitation for proposals. That would be followed with contract negotiation and award, and service ultimately commencing. This effort will be lead by in-house personnel at Benton County.

Establish Service on PIBN Routes

PIBN Deliverable 1

Identify the origin and destination of the proposed service as well as each municipality that the service stops in along the route.

Origin - Corvallis, Destination - Eugene. Service stops in between will be Tangent, Shedd, Halsey, Harrisburg, Junction City.

What is the gap in intercity transportation service that this project fills?

There is no current continuous service between Corvallis and Eugene, and the services stops in between.

If the service operated in 2024/2025, how many rides were provided? If service not provided in 2024/2025, write N/A.

N/A

What is the predicted number of rides that will be provided in the first full year of service?

7,500

What is the total project cost to establish service on PIBN route?

\$840,000.00

Minimum project cost to establish service on PIBN route?

\$840,000.00

Project Match

Match Source	Match Amount	Match Percentage	Match Status
Other	\$168,000.00	100.00%	Planned

\$168,000.00

If you selected "Other" for match source, please describe in detail.

I am assuming that STIF funds are considered "Other". The match for this grant is planned to be a project under Benton County's 27/29 STIF Plan.

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

7/1/2027

Contract award date

8/13/2027

Initial start date

9/13/2027

Final end date

6/30/2028

Contract completion date

6/30/2028

Task Level Deliverables

Task 1

Task title

Contract Monitoring and Administration

Task description

Once the contract is in place and service has commenced Benton County staff will oversee the contractor providing the service. The work will include record keeping, reporting, processing payments, and coordination with the contractor.

Task 2

Task title

Communication, Marketing, Promotion

Task description

This task will include measures to advertise and promote the service.

Operations Project Total

Total Project Cost

\$864,000.00

Match Amount

\$172,800.00

Grant Amount

\$691,200.00

Budget

What is the estimated total cost to complete this project?

\$864,000.00

Estimated Match Amount

\$172,800.00

Estimated Grant Amount

\$691,200.00

Minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$840,000.00

If the amount requested in this application (and match) does not equal the total amount needed for the project, how will the remainder of the project be financed?

Other

If you specified "Other", please describe.

I am assuming that STIF funds are considered "Other". The match for this grant is planned to be a project under Benton County's 27/29 STIF Plan.

Is your agency including in-kind match in the application?

No

Scored Questions

The Scored Questions contain the primary questions that will be used to evaluate and score applications. The scoring weights are provided *in italics* in each section.

Please answer the questions completely with relevant details that will help the evaluation committee appraise the merits of the project. Examples of low scoring and high scoring answers are provided in the Application Instructions document.

Community Benefits

Please explain how operations for the service were previously funded.

STIF Discretionary Grant (99W Pilot Project)

Please explain why there are no longer sufficient funds to operate this service?

The grant funding the pilot project terminates on 6/30/2026.

Describe the need this project addresses. Please provide information to support these statements.

This service has proven to be valuable for riders wishing to travel between Corvallis and Eugene. Especially between the two universities, and the access to the airport. It has been a successful intercity service.

Describe how your agency determined this need existed, including any community engagement you conducted.

The ridership numbers quickly showed support for continuing the service between Corvallis and Eugene. Although official community engagement has not been conducted do to the short window the service will be operational - there has been positive comments and suggestions that the service be continued.

Describe the expected community benefits from this project.

The provision of 4 round trips per day provides better travel options for users in Corvallis and Eugene, and those rural communities in between that will be served. Options that were not available along the 99W or 99E corridors prior to the pilot project.

If this project is not awarded funding from this solicitation, what are the expected impacts?

Riders will have to find other means to traveling between the two cities and corridor in between.

Does your project have the potential to increase the use of active transportation, including public transportation?

Yes

Please describe.

The continuation of the pilot project, and moving the corridor being used will increase the number of people who could take advantage of the service. Additionally, riders can connect to other services in Corvallis, Tangent, and Eugene, which increases potential users of this service, and others as well.

Select all that apply to your project.

Improves the passenger experience.

