



Benton County
Statewide Transportation Improvement Fund
Advisory Committee

AGENDA
Thursday, September 10, 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/85769231664?pwd=PSunOQaBo1fv4pbWCMMxjEi5k0bqWn.1>

Meeting ID: 857 6923 1664 Passcode: 422977

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

1. Call Meeting to Order
 2. Public Comments
 3. Approval of August 19, 2026 Meeting Minutes
 4. Bylaws Update – Update Definitions to Match ODOT’s Definitions
 5. FY 27/29 Project Ranking
 - a. Corvallis Project Consolidation
 6. STIF Projects Recommendations List
 7. Next Meeting
 8. Adjournment
-

Benton County STIF Advisory Committee Members

Sarah Bronstein
Representative of Educational
Institution

Janeece 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
City of Corvallis Staff

Maya O’Neal
Benton County Staff

This agenda is available in an alternate format upon request to 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
August 19, 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
Vice-Chair Janece Cook, Representative of Low-Income Persons

Absent

None

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

Betsy Walton would like to be added to the STIF meeting notification list. Ron suggested adding STIF meeting announcements to the Public Information Officer's BAT Newsletter.

3. Approve Minutes

Minutes from June 8, 2026 meeting were approved with amendments to include Steve welcomed O'Neal, and Hunter-Zaworski and Stockhoff discussed vehicles. July 23, 2026 meeting minutes were approved with a correction to the amount listed on the bottom of page two.

4. Review Competitive Transit Grant (CTG) Application

Stockhoff reviewed the tentative schedule and route for the 99Vine replacement project. Keith asked if Pacific Crest uses the bigger buses, and Stockhoff confirmed they do and we would aim to use smaller buses. Rabinowitz asked the current fare for 99Vine and Stockhoff thinks it's about thirty dollars for a one-way trip between Union Station and Eugene. Cook asked about trips per day for the new route. Bronstein thanked Stockhoff for all the planning being put into this pilot project and suggested the replacement route could be the Platypus Bus. Lehman asked about the proposed new route and Stockhoff relayed it would travel down 99W to reach Tangent, Shedd, and Halsey. Hunter-Zaworski asked if it would travel through Benton County and Stockhoff confirmed the route would include the Corvallis downtown transit center. Rabinowitz commented the route would skip Monroe.

5. Current STIF Projects: FY 27 Expenditures and Planned Carry Forward

O'Neal read the estimated carry-over amounts from current sub-recipients as shown in the meeting packet. Rabinowitz requested the project groupings include a title instead of just the city or agency and O'Neal agreed to incorporate this change going forward.

6. Summary of STIF Changes

O'Neal reviewed a summary of changes implemented by ODOT to the statewide STIF program and provided links to ODOT's website for more detailed information. Stockhoff relayed that ODOT continues to refine the STIF program and released the FY27/29 STIF application right before this meeting.

7. Review of Proposed FY 27/29 Projects

O'Neal read a portion of each project summary, the amounts requested, and whether it was a new project or continuation of a current project. Hunter-Zaworski asked about the North Albany bus stop and transferring to Albany service and Babbitt confirmed that is correct. Rabinowitz asked if the Linn-Benton Loop bus stops at the North Albany location and it was confirmed it does stop there.

Hunter-Zaworski asked how Benton Area Transit reached a granular number for preservation or expansion of services and O'Neal stated the proposed FY27/29 BAT projects equal the same funding amounts as current projects. Rabinowitz asked about the Rural Shuttle service type, and the current proposal is a fixed route between Alsea and Corvallis, and possibly Monroe. Rabinowitz asked which BAT bus stops might be included in the facilities and bus stop amenities project, and O'Neal answered the project could be used for new bus stops for the Rural Shuttle project if needed, or for bus stop improvements. Hunter-Zaworski highlighted bus stops should be located where passengers would be safe, like at a store.

