Salem Area Mass Transit District

Statewide Transportation Improvement Fund Advisory Committee

Agenda Packet

Thursday, August 3, 2026 at 1:00 p.m.

Members: Cory, Misley, Eunice Kim, Fred Evander, Kathleen McClaskey, Kyle Miller, Marja Byers, Michael DeBlasi, Stephen Dobrinich, & Steve Anderson

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Available meeting formats:

- **In Person:** Senator Hearing Room, 555 Court Street NE, Salem, Oregon 97301
- **Zoom Gov:**
  - **Join the STIFAC Meeting Virtually**
  - Meeting ID: 165 182 4254
  - Passcode: 260075
  - Phone: (669) 254 5252

Public Comment: The public may provide comments on budget-related matters during the meeting. Public comment is limited to three minutes per speaker.
Comments can be submitted:

- Via ZoomGov: Email clerkoftheboard@cherriots.org to sign up.
- By email - STIFAC@cherriots.org
- By mail - Attn: District Board of Directors, 555 Court St. NE, Suite 5230, Salem, OR 97301

Written comments and signups must be received by 5:00 P.M. on May 4, 2026.

Closed Captioning (CC): Live closed captioning is available through ZoomGov.

Alternative Formats: Individuals who need meeting materials in alternative formats, sign language interpretation, translation, or other auxiliary aids or services are encouraged to contact the Clerk of the Board at (503) 588-2424 or clerkoftheboard@cherriots.org or TTY 711 (Oregon Relay Service), at least 48 hours in advance of the meeting.

Electronic Copies: Download Board Meeting Agenda Packet.

Email Distribution List: Email clerkoftheboard@cherriots.org to join the District's public meeting distribution list.

Formatos de reunión disponibles:

- **En persona:** Senator Hearing Room, 555 Court Street NE, Salem, Oregon 97301
- **Zoom Gov:**
  - **Participa en la reunión de STIFAC de forma virtual**
  - ID de la reunión: 160 513 6711
  - Contraseña: 398957
  - Teléfono: (669) 254-5252

Comentarios del público: El público puede realizar comentarios sobre asuntos relacionados con el presupuesto durante la reunión. Los comentarios del público están limitados a tres minutos por persona.

Los comentarios pueden enviarse:

- A través de ZoomGov: envíe un correo electrónico a clerkoftheboard@cherriots.org para inscribirse.
- Por correo electrónico: STIFAC@cherriots.org.
- Por correo postal: A la atención de: Junta Directiva del Distrito, 555 Court St. NE, Suite 5230, Salem, OR 97301

Los comentarios por escrito y las inscripciones deben recibirse antes de las 5:00 p. m. del 5 de mayo de 2025.

Subtítulos ocultos (CC): Hay subtítulos ocultos en directo disponibles a través de ZoomGov.

Formatos alternativos: Se recomienda a las personas que necesiten materiales de la reunión en formatos alternativos, interpretación en lengua de signos, traducción u otras ayudas o servicios auxiliares que se pongan en contacto con el secretario de la Junta en el (503) 588-2424 o en clerkoftheboard@cherriots.org o TTY 711 (Servicio de Retransmisión de Oregón), al menos 48 horas antes de la reunión.

Copias electrónicas: Descargue el paquete de la agenda de la reunión de la Junta.

Lista de distribución por correo electrónico: Envíe un correo electrónico a clerkoftheboard@cherriots.org para unirse a la lista de distribución de reuniones públicas del Distrito.

Agenda

1. Call to Order

A. Note of Attendance for a Quorum
B. Safety Minute
C. Announcements |Changes to Agenda

2. Public Comment

3. Discussions - None

4. Presentations - None

5. Action Items

A. STIF-Discretionary Projects Presentation

C. Approval of Minutes

6. QE Remarks

7. Adjourn

Next Meeting: TBD

CNG Station Replacement

CHERRIOTS

Background

- Cherriots began using Compressed Natural Gas (CNG) and installed a first CNG station in 1998
- In 2002 added a second CNG station
- In 2019 began using RNG
- First CNG station replaced in 2023
- Largest private CNG station in the State of Oregon
- SAMTD fleet of 41 RNG buses

What is RNG?

- Traditionally, pipeline natural gas comes from deep underground wells and it's often associated with petroleum production. RNG, on the other hand, is natural gas derived from organic waste material found in daily life such as food waste, garden and lawn clippings, and animal and plant-based material.

Current Application

- In 2023, Cherriots replaced the oldest fueling station that was installed in 1998
- This application is requests funding to replace the second station that was installed in 2002
- The estimated total project cost is $2,500,000
    - Grant amount requested: $2,000,000
    - Match Amount: $500,000

CHERRIOTS

STID -Discretionary Project Presentation - MWVACT

August 6, 2026

CHERRIOTS

Ben Sawyer

SAMTD FY25 FTA 5310 Applications

This project will replace up to 5 paratransit buses that have exceeded their useful life.