Benefits multiple transportation service providers.

Involves consolidation, coordination, or resource sharing between agencies.

Describe how this project would improve each of the items you selected in the previous question.

Benton County and LTD have worked closely to coordinate services at Junction City to make the service as seamless as possible. Minimizing how many transfers are needed will be a priority. This project is a perfect example of consolidating, coordinating and sharing resources between two agencies. However, this will benefit providers beyond just BAT and LTD, because of the number of touchpoints there will be with other providers.

Are there any additional community benefits for the proposed project that have not been addressed in the previous questions in this section?

Yes

Please describe.

One of the biggest benefits we've heard concerning the pilot project is the connection to the Eugene Airport. Currently the service is a weekday only service, but we've heard users would like to see weekend service to the airport be added. As the Eugene Airport becomes more of a regional airport the availability of public transit will be more critical (and beneficial).

Safety

What safety amenities are included in this project? Select all that apply.

Other

If you selected "Other", please describe.

This project will not include new safety measures being deployed, but the vehicles used will meet current safety requirements.

Describe the safety improvements or features funded by this project. In particular, describe how the project will improve the safety of vulnerable road users and transit riders.

The service will continue a transportation option that had not existed prior to the pilot project. Continuing this service will ensure vulnerable road users and transit riders have safe, reliable and affordable transportation option along this corridor.

Climate Mitigation

If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. If not relevant, write "N/A".

N/A

Describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation? If not relevant, write "N/A".

As shown with ridership numbers from the pilot project - the service has consistently provided 500+ rides per month. That is 500+ less vehicles and vehicles trips on the road, and less GHG being produced.

For each vehicle you intend to acquire, provide the vehicle category, propulsion type, estimated annual miles, and the number of expected annual passenger rides (i.e., one-way passenger rides) in the first year of service for each vehicle.

This service will be contracted out, so no vehicles will be acquired. The current contractor is using large Category A diesel buses, and as stated previously the monthly ridership is 500+ one way trips.

Access

What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

The specific geographic boundaries of the proposed continuation of the 99Vine program can't be determined. The service would run between Corvallis, and then east on Hwy 34 to Tangent and Hwy 99E. The route would continue south on 99E through Shedd, Halsey, and Harrisburg to Junction City. From there it would serve the airport and other locations on LTD routes.

If the project serves more than one community (e.g. intercity bus), what are the geographic boundaries (e.g. city, county, and/or urban growth boundaries, etc.) of the primary beneficiaries of the service?

Citizens living with the cities mentioned above, or along the service corridor will benefit from the continuation of the 99Vine.

Did your agency engage or does your agency plan to engage members of resource-limited groups or their representatives in the development of this project?

Yes

Please explain the engagement that you conducted or plan to conduct.

Benton County and LTD will collaborate with resource limited groups or their reps as preparations are made to finalize the route.

If such engagement is not important to the success of this project, please explain why.

N/A

How may resource-limited groups benefit from this project?

Unsure

How may resource-limited groups be burdened by this project?

None

Infrastructure and multi-modal connectivity

Does this project improve bus-related infrastructure or multi-modal connectivity (e.g., pedestrian or bicycle infrastructure)?

Yes

Please explain.

The continuation of this service by itself does not improve bus-related infrastructure, but it does expand the bus network and access to other transportation hubs and modes.

Readiness to Proceed

Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

This project is realistic based on the ridership numbers received for the 99vine project (formerly 99W Pilot Project), and the support we are hearing to keep it going once this pilot project agreement ends on 6/30/2026.

If this project will last beyond June 30, 2028, describe the plan for ongoing funding including match. If not applicable, respond N/A.

A question - the budget has been estimated to cover a full year's worth of service, but based on the grant schedule that solicitation for the service could not start until July 1, 2027. By the time a contractor is secured and service commences - it is estimate we'll only run the service 9 months or so before the agreement terminates on 6/30/2028. Can the base agreement be extended to ensure we are able to spend the entire grant amount?

Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, write N/A.

N/A

If actual costs exceed the budgeted amount for the project, describe your contingency plans.