Rabinowitz asked what GTFS is and Lehman shared it is an industry standard format that all the transponders in moving equipment broadcast and is shared with mapping applications to show real-time locations of buses. Rowan indicated interest in consolidating Corvallis projects and providing a crosswalk to show the change for full transparency. Rabinowitz asked if Automatic Passenger Count (APC) equipment is mounted on each bus. Cogswell shared that there are APC's on some buses, and some of the software is broken, and this project will uplift the entire fleet so it's all one system. Rowan spoke about harmonizing technology across the fleet and reducing manual processing. Hunter-Zaworski asked why there is such a delay in the Corvallis bus wash project and Cogswell shared this is a combined effort among different work groups at Public Works and there have been some issues with planning. Hunter-Zaworski asked if the STIF project amount is for the full project and Rowan responded that this is for a portion of the project amount since it's a shared project at the City Public Works compound.

Bronstein asked if the Corvallis bus stop project was for any specific location or many locations, and Cogswell confirmed it would be a broad array of locations. Hunter-Zaworski asked if the CTS preservation of service is a project for fixed route or paratransit, and Rowan clarified this is for the fixed route portion and provided more detail about the history of this project continuing from prior STIF cycles. Hunter-Zaworski shared that if fixed route services are expanded, the complimentary paratransit service has to be expanded as well. Rowan shared Corvallis traditionally has used STIF funds as a match for their grants, not usually for paying for the paratransit services. Rabinowitz asked about the transit

planning services project and what type of expertise the City doesn't already have. Rowan shared that staff are at capacity and many of the engineers are not experts in transit specific planning. Rabinowitz suggested the City work with OSU's civil engineering department and Rowan said he's worked with them before, but they also have other duties and deadlines. Bronstein suggested using OSU students for data collection projects and would be happy to help facilitate that arrangement.

Hunter-Zaworski asked what medium-term service expansion means and Rowan explained this phase primarily focuses on hours not expanding routes. Rabinowitz asked about project CTS-9 Paratransit Vehicle Purchases and Cogswell confirmed this amount is for the grant match not the total cost of the vehicles. Rowan further clarified most CTS projects are intended to be a grant match, not the full project amount. Hunter-Zaworski would like people with disabilities to be engaged in the evaluation of vehicles prior to purchase, and Jocums echoed this suggestion and provided additional insight as a paratransit rider.

Bronstein asked about PC-1, confirming the requested amount is what would have been collected in fares by the Philomath Connection during the biennium, and it was confirmed that is correct. There was discussion about if contingency or reserves were desired to be built into this plan. Hunter-Zaworski what the total allocation amount and project amounts equaled out to, and Stockhoff estimates we might break even, and if we want to incorporate contingencies or reserves, we might have to scale back just a little bit. Hunter-Zaworski recommended using the more conservative amounts given the current climate. Rowan stated the City has been able to successfully navigate these concerns at the City and they have the biggest risk of anyone in this region. Rowan shared the City receives \$3.3 million per year in 5307 funds from FTA and have faced challenges in the last two years of this administration but are feeling cautiously optimistic at the moment.

8. STIF Projects Recommendations List

There was discussion about Corvallis collapsing or consolidating their projects. Henry confirmed with the committee that staff should bring project ranking to the next meeting and Rabinowitz remembered that was how it was done last cycle and then the committee modified the ranking. Stockhoff confirmed that is the process he remembers as well.

9. Next Meeting

Next meeting is September 10, 2026. Meetings will continue to be at the Kalapuya Building.

Adjournment

Chair Henry adjourned the meeting at 2:33 pm.

**BYLAWS
BENTON COUNTY
STATEWIDE TRANSPORTATION IMPROVEMENT FUND
ADVISORY COMMITTEE**

ARTICLE 1

Name

The name of this organization shall be the Benton County Statewide Transportation Improvement Fund Advisory Committee (STIF).

ARTICLE 2

Citations

This Committee and these Bylaws are established for the purpose of carrying out the statutory requirements as established under ORS 184.758 and ORS 184.761, and the rules establishing the procedures and requirements for administration of the Statewide Transportation Improvement Fund, as set forth under OAR Chapter 732, Division 040.

ARTICLE 3

Definitions

The following definitions apply to the terms used in these Bylaws:

~~“Areas of High Percentage of Low Income Households” means geographic areas within Benton County with a percentage of households below the current federal poverty level, which is equal to or greater than the percentage of households below the current federal poverty level for the State of Oregon. The geographic area may be a city, unincorporated community, neighborhood, or collection of neighborhoods, but in no case smaller than a Benton County US Census block.~~

“Active Transportation Advocates” are individuals within Benton County who represent the needs and interests of people who use active transportation modes, particularly as these modes interface with public transit.