SAMTD's paratransit fleet currently has 37 buses, of which 30 (81%) have surpassed the end of their useful life.

These replacements would reduce the percentage of obsolete paratransit buses from 81% to 67%.

CHERRIOTS

Tom Dietz

CHERRIOTS

SAMTD is a Large Urban service area with over 200,000 population

Complementary Paratransit Service times:

Monday – Friday   5:30am – 11:30pm

Saturday – 6:00am – 10:00pm

Sunday – 7:00am – 8:30pm

Vehicle replacement no expansion, no right sizing

Purchase of Category D: medium, light-duty bus and chassis cutaway

23 foot, 3 ADA seats, 12 total seats

Cost $185,000 ea

Total costs - $925,000

Grant - $740,000

Match (20%) $185,000

CHERRIOTS

Tom Dietz

CHERRIOTS

In Fiscal Year 2025 LIFT traveled 669,413 miles taking 105,754 individuals to their requested destinations

Stored at contractors offices at 2195 Hyacinth St SE, Salem, OR 97301

Maintained by SAMTD maintenance

This vehicle replacement project addresses a critical need for SAMTD to reduce the number of obsolete vehicles in its paratransit fleet.

Much of SAMTD's paratransit fleet has exceeded its useful life, leading to an increase in maintenance costs and a higher risk of mechanical failures.

This aging fleet poses a significant risk to service reliability, which is crucial for the populations that depend on these services for their daily transportation needs.

CHERRIOTS

CHERRIOTS

The replacement paratransit vehicles will improve safety for vulnerable road users by being equipped with modern safety features, including seat belts, designed to protect passengers and ensure a secure riding experience.

Vehicles that are beyond their useful lives have a higher risk of mechanical failure, that could result in an accident, than new vehicles.

Therefore, these replacement vehicles improve safety by reducing the likelihood of traffic accidents as a result of mechanical failure.

Questions ?

CHERRIOTS

Competitive Transit Grant 2027-28

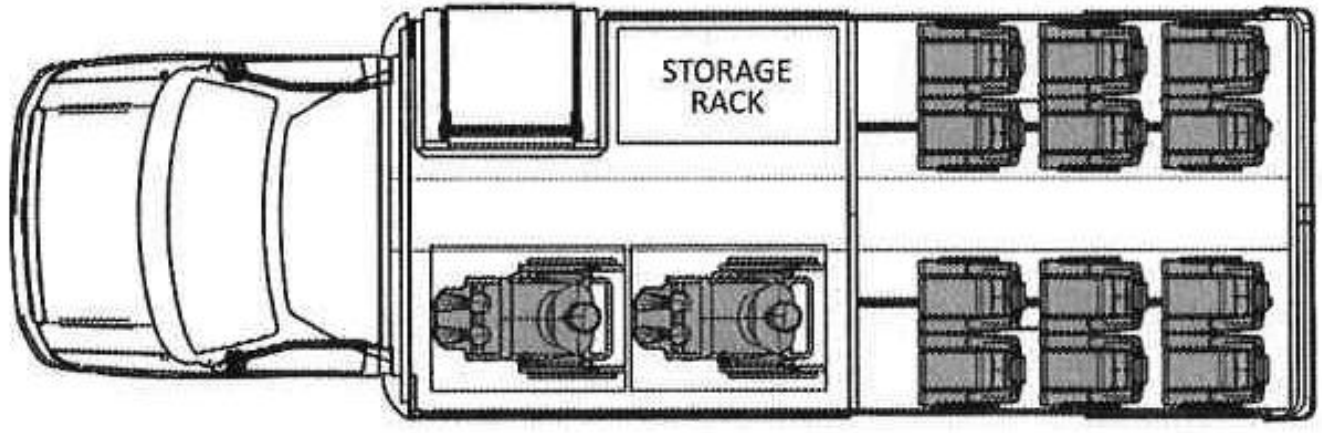
Capital Project Proposal

City of Woodburn

- Dial-a-Ride service improvement
- Replaces 11-year-old, gas powered cut-a-way
- in ‘Poor’ condition, costly repairs
- with new, low-floor, electric cut-a-way
- Optimal EV S1

Optimal EV S1

12 seats, 2 ADA securement stations, medium, light-duty



12 Seat + 2 Wheelchair Configuration

Task Deliverables

- October 2027: Award contract
- November 2027: Develop RFP using ODOT's State Pricing Agreement
- January 2028: Order vehicle
- January 2029: Deliver vehicle
- February 2029: Complete contract