We would first look to other sources, and if those aren't available we'd would look at cutting back service. Worse case scenario - service would be canceled.

Describe how your project could be scaled down to receive a smaller amount of money than your desired request. If your project cannot be scaled down, write N/A.

N/A

Describe the process your agency has for creating and maintaining the public General Transit Feed Specification (GTFS) data that describe the service.

An outside vendor is used to capture and report this data.

Environmental

Will the proposed project involve FTA funding? (Not including an award from this grant program)
No

According to federal regulation, projects evaluated under NEPA must demonstrate "independent utility", meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility.

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.
No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?
No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?
No

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet. Would the project include any of the following:

Final design activities – any design beyond 30%
No

Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding.
No

Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below
No

Purchase of rolling stock
No

Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.
No

Has the FTA already provided NEPA concurrence for this project or components of this project?
No

Submitting Your Application

- Click the "Save" button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.

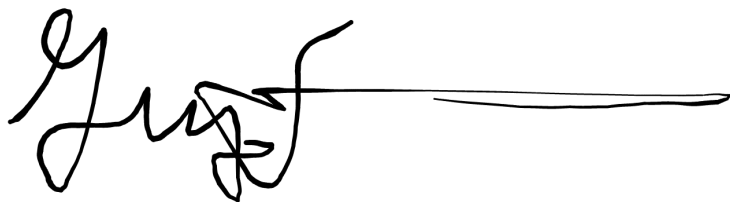
- Attach any supporting documents using the "Upload" button or by dragging documents from your computer to the "drag files here" area.
- Electronically sign your application by using the pen icon. Type your name in the "Printed Name" section.
- Submit your application by using the "Submit Application" button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDREPORTING@ODOT.OREGON.GOV.

The person signing this form must have the legal authority to submit the application on behalf of the applicant.

By electronically signing and submitting this form, the agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Signature

Printed Name
Gary Stockhoff

A handwritten signature in black ink, appearing to read 'Gary', followed by a long horizontal line that tapers to a point on the right.

I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Yes

Submission Date
6/9/2026

FY25/27 Current STIF Projects - Carry-Over Balances

FY25-27 STIF Formula Population Funds		
Task Description	FY27	Carry-Forward
Task 1: Preservation of Service	\$ 220,324	\$ -
Task 2: Albany Call A Ride	\$ 7,500	\$ -
Task 3: Grace Center	\$ 4,000	\$ -
Task 4: Senior Companion Program OCWCOG	\$ 7,000	\$ -
Task 5: Janus House	\$ 6,000	\$ -
Total STIF Project Plan	\$ 244,824	\$ -

FY25-27 STIF Formula Payroll Project #2		
Task Description	FY27	Carry-Forward
Task 1: BAT Preservation of Service	\$ 193,000	\$ -
Task 2: 5311 Match	\$ 131,434	\$ -
Task 3:IMP Grant Match	\$ 6,756	\$ -
Task 4: Self Perform Study	\$ 54,781	\$ -
Task 5: Bus Stop Improvements	\$ 50,000	\$ 50,000
Task 6:Vehicle PurchaseMatch/Full Purchase	\$ 271,727	\$ 100,000
Task 7: Security Fencing	\$ 250,000	\$ 100,000
Task 8: 99W Pilot Project STIF-D Match and overages	\$ -	\$ -
Task 9: BAT Reserve Self-Perfrom Contingency	\$ 400,000	\$ 400,000
Total STIF Project Plan	\$ 1,357,698	\$ 650,000

FY25-27 STIF Formula Payroll Project #5		
Task Description	FY27	Carry-Forward
Task 1: Project Reserve	\$ 847,954	\$ 847,954
Total STIF Project Plan	\$ 847,954	\$ 847,954

FY25-27 STIF Formula Payroll Project #3		
Task Description	FY27	Carry-Forward
Task 1: Discretionary Bus Match Loop Bus	\$ 20,000	\$ -
Task 1: Discretionary Bus Match ATS Bus	\$ 90,000	\$ -
Task 3: ATS Preservation of Expanded Service	\$ 80,000	\$ -
Task 3: Linn-Benton Loop Preservation of Expanded Service	\$ 440,000	\$ -
Total STIF Project Plan	\$ 630,000	\$ -