“Client-based Transportation” means a transportation service offered to a limited group of people and not to the general public.

“Commissioners” means the Benton County Board of Commissioners.

“Committee” means the Benton County Statewide Transportation Improvement Fund Advisory Committee. Outside of these Bylaws, this Committee may commonly be referred to as “the STIF Committee”.

“Community with a High Percentage of Low-Income Households” means either:

(a) A group of people living in geographic proximity to each other who have a higher percentage of low-income households than the state average; or

(b) A group of people sharing a common characteristic, such as enrollment in Medicaid, the

Supplemental Nutrition Assistance Program (SNAP), or another income-eligible program, who have a higher percentage of low-income households than the state average, regardless of where any person within the group is located.

“Employer Representative” means any employee, supervisor, manager, or owner of a business enterprise legally operating within the boundaries of Benton County.

“Environmental Advocates” are individuals representing standing committees associated with local governments within Benton County which exist to advise local government elected officials on matters related to the environment or to environmental features of public property, or individuals who advocate locally for any of a wide range of environmental or sustainability issues, goals, projects, or interests.

“Local Government Representative” are employees of a County, municipal, or special district governmental organization formed and organized under the Oregon Revised Statutes and operating within the jurisdictional boundaries of Benton County.

“Low Income Households” are households within Benton County, 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 under the authority of 42 U.S.C. 9902(2) for the 48 Contiguous States and the District of Columbia.

“Major Destination” means a well-known and commonly recognized destination within Benton County, which may either be at one physical location (e.g. Benton County Historical Museum) or a group of destination locations within an industry (e.g. local restaurants). A “Representative of Major Destinations” may be an employee, manager or owner of a destination or representing a destination industry group, or a member of an organization which promotes tourism within Benton County generally.

“Person(s) with Disabilities” are individuals with physical or mental impairments that substantially limits one or more major life activities, and may include, but is not necessarily limited to, physical, intellectual, cognitive, developmental, and/or emotional disabilities.

“Persons with Limited English Proficiency” are individuals who do not speak English as their primary language and may have a limited ability to read, speak, write, or understand English.

“Public Transportation Service Provider” means a Qualified Entity or a city, county, Special District, Intergovernmental Entity or any other political subdivision or municipal or Public Corporation that provides public transportation services.

~~“Qualified EntityEntities” means, a county in which no part of a Mass Transit District or Transportation District exists, a Mass Transit District, a Transportation District or an Indian Tribe are mass transit or transportation districts, counties in which no part of a mass transit or transportation district exists, federally recognized tribes, and intergovernmental entities that provide “public transportation services on behalf of” a county or a federally recognized tribe.~~

“Representative of Educational Institutions” is a person who is employed by or on the Board of Directors of a K-12 public school; chartered or state-licensed private K-12 school, community college, university, private college, or trade school operating within the jurisdictional boundaries

of Benton County.

“Representative of Low Income Individuals” is a person representing the needs of low income transportation system users, and who, through association with programs, agencies, groups, individuals, or facilities serving low income persons, is familiar with the transportation needs of low income individuals.

“Representative of Persons with Disabilities” is a person representing the needs of disabled transportation system users, and who, through association with programs, agencies, groups, individuals, or facilities serving persons with disabilities, is familiar with the transportation needs persons with disabilities.

“Representative of Persons with Limited English Proficiency” is a person representing the needs of transportation system users with limited English proficiency, and who, through association with programs, agencies, groups, or local schools, is familiar with the transportation needs of limited English proficiency users.

“Representative of Seniors” shall be someone, who may also be a senior, representing the needs of transportation system users age 65 and older, and who, through association with groups, individuals, or facilities serving seniors, is familiar with the transportation needs of elderly users.

“Seniors” are individuals 65 years of age and older.

“Social and Human Service Provider Representative” is a representative of a social, human, or health services agency operating within Benton County. Said agency may be a public agency, a non-profit agency, or a not-for-profit institution such as a health center.

