



Salem Area Mass Transit District

STIFAC Meeting Minutes

Tuesday, May 7, 2026 at 1:00 p.m.

Attendance

STIFAC Members:

Present:

Chair Marja Byers
Cory Misley (Off at 2:30 p.m.)
Fred Evander
Kathleen McClaskey
Kyle Miller
Michael DeBlasi
Stephen Dobrinich
Steve Anderson
Eunice Kim (~1:20 p.m.)

Board Liaison

Ramiro Navarro Jr.

Staff:

CPDO Shofi Ull Azum
COO Tom Dietz
Contracted Services Manager Ben Sawyer
Budget & Grants Manager Peggy Greene
Grant & Project Coordinator Matt Marquez
Executive Assistant Kirra Pressey

Meeting Information

1. Call To Order

A. Note of Attendance for a Quorum

Chair Byers called the meeting to order at 1:00 p.m.
Attendance was noted with a quorum present.

B. Safety Minute

CPDO Azum presented the safety minute, offering tips to keep children safe in parking lots.

C. Announcements | Changes to Agenda

None

2. Public Comment

None

3. Discussion

A. Overview of the Section 5310 Program & It's Funding Allocation Process

Presenter: CPDO Shofi Azum

CPDO Azum provided an overview of the FTA Section 5310 Program, which supports transportation services for seniors and individuals with disabilities when transportation service is unavailable, insufficient, or inappropriate. He noted that funding is primarily derived from the Surface Transportation Block Grant (STBG), with a federal share of 89.73% and a local match of 10.27%. He also explained that a new rural apportionment funding category was introduced for the 2027–2029 biennium, requiring a 20% local match.

CPDO Azum reported that total funding available for the 2027–2029 biennium is \$2,366,565, approximately \$55,264 more than the previous biennium. He explained that while the STBG allocation was reduced, ODOT supplemented the program with rural apportionment funds from unspent project balances. He further noted that the Oregon Transportation Commission has approved significant reductions to 5310-related funding beginning in future biennia due to a reduction of funding at the federal level.

CPDO Azum stated that projects recommended for funding must be included in the District's Coordinated Public Transit-Human Services Transportation Plan. He noted that the highest priority identified in the plan is maintaining existing projects and current service levels.

4. Presentations

A. ODOT 5310 Applications

i. Salem Area Mass Transit District

Presenter: Contracted Services Manager Ben Sawyer

Contracted Services Manager Sawyer presented the five programs included in the District's Section 5310 application:

- Mobility Management / Travel Training
- Purchase of Service for Lyft
- Purchase of Service for the Regional Program
- Purchase of Service for Shop and Ride
- Preventative Maintenance for the Regional Program

He provided an overview of each program, including the services provided, eligible populations served, and associated funding requests.

ii. City of Woodburn

Presenter: Woodburn's Karen Sherman

Karen Sherman, Senior Management Analyst for the City of Woodburn, presented the City's Section 5310 application, which includes two programs: Preventative Maintenance and Mobility Management.

Sherman provided an overview of each program, including the services provided, populations served, and requested funding amounts. She noted that the Mobility Management program supports the City's ADA-comparable dial-a-ride service and coordination efforts for transit users. Sherman also highlighted Woodburn's role as a regional transit hub, providing connections to multiple transit providers throughout the region.

iii. City of Monmouth

Presenter: Carter Craig

Carter Craig presented the application for the Monmouth-Independence Trolley. The presenters provided an overview of the service, recent improvements, and ongoing efforts to incorporate the trolley into long-range planning and regional transportation coordination.

The presenters discussed the funding request and noted ongoing efforts to identify additional funding sources to support the service. Committee discussion included the submission of separate applications for STBG and rural apportionment funds. CPDO Azum clarified that while both funding sources are available, fund source designations can be adjusted administratively following Board approval of the funding recommendations.

5. Action Items

A. ODOT 5310 Funding Allocation Recommendation to the District Board

Chair Byers opened discussion regarding the Committee's funding allocation recommendation. CPDO Azum presented a proposed allocation framework based on maintaining the

proportional distribution from the previous biennium and outlined an approach that would utilize both STBG and rural apportionment funding sources.

Committee members discussed the proposed allocation methodology, the distribution of remaining rural apportionment funds, and the local match requirements associated with each funding source. Discussion also included the performance and regional importance of the Monmouth-Independence Trolley and the City of Woodburn's transit services.

Committee members raised broader questions regarding the evaluation of transit program performance and the equitable distribution of funding among applicants. Board Liaison Navarro indicated he would bring these concerns and the discussion regarding future allocation methodologies to the Board for consideration.

Action

- Motion: I move to recommend funding allocations for the 2027–2029 FTA Section 5310 Program based on the prior biennium's proportional distribution methodology, allocating funding to the Salem Area Mass Transit District through the STBG funding source and allocating funding to the City of Woodburn and the City of Monmouth-Independence through the rural apportionment funding source. Remaining rural apportionment funds will be distributed between the rural applicants with allocation to be determined in the next discussion and motion.
- Motion by: Member Anderson
- Second: Member Miller
- Discussion: The Committee discussed the historical funding methodology and concerns regarding its potential impact on future applicants. Discussion also included the Salem Area Mass Transit District's Shop & Ride program and the potential reallocation of funding to support the Monmouth-Independence Trolley.
- Amendment Offered: I move to reduce the Cherriots amount by \$103,484.71 and reallocate it among the other two programs.
- Amendment by: Member Evander
- Outcome: Amendment fails for lack of a second.

Return to original motion:

- Vote: Aye: Chair Byers, Members Kim, McClaskey, Miller, DeBlasi, and Anderson
Nay: Member Dobrinich & Evander
- Outcome: Motion passes 6-2 (Please note Member Miskey was no longer present during the vote)

B. Allocation Determination

Discussion then turned to the distribution of the remaining funds between the City of Woodburn and the City of Monmouth-Independence. Members discussed whether the funds should be allocated on a proportional basis, reflecting relative program size and local match burden, or divided equally in recognition of the Monmouth-Independence Trolley's ridership performance and historical funding considerations.

Action

- Motion: I move to recommend splitting the residual rural apportionment balance equally (50/50 between the City of Woodburn and City of Monmouth).
- Motion by: Member Dobrinich
- Second: Member Evander
- Discussion: Members requested to see the split, to which staff accommodated.

- Vote: Aye: Members Dobrinich, Evander, Kim, Miller, DeBlasi, and Anderson
Nay: Chair Byers & Member McClaskey
- Outcome: Motion passes 6-2 (Please note Member Misley was no longer present during the vote)

C. Approval of Minutes – Tabled

6. QE Remarks

A. Overview of 2027-2029 STIF Formula Plans Timeline

CPDO Azum noted that STIF Formula funding will be available in August 2026. He noted that the June 10 meeting will include discussion of the FTA Section 5310 urban area application, which applies only within the Urban Growth Boundary and has been posted.

B. Update on STIF Formula Funding Allocation Methodology

CPDO Azum stated the goal is to reach consensus on the STIF Formula funding allocation methodology prior to funding release in August 2026, which may require an additional meeting in July.

C. Meeting Frequency

CPDO Azum noted that while the bylaws require a minimum of two STIFAC meetings per year, there is no maximum. He indicated that five to seven meetings may be held in 2026 given the volume of upcoming decisions

7. Adjourn

Chair Byers adjourned the meeting at 3:14 p.m.

Respectfully Submitted

Marja S. Byers

[Marja S. Byers \(Jun 15, 2026 09:56:35 PDT\)](#)

Marja Byers, STIFAC Chair