FY25-27 STIF Formula Payroll Project #4		
Task Description	FY27	Carry-Forward
Task 1: Mobility Hub STIF-D Match	\$ 400,000	\$ -
Task 2: Mobility Hub Project Overages	\$ 200,000	\$ -
Task 3: Seamless Transit	\$ 55,329	\$ -
Total STIF Project Plan	\$ 655,329	\$ -

FY25/27 Current STIF Projects - Carry-Over Balances

FY25-27 STIF Formula Payroll Project #6		
Task Description	FY27	Carry-Forward
Task 1: Preservation of Service	\$ 1,146,177	\$ -
Task 2: Transit Specialist	\$ 122,219	\$ -
Task 3: Bus Refurbishment (x2)	\$ 340,000	\$ -
Task 4: Bus Stop Amenities	\$ 210,000	\$ -
Task 5: Touchless Bus Wash System	\$ 250,000	\$ -
Task 6: Transit Planning Services	\$ 50,000	\$ -
Task 7: Microtransit Pilot Grant Match	\$ 81,600	\$ -
Task 8: Late Night Transit Service Local Match	\$ 154,000	\$ -
Task 9: Secure Bus Facility Planning Grant Match	\$ 100,000	\$ -
Task 10: Accessible Vehicle Purchase Local Match	\$ 120,000	\$ -
Total STIF Project Plan	\$ 2,573,996	\$ -

FY25-27 STIF Formula Payroll Project #7		
Task Description	FY27	Carry-Forward
Task 1: Preservation of Service	\$ 122,031	\$ -
Task 2: Fairless PC	\$ 41,000	\$ -
Task 3: Bus Stop Amenities	\$ 39,485	\$ -
Total STIF Project Plan	\$ 202,516	\$ -

2027-2029 Statewide Transportation Improvement Fund (STIF) Formula Program

Changes for this cycle:

- QE's may budget up to 10% above the amount of their allocation estimate to allow for flexibility in the event that STIF revenues are higher than funding estimates.
- Plan contingency capped at **15%** of total funds budgeted for use in Plan period.
 - Plan contingency funds can be used for any project, or unanticipated costs.
- Operations reserves capped at **12.5%** of operations funding.
 - Used for operations only, and in the case of declines in revenue.
- Limitation to long-term capital projects: Must spend within deadline set in STIF plan, except with ODOT approval.
- New project categories: "Improvement of first and last mile connections." and "Support for multimodal integration."
- Implementing an expenditure report for projects.
- QE's must designate the amount of funding that "support operation of existing service."
- All prior biennium funds must be incorporated into the STIF plan.

A full summary of each rule change:

<https://www.oregon.gov/odot/RPTD/RPTD%20Committee%20Meeting%20Documents/STIF-2026-Rule-Change-Summaries.pdf>

The STIF Program Guidebook (July 2026):

<https://www.oregon.gov/odot/RPTD/RPTD%20Committee%20Meeting%20Documents/STIF-Program-Guidebook-July-2026.pdf>