“Social Equity Advocate” is an advocate for equity for persons who may be disadvantaged due to but not limited to ethnicity; income or other economic circumstances; limited English proficiency; housing status; citizenship status; gender identity; sexual orientation; or whose work or advocacy it is to advise local government elected officials on matters related to equity.

“Sub-Recipient” means any entity that has entered into an agreement with Benton County in order to complete one or more tasks specified in the agreement between the Oregon Department of Transportation and Benton County.

“Transit Dependent User” shall mean an individual who is dependent on public transportation for mobility due to economic or other reasons.

ARTICLE 4

Function

Section 1. Purpose.

The Committee shall assist the Commissioners in carrying out the purposes of the STIF and prioritizing Projects to be funded by STIF moneys received by the Qualified Entity per OAR Chapter 732, Division 040.

Section 2. Primary Duties.

The Committee shall perform the tasks consistent with the requirements set forth under OAR

Chapter 732, Division 040, as follows:

- (1) Hold public meetings to assist and advise staff with the development of the County's local STIF Plan by reviewing and advising on the development, composition, and prioritization of proposed projects by Public Transportation Service Providers, consistent with the guidelines promulgated by State administering agencies and the County's allocation process for the distribution of STIF moneys.
- (2) Consider the criteria established under OAR Chapter 732, Division 040 when identifying Projects for inclusion in the STIF Plan, including but not limited to: expanded service and frequency in areas with a high percentage of low income households; improved service connections between communities; reduced fragmentation of service and closure of service gaps; maintenance of existing services; and other factors such as geographic equity.
- (3) Review data, provide a forum for public input regarding low-income households within the County, of municipalities within the County, and make and publish a determination of where those communities exist for purposes of guiding the STIF Plan.
- (4) It shall be the responsibility of the Advisory Committee to review data, receive, public input, and make a recommendation to Benton County Board of Commissioners as to the areas of Benton County in which there exist high percentages of low-income households, and to publish said determination in Committee meeting minutes.
- (5) Advise regarding the opportunities to coordinate STIF-funded projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service.
- (6) Establish, as needed, Work Groups to provide the Committee with additional input on STIF Formula projects. Work Group members may be composed of both Committee and non-Committee members. Input from any Work Groups formed will be considered and documented in the Committee's meeting minutes.
- (7) Recommend to the Board of Commissioners a STIF Plan which includes the prioritization of projects proposed for funding within the Plan.
- (8) Develop processes for review and monitoring of ongoing funded projects and local Plans, which may include reporting and site visits to local public transportation providers receiving STIF project funding.
- (9) Propose any changes to the policies or practices of the Board of Commissioners that the Committee considers necessary to ensure that:
 - (a) A Sub-Recipient has applied moneys received through the STIF in accordance with and for the purposes described in the project proposal.
 - (b) A project proposal submitted by a Sub-Recipient does not fragment the provision of public transportation services.

ARTICLE 5

Subcommittees

Section 1. Creation of Subcommittees.

The Commissioners or Committee may appoint a Work Group to provide additional input on STIF Formula projects. A Work Group may or may not be composed of members of the Committee. Input from the Work Group shall be considered and documented in the Committee's meeting minutes in the completion of its duties as described in OAR 732-040-0030(1).

ARTICLE 6 Membership

Section 1. Number, Qualifications, and Selection of Members.

The Committee will consist of no less than five (5), and no more than nine (9) members, appointed directly by the Commissioners, as follows:

- (1) To be qualified to serve on the Committee, an individual must:
 - (a) Be knowledgeable about the public transportation needs of residents or employees located within or traveling to and from Benton County; and
 - (b) Reside or work in Benton County.
- (2) The Committee must include at least four (4) members who, separately, are members of or represent each of the following four groups:
 - (a) A low-income person ;
 - (b) A person 65 years or older;
 - (c) A person with a disability; and
 - (d) A representative of a Public Transportation Service Provider or a non-profit entity which provides public transportation services.
- (3) Remaining members may be representatives from any of the following groups:
 - (a) Local governments, including land use planners;
 - (b) People with disabilities;
 - (c) Veterans;
 - (d) Low-income individuals;
 - (e) Social equity advocates;
 - (f) Environmental advocates;
 - (g) Black, indigenous, and people of color (BIPOC);
 - (h) Bicycle and pedestrian advocates;
 - (i) People with limited English proficiency;
 - (j) Public health, social and human service providers;
 - (k) Transit users who depend on transit for accomplishing daily activities;
 - (l) Individuals age 65 or older;
 - (m) Educational institutions;
 - (n) Public Transportation Service Providers;
 - (o) Non-profit entities which provide public transportation services;
 - (p) Neighboring Public Transportation Service Providers;
 - (q) Employers; or
 - (r) Major destinations for users of public transit.

Section 2. Ex Officio Members.

The Committee may additionally consist of any the following ex officio members, appointed by the Board of Commissioners as follows:

- (1) One (1) County representative;

- (2) One (1) CAMPO representative; and
- (3) Any additional representatives which the Board of Commissioners deems appropriate.

Section 3. Terms of Office.

Terms are three (3) years. Any member may serve two (2) successive terms if reappointed by the Board of Commissioners; partial terms shall not be counted toward the successive term limit. Terms begin on July 1 and end on June 30 or when the board position is filled, whichever is later. Terms shall be staggered, with either two or three members' terms expiring each year.

Section 4. Member Responsibilities.

All Committee members must regularly attend meetings of the Committee and any meetings of the subcommittees to which they are appointed, and fulfill other duties as appointed by the Chair.

Section 5. Termination of Membership.

The Board of Commissioners may remove Committee members as follows:

- (1) Failure to attend two or more consecutive regular Committee meetings. The Board of Commissioners may declare a member's position vacant when the member has had two (2) absences in one year or no longer meets the residency or work requirement;
- (2) For cause following public hearing, for reasons including, but not limited to commission of a felony, corruption, intentional violation of open meetings law, failure to declare conflict of interest, or incompetence;
- (3) Without cause pursuant to Benton County Code Chapter 3.035.

Section 6. Vacancies and Appointment Procedure.

The timing of appointments to vacant seats will be at the discretion of the Board of Commissioners. Appointments to vacant positions described Article 6, Section 1. (2), must be appointed prior to the next meeting of the Committee, if at all possible. Appointments to vacant seats will be for the duration of the unexpired term of that position and shall not count toward the successive term limit.

The Commissioners will seek to appoint Committee members who represent the diverse interests, perspectives, geography, and the demographics of the County. Consideration may also be given to individuals within these categories who are users of public transportation services provided within the County.

- (1) Individuals interested in membership will apply through the office of the Benton County Board of Commissioners.
- (2) The Commissioners will interview each applicant and, if requested, staff will provide input on each applicant.
- (3) The Commissioners shall make the final decision for each appointment.

ARTICLE 7 Officers

The following officers shall be elected from the Committee membership during the first meeting of each fiscal year (July 1 to June 30 constitutes a fiscal year):

- Chair:** The Chair is responsible for conducting Committee meetings according to Roberts Rules of Order. The Chair may not initiate a motion, but may second one.
- Vice Chair:** The Vice Chair is responsible for conducting Committee meetings in the absence of the Chair.

ARTICLE 8

Advisors

The Committee and any Work Groups may call on laypersons and professionals as advisors without voting rights to provide technical assistance, expert guidance and advice, data support and analysis to the extent deemed appropriate by the Committee.

Use of advisors by the Committee will be coordinated by the Chair or Work Group members through County staff assigned to the Committee.

ARTICLE 9

Meetings

Section 1. Regular Meetings.

Meetings will be held a minimum of two times per year, as required by statute, but may be held more frequently to carry out the purposes of the Committee. These meetings will be held in publicly accessible facilities.

Section 2. Special Meetings.

Special meetings may be called by the Chair or by the Board of Commissioners by giving the members and the public written notice at least three (3) calendar days before the meeting.

Section 3. Quorum.

A simple majority of the appointed and filled voting membership constitutes a quorum. All business conducted with a majority vote of the quorum will stand as the official action of the Committee.

Section 4. Voting.

Each Committee member, except ex officio members has one vote. A Committee member is not permitted to vote on any funding decision in which they are an applicant for funds.

Section 5. Staff.

Administrative staff to the Committee will be determined by the Commissioners in consultation with the County Administrator. Staff to record the proceedings of the Committee will also be provided by the County.

Section 6. Agenda.