Project ID	Agency/ Org	Project Title	Amount	Project Summary	New or Continuing?	Scalable?
ATS-1	City of Albany	Linn-Benton Loop Service Preservation	\$950,000	This project provides continuing funds for the preservation of original and expanded services of the Linn-Benton Loop. Expanded services began in December 2021.		
ATS-2	City of Albany	ATS North Albany Service Preservation	\$180,000	ATS implemented expanded services in Albany including the North Albany area. This project provides for a proportional Benton County contribution towards the cost of providing this service.		
ATS-3	City of Albany	1/2 Refurbished LB Loop Bus Purchase	\$250,000	LB Loop is planning to purchase a refurbished bus. This project provides half of the total funds toward the bus purchase. LB Loop plans to apply for either STIF-D funding or Federal funding for the bus purchase, if successful, this figure would drop to \$50,000 as matching funds. Linn County will be receiving the same request for the other 50% of the bus.		
ATS-4	City of Albany	Match Refurbished ATS Bus	\$20,000	ATS is planning to purchase a refurbished bus. This project would provide a small portion of the match amount.		
			\$1,400,000	ATS Total Amount Requested		
BAT-1	Benton County	BAT Preservation/Expansion of Service	\$843,138	This project is for preservation of existing services, expansion of services if funding allows, and administrative support. Tasks may include: preservation of existing services, expanded routes, additional days or hours, additional stops, project administrative expenses, staffing expenses, and other operational needs.		
BAT-2	Benton County	BAT Grant Match: 5311, 5310, Competitive	\$716,800	These funds would be used as a match for all grants where a match is required, including 5311, 5310, and competitive grants.		
BAT-3	Benton County	Rural Shuttle Pilot Service & Match	\$300,000	Benton County is in the process of determining if a rural, shopper type shuttle might be feasible, and if there would be significant demand for this service were it was available. If the current feasibility study indicates there is ample demand, and if resources are available, this project would be used to launch a rural shuttle pilot service and would be used to provide the match required for the associated grant.		
BAT-4	Benton County	BAT Facilities / Bus Stop Amenities	\$120,000	This project combines facilities and bus stop repairs and improvement activities. Facilities projects could include repairs and improvements of transit offices, buildings, bus yards, or other transit facilities. Bus stop amenities tasks may include repairs or improvements of existing bus stops or implementation of new bus stops.		
			\$1,979,938	BAT Total Amount Requested		
COG-1	OCWCOG	Seamless	\$70,000	Continuation of the OCWCOG Seamless Program. Swiftly: Enables GTFS feeds to be consumed live and shared with mapping applications. Includes GPS trackers.		
			\$70,000	COG Total Amount Requested		

Project ID	Agency/ Org	Project Title	Amount	Project Summary	New or Continuing?	Scalable?
CTS-1	City of Corvallis	Automatic Passenger Count System	\$60,000	The City of Corvallis is seeking to install an Automatic Passenger Count (APC) system across its transit fleet to improve data collection, service planning, and operational efficiency. Currently, transit operators manually record passenger counts using paper and pen at the end of each route, resulting in limited ridership data and reduced ability to analyze detailed travel patterns. Implementing an APC system will provide accurate, automated ridership data that will help transit staff better understand passenger activity, identify service trends, and make data-informed decisions to improve transit operations. In addition, the improved data collection capabilities will support the City’s efforts to qualify for increased Small Transit Intensive Cities (STIC) funding, which may provide additional federal transit resources to support future service improvements. The requested amount is based on an estimate from a vendor the City works with for on-board information systems for its fleet and is intended to serve as either all or a portion of the required local match toward Federal Transit Administration (FTA) funds the City has access to or will.		
CTS-2	City of Corvallis	Bus Purchases Replacement/Additional 2 Transit Buses	\$327,948	The City of Corvallis is seeking to purchase additional transit buses to replace and or expand the existing transit fleet. The purchase would help with existing service reliability and support service expansion for the City's fixed route service. The requested amount is based on a manufacturer estimate for two vehicles and is intended to serve as either all or a portion of the required local match toward Federal Transit Administration (FTA) funds the City has access to or will. The final number of vehicles purchased is dependent on pricing at the time of procurement and delivery.		
CTS-3	City of Corvallis	Bus Wash Equipment	\$250,000	Note: this is a carryover project from the current biennium. The City of Corvallis is seeking to provide matching funds for the installation of a large vehicle touchless washing system at the Public Works (PW) compound to support transit fleet maintenance and operations. Currently, buses are washed manually by staff, which requires significant staff time and limits the efficiency of the fleet cleaning process. The addition of a touchless vehicle washing system will support consistent vehicle cleanliness, and reduce the labor demands associated with manual washing. This investment will help ensure transit vehicles are properly maintained and available for reliable service while improving operational efficiency within the transit program.		
CTS-4	City of Corvallis	CTS Bus Stop Amenities	\$210,000	Note: this is a carryover project from the current biennium. The City of Corvallis is seeking funding to upgrade and replace transit stop amenities throughout the system, including bus shelters, benches, lighting, and trash receptacles. These improvements will enhance the passenger experience by creating safer, more comfortable, and more accessible transit waiting environments. These enhancements will help encourage transit use and ensure that facilities better meet the needs of the Corvallis community. Funding may be used as a local match for federal funds to complete this project.		