The Chair, with the assistance of the County-provided staff, will prepare the agenda of items requiring Committee action.

Section 7. Meeting Notice.

All meeting materials, including agenda, minutes from the prior meeting, staff reports, and supporting materials, will be provided electronically to Committee members and published on

the Benton County STIF Advisory Committee website at least seven (7) calendar days before a regular Committee meeting. If unusual circumstances require a special meeting to accomplish the work of the Committee, notice will be provided in the manner described above, at least three (3) calendar days before such special meeting.

Section 8. Minutes.

Draft minutes representing the discussion, motions and subsequent action taken by the Committee will be prepared and posted on the Benton County STIF Advisory Committee website within ten (10) business days of the meeting.

ARTICLE 10 Public Records, Meeting Law, and Public Engagement

Section 1. Public Records and Meeting Law.

The Committee is a public body for the purposes of ORS Chapter 192, and is subject to the statutory procedures related to Oregon public records and meetings. Committee agendas, minutes, staff reports, exhibits, meeting packets and bylaws will be archived in accordance with OAR 166-150, County and Special District Retention Schedule.

Section 2. Public Engagement.

The Committee will seek public engagement in all its deliberative processes. County staff will publicize key meetings and hold public forums as needed to ensure appropriate and transparent public access to information and public participation in priority-setting exercises.

ARTICLE 11 Parliamentary Procedure

The Committee will use Robert's Rules of Order in carrying out its work.

ARTICLE 12 Conflict of Interest

A potential or actual conflict of interest must be declared by any member who has or may have a conflict of interest as defined by Oregon law (ORS 244.020) prior to participating in any discussion on the matter causing the conflict. A member declaring an actual of interest may not vote upon any motion which requires declaration of an actual conflict of interest.

ARTICLE 13 Bylaws and Amendments

Section 1. Bylaws.

The Committee shall maintain written Bylaws pursuant to OARS 732-040-035 that that include, but are not limited to, name and purpose, committee membership criteria, appointment process, terms of office for the committee members, general procedures of the committee, member duties, meeting schedule, public noticing requirements and engagement processes, and the STIF Plan development process and general decision-making criteria.

Section 2. Review of Bylaws.

The Committee shall periodically review its Bylaws and update them as required, but no less

frequently than every three (3) years. Committee Bylaws will be reviewed by the County Counsel and presented to the Commissioners for adoption if changes are proposed. The Commissioners may also elect to review Committee Bylaws at any time.

Section 3. Amendments.

Committee Bylaws may be amended by the Board of Commissioners upon its own motion. Prior to an amendment, the Board of Commissioners may request a recommendation from the Committee which may recommend changes at any regular meeting of the Committee by a two-thirds vote of the appointed and filled membership, provided that the recommended amendment has been submitted in writing to the Committee members no later than three days before the regular meeting.

ARTICLE 14

Review of Sub-Recipient Proposals (Population-Based Funding)

Section 1. Availability of Funding.

Benton County Staff will make a determination on whether population-based funding will be made available depending on the funding needs of the Benton County Special Transportation Program. If funding for the Benton County Special Transportation Program is sufficient, Benton County staff will make funds available for project proposals from Special Transportation providers who provide service within Benton County. Benton County holds the right to deny or provide this opportunity at its discretion.

Section 2. Project Proposals.

If population-based funding is made available, Benton County staff will advertise the opportunity on the Benton County website, in the local newspaper, and on appropriate social media channels. Client-only providers who provide service within Benton County will submit proposed projects to Benton County staff. Benton County staff will remove redundant project proposals from consideration and will advance all remaining eligible projects to the Committee for review.

Section 3. Project Review.

The Committee will provide a recommendation of projects to be funded using the available Benton County population-based funding to the Board of Commissioners. All unallocated funds will be provided to the Benton County Special Transportation Program.

ARTICLE 15

Review of Sub-Recipient Proposals (Payroll-Based Funding)

Section 1. Develop Suballocation Methodology.

Per OAR Section 732-042-0010, staff will work collaboratively with Public Transportation Service Providers and other potential Sub-Recipients, as relevant, to develop a suballocation methodology. This will be presented to the STIF Committee for review and recommendation to the Board of Commissioners. The methodology will, to the extent possible and using the best available data, assign funding that is proportionate to the amount of employee payroll tax revenue generated within the geographic territory of each Public Transportation Service Provider. This data will be updated not less than every 6 years.