Project ID	Agency/ Org	Project Title	Amount	Project Summary	New or Continuing?	Scalable?
CTS-5	City of Corvallis	CTS Preservation of Service	\$2,085,163	This project is primarily aimed at preservation of service expansion implemented in a prior STIF budget cycle, however funds may be used to maintain service that existed prior to this expansion. The prior expansion increased service days, revenue hours, and route coverage within the Corvallis Transit System. The project includes operational costs (contractor), staffing, fuel, preventive maintenance, and other related activities for ongoing service operation. The requested amount may serve as either all or a portion of the required local match toward Federal Transit Administration (FTA) funds the City has access to or will.		
CTS-6	City of Corvallis	CTS Transit Planning Services	\$100,000	This project provides consultant services to support the next phase of Note: this is a carryover project from the current biennium. This project provides consultant services to augment limited City staffing and will support a variety of transit activities. These may include planning for the next phase of service expansion and to evaluate opportunities to improve the overall transit system. The requested amount may serve as either all or a portion of the required local match toward Federal Transit Administration (FTA) funds the City has access to or will.		
CTS-7	City of Corvallis	Downtown Transit Center Facilities	\$50,000	The City of Corvallis is seeking funding to support work related to its Downtown Transit Center (DTC). This may include a range of activities such as maintenance and improvements to the DTC and/or consultant services to evaluate, plan, and design for future improvements. The requested amount may serve as either all or a portion of the required local match toward Federal Transit Administration (FTA) funds the City has access to or will.		
CTS-8	City of Corvallis	Medium Phase Service Expansion	\$150,000	This project is for the implementation of the medium-term service expansion identified in the City's Transit Development Plan. This project will provide resources necessary to expand transit operations, including transit contractor services, fuel, vehicle maintenance, and additional complementary paratransit service if required. The requested amount may serve as either all or a portion of the required local match toward Federal Transit Administration (FTA) funds the City has access to or will.		
CTS-9	City of Corvallis	Paratransit Vehicle Purchases	\$81,000	The City of Corvallis is seeking to expand its paratransit fleet by adding additional paratransit vehicles to improve service capacity and meet growing transportation needs. The requested amount is based on an estimate for three vehicles and is intended to serve as either all or a portion of the required local match toward Federal Transit Administration (FTA) funds the City has access to or will. The final number of vehicles purchased is dependent on pricing at the time of procurement and delivery. This investment will support continued access to reliable, accessible transportation services for eligible riders and enhance the City's ability to provide mobility options for individuals who rely on paratransit services.		

Project ID	Agency/ Org	Project Title	Amount	Project Summary	New or Continuing?	Scalable?
CTS-10	City of Corvallis	Refurbish CTS Buses	\$32,000	This project will be used to refurbish existing Corvallis Transit System buses to extend their useful lives to continue to provide a reliable transit service. The requested amount may serve as either all or a portion of the required local match toward Federal Transit Administration (FTA) funds the City has access to or will.		
CTS-11	City of Corvallis	Transit Support Facilities	\$300,000	The City of Corvallis is seeking funding to support work related to its transit support facilities. The City has contracted out operations of its transit system for many years but over the past decade has provided a bus yard for bus parking and space for contractor staff to operate out of. This has helped to lower barriers and promote competition for the operations contract. This project would sustain this arrangement by investing in these support facilities and may include a range of activities such as maintenance and improvements to the existing yard and office space and/or a planning study or investments for relocated facilities. The requested amount may serve as either all or a portion of the required local match toward Federal Transit Administration (FTA) funds the City has access to or will.		
CTS-12	City of Corvallis	Transit Support Position	\$243,771	This is a continuation of a project that provides ongoing support for Corvallis Transit System and Benton Area Transit operations. This staff position provides essential administrative and operational support to help coordinate transit programs, improve service delivery, and support the continued growth and effectiveness of both transit systems. Continuing this position will help maintain organizational capacity, support regional transit coordination, and ensure the City can effectively manage current and future transit initiatives. The requested amount may serve as either all or a portion of the required local match toward Federal Transit Administration (FTA) funds the City has access to or will.		
			\$3,889,882	CTS Total Amount Requested		
PC-1	City of Philomath	PC Preservation of Fareless	\$112,067	This project is aimed at the preservation to supports fareless rides on the Philomath Connection, providing continued access to reliable and affordable public transportation. Maintaining fareless service helps reduce barriers to transit use and supports equitable mobility options for the community.		
PC-2	City of Philomath	PC Preservation of Service	\$192,714	This project is primarily aimed at preservation of service expansion implemented in a prior STIF budget cycle, however funds may be used to maintain service that existed prior to this expansion. The prior expansion increased service days, revenue hours, and route coverage for the Philomath Connection. The project includes operational costs (contractor), staffing, fuel, preventive maintenance, and other related activities for ongoing service operation. The requested amount may serve as either all or a portion of the required local match toward Federal Transit Administration (FTA) funds the City has access to or will.		
			\$304,781	PC Total Amount Requested		

\$ 5,160,296 Estimated Total STIF Allocation for FY27/29

\$950,000	Linn-Benton Loop Service Preservation	City of Albany	ATS-1
\$180,000	ATS North Albany Service Preservation	City of Albany	ATS-2
\$250,000	1/2 Refurbished LB Loop Bus Purchase	City of Albany	ATS-3
\$20,000	Match Refurbished ATS Bus	City of Albany	ATS-4
	\$1,400,000 Total ATS Requests		
\$843,138	BAT Preservation/Expansion of Service	Benton County	BAT-1
\$716,800	BAT Grant Match: 5311, 5310, Competitive	Benton County	BAT-2
\$300,000	Rural Shuttle Pilot Service & Match	Benton County	BAT-3
\$120,000	BAT Facilities / Bus Stop Amenities	Benton County	BAT-4
	\$1,979,938 Total BAT Requests		
\$70,000	Seamless	OCWCOG	COG-1
	\$70,000 Total COG Requests		
\$112,067	PC Preservation of Fareless	City of Philomath	PC-1
\$192,714	PC Preservation of Service	City of Philomath	PC-2
	\$304,781 Total COG Requests		
\$60,000	Automatic Passenger Count System	City of Corvallis	CTS-1
\$327,948	Bus Purchases Replacement/Additional 2 Transit Buses	City of Corvallis	CTS-2
\$250,000	Bus Wash Equipment	City of Corvallis	CTS-3
\$210,000	CTS Bus Stop Amenities	City of Corvallis	CTS-4
\$2,085,163	CTS Preservation of Service	City of Corvallis	CTS-5
\$100,000	CTS Transit Planning Services	City of Corvallis	CTS-6
\$50,000	Downtown Transit Center Facilities	City of Corvallis	CTS-7
\$150,000	Medium Phase Service Expansion	City of Corvallis	CTS-8
\$81,000	Paratransit Vehicle Purchases	City of Corvallis	CTS-9
\$32,000	Refurbish CTS Buses	City of Corvallis	CTS-10
\$300,000	Transit Support Facilities	City of Corvallis	CTS-11
\$243,771	Transit Support Position	City of Corvallis	CTS-12
	\$3,889,882 Total CTS Requests		
\$774,044	Contingency (15%)	STIF FY27/29	STF -1
\$645,037	Reserves (12.5%)	STIF FY27/29	STF -2

(3,903,386)

Estimated STIF Allocation	\$ 5,160,296
Shortfall without Reserves and Contingency Funds	\$ (2,484,305)
Shortfall with Reserves and Contingency Funds	\$ (3,903,386)