Section 2. Apply an Equity Analysis.

Following development of the initial suballocation methodology, and using the best available data, staff will prepare an equity analysis and present it to the STIF Committee for review and recommendation to the Board of Commissioners. The equity analysis may adjust the assigned percentages of funding to each PTSP developed in the suballocation methodology. This is the starting point for how available revenues from the STIF program will be distributed and is not a guarantee of funding to PTSPs. Using census data, the equity analysis will take into account the following attributes for each STIF revenue-generating Benton County community:

- (1) Percentage of persons who are BIPOC;
- (2) Percentage of estimated households below 200% of the federal poverty line;
- (3) Percentage of persons with Low-English Proficiency
- (4) Percentage of persons who are Seniors;
- (5) Percentage of persons who have disabilities;
- (6) Housing affordability.

Section 3. Project Proposals.

Public Transportation Service Providers who provide service within Benton County, as well as other eligible applicants who provide public transportation within Benton County, submit proposed projects to Benton County staff. Benton County staff will advance all projects that are eligible for the STIF program to the Committee for review.

Section 4. Project Review.

Using the assigned percentages as a guide to distributing Benton County's STIF funds, the Committee will use the criteria defined by OAR 732-042-0020(5) to recommend to the Board of Commissioners projects for inclusion in the Benton County STIF Plan. To assist the Committee in its work, staff will summarize and present information on ongoing operations projects and one-time capital projects. This will ensure that operation projects (services) that are funded can be maintained in future cycles, assuming stable funding from the State of Oregon.

Adopted this 5th day of July, 20222026.

Signed this 5th day of July, 20222026.

BENTON COUNTY BOARD OF COMMISSIONERS

Pat Malone, Chair

Nancy Wyse, Commissioner

~~Xanthippe Augerot~~ Gabe Shepherd, Commissioner

APPROVED AS TO FORM:

~~Vance Croney~~Jane Vetto, County Counsel

Project ID	Agency/ Org	Project Title	Amount	Project Summary	Ranked
CTS-Task1	City of Corvallis	CTS Preservation/ Expansion of Service	\$2,578,934	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,	1
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.	2
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,	3
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	4
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.	5
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.	6
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.	7
CTS-Task2	City of Corvallis	Vehicle & Equipment Purchases / Refurbishment	\$500,948	This project is for purchase of new transit vehicles or refurbishment of existing to extend their life and associated equipment such as on-board software, automated passenger	8
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	9
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.	10
CTS-Task3	City of Corvallis	Facilities / Bus Stop Amenities	\$810,000	This project combines facilities and bus stop repairs and improvement activities. Facilities projects could include repairs and improvements of transit offices, buildings, bus yards, large	11
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	12

Project ID	Agency/ Org	Project Title	Amount	Project Summary	Ranked
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	13
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	14
STIF-1	STIF Plan	STIF Plan Contingency	\$784,950	This project incorporates \$450,435 carryover from FY25/27 plus \$334,515 (maximum plan buffer) in case of additional STIF allocation during the plan cycle.	15

\$8,429,551

Task 1 - Preservation/Expansion of Service \$2,578,934

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, consultant assistance such as planning, and other operational needs. 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.

Current proposed projects that would fall under this:

CTS-5 CTS Preservation of Service

CTS-6 CTS Transit Planning Services

CTS-8 City of Corvallis Medium Phase Service Expansion

CTS-12 City of Corvallis Transit Support Position

Task 2 - Vehicle & Equipment Purchases / Refurbishment \$500,948

This project is for purchase of new transit vehicles or refurbishment of existing to extend their life and associated equipment such as on-board software, automated passenger counters, cameras, etc. It may include fixed route buses, ADA paratransit vehicles, and associated equipment. 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.

Current proposed projects that would fall under this:

CTS-1 Automatic Passenger Count System

CTS-2 Bus Purchases Replacement/Additional 2 Transit Buses

CTS-9 Paratransit Vehicle Purchases

CTS-10 Refurbish CTS Buses

Task 3 - Facilities / Bus Stop Amenities \$810,000

This project combines facilities and bus stop repairs and improvement activities. Facilities projects could include repairs and improvements of transit offices, buildings, bus yards, large vehicle wash, or other transit facilities. Bus stop amenities tasks may include repairs or improvements of existing bus stops or implementation of new bus stops. May also include consultant support for planning and design of 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.

Current proposed projects that would fall under this:

CTS-3 Bus Wash Equipment

CTS-4 CTS Bus Stop Amenities

CTS-7 Downtown Transit Center Facilities

CTS-11 Transit Support Facilities

FY27/29 STIF Plan

Project #1 - Population Funds	ESTIMATED		
Task Description	FY 28	FY29	Total
Task 1: Preservation of Service	\$ 286,581	\$ 286,581	\$ 573,162
Task 2: Albany Call A Ride	\$ 7,500	\$ 7,500	\$ 15,000
Task 3: Grace Center	\$ 5,000	\$ 5,000	\$ 10,000
Task 4: Senior Transportation Program (COG)	\$ 7,000	\$ 7,000	\$ 14,000
Task 5: Janus House	\$ 6,000	\$ 6,000	\$ 12,000
Total STIF Project Plan	\$ 312,081	\$ 312,081	\$ 624,162

Project 2 - Benton Area Transit (BAT)	ESTIMATED		
Task Description	FY 28	FY29	Total
Task 1: Preservation / Expansion of Service	\$ 421,000	\$ 422,138	\$ 843,138
Task 2: Grant Matches	\$ 358,400	\$ 358,400	\$ 716,800
Task 3: Rural Shuttle Pilot & Match	\$ 150,000	\$ 150,000	\$ 300,000
Task 4: Facilities / Bus Stop Amenities	\$ 60,000	\$ 60,000	\$ 120,000
Total STIF Project Plan	\$ 989,400	\$ 990,538	\$ 1,979,938

Project 3 - City of Albany (ATS)	ESTIMATED		
Task Description	FY 28	FY29	Total
Task 1: LB Loop Preservation of Service	\$ 475,000	\$ 475,000	\$ 950,000
Task 2: North Albany Service Preservation	\$ 90,000	\$ 90,000	\$ 180,000
Task 3: 1/2 Refurbished Bus Purchase	\$ 125,000	\$ 125,000	\$ 250,000
Task 4: Match Refurbished ATS Bus	\$ 20,000	\$ -	\$ 20,000
Total STIF Project Plan	\$ 710,000	\$ 690,000	\$ 1,400,000

Project 4 - OCWCOG	ESTIMATED		
Task Description	FY 28	FY29	Total
Task 1: Seamless Transit	\$ 35,000	\$ 35,000	\$ 70,000
Total STIF Project Plan	\$ 35,000	\$ 35,000	\$ 70,000

Project 5 - City of Corvallis (CTS)	ESTIMATED		
Task Description	FY 28	FY29	Total
Task 1: Preservation/ Expansion of Service	\$ 1,289,461	\$ 1,289,473	\$ 2,578,934
Task 2: Vehicle & Equipment Purchases / Refurbishment	\$ 249,974	\$ 250,974	\$ 500,948
Task 3: Facilities / Bus Stop Amenities	\$ 405,000	\$ 405,000	\$ 810,000
Total STIF Project Plan	\$ 1,944,435	\$ 1,945,447	\$ 3,889,882

Project 6 - City of Philomath (PC)	ESTIMATED		
Task Description	FY 28	FY29	Total
Task 1: Preservation of Fareless	\$ 56,000	\$ 56,067	\$ 112,067
Task 2: Preservation of Service	\$ 96,350	\$ 96,364	\$ 192,714
Total STIF Project Plan	\$ 152,350	\$ 152,431	\$ 304,781

FY27/29 STIF Plan Estimated Totals

FY27/29	Carry-Forward	FY28	FY29	TOTAL
Funds	\$3,313,364	\$2,203,075	\$2,333,059	\$7,849,498
Projects		\$3,831,185	\$3,813,416	\$7,644,601

\$204,897 Actual

\$580,053 From Buffer

\$784,950 Plan Contingency**\$8,634,448 STIF Plan Total****(with plan contingency)**