Benefits

- Uses existing Charging Infrastructure
- Expands City's EV fleet to reflect the priorities outlined in its Zero Emission Fleet Transition Plan
- Reduces greenhouse gas emissions
- Reduces air and noise pollution for Dial-a-Ride passengers and drivers
- City's population is growing, impacts more residents
- Reduces repair costs, improving Woodburn Transit Services' operating stability

Funding Request

Allocations	
$388,035	Grant 80%
$97,009	Match 20%
$485,044	Total

A. STIF Program Overview

- STIF program was created by **Section 122 of House Bill 2017**
- Statewide employee payroll tax of **one-tenth of 1 percent (0.1%)** on wages paid by employers.
- Fund Distribution:
    - Formula Fund (90%)
    - Discretionary Fund (5%)
    - Intercommunity Discretionary Fund (4%)
    - Technical Resource Center (1%)
- STIF funds may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs.

  Key restrictions: funds **may not be used for light rail capital expenses** and are **not intended to supplant local funding** for existing services

B. Recent Activities and Actions

Date	Activity	Impact
July 1, 2023	STF consolidated into STIF	Merged revenue streams and goals; population-based portion now dedicated to older adults and individuals with disabilities
January 22, 2026	OTC approved updated STIF Program Rules	Enhanced financial flexibility, clarified concepts, revised reporting deadlines, streamlined processes, enhanced accountability
March 2026	Legislature redirected ODOT funding for 2025–2027 budget gap	**STIF was not affected**
Jan 2026–Dec 2027	HB 3991 payroll tax increase forecast (0.1% increase)	Should increase allocation estimates

C. Roles and Responsibilities of STIFAC

In a manner consistent with ORS 184.751-184.766 and OAR Chapter 732, Divisions 040, 042, and 044, the Committee shall:

1. Review every Project proposal and provide advice and recommendations regarding Project prioritization;
2. Consider the following criteria when reviewing Projects:

    A. Whether the Project would:

        i. Increase the frequency of bus service to areas with a high percentage of Low-Income Households;

        ii. Expand bus routes and services to serve communities with a high percentage of Low-Income Households;

        iii. Reduce fares for public transportation in communities with a high percentage of Low-Income Households;

        iv. Result in procurement of buses powered by natural gas or electricity for use in areas with a population of 200,000 or more;

        v. Improve the frequency and reliability of service connections between communities inside and outside of the District's service area;

        vi. Increase the coordination between Public Transportation Service Providers to reduce fragmentation in the provision of public transportation service; or

        vii. Expand student transit services for students in grades 9 through 12. QEs must also allocate **at least 1% annually.**

    B. Whether the Project maintains an existing, productive service previously funded by STIF Formula funds;

    C. The extent to which the Project goals meet public transportation needs and are a responsible use of public funds; and

    D. Other factors as determined by the District, such as geographic equity.

C. 2027-2029 STIF Funding Sub-allocation Methodology

The formula fund uses a two-part distribution formula:

Part 1 — Population-Based (Former STF Portion)

- Funds indexed to the 2019–2021 STF disbursement level, adjusted by overall fund growth
- Distributed by proportion of local population to state total
- **Must be spent on transit services for older adults and individuals with disabilities**
- Uses Portland State University population estimates (per ORS 190.520)

Part 2 — Payroll-Based

- All remaining Formula funds distributed by proportion of wages paid by employers within each QE's geographic area relative to statewide wages
- Uses final wage data from the Oregon Employment Department for the prior calendar year. **(Expecting 2025 payroll data in October 2026)**
- Sub-allocation method should be **proportionate to the amount of employee payroll tax revenue generated within the geographic territory of each PTSP**.

C1: Payroll Based Funding Sub-allocation Methodology

These revenues that are allocated to the QE on an employee payroll-based formula continue to be allocated to the subrecipients on an employee payroll basis at the local level. Each biennium the QE receives the most up to date payroll data for the QE's area of responsibility and for each incorporated city within the QE's area of responsibility. If a city is located in more than one county and part of that city is outside of the QE's area of responsibility, then only the portion of the city inside the QE's area of responsibility is used in the formula. The QE's allocation of STIF revenue is based on the payroll data for the QE's area as a percentage of the overall statewide STIF formula fund revenue available according to the most recent state economic forecast. For sub-allocation at the local level the formula as follows was used by the QE for target distribution to the local Public Transit Service Provider (PTSP):

In-District:

- Marion and Polk County "in district" funding is allocated to SAMTD for operating Cherriots Local service.

"Out of District" Marion County Funding Sub-allocation:

- For the City of **Woodburn**, the "out of District" Marion County allocation multiplied by the percentage of payroll received within the City of Woodburn.
- For the City of **Silverton**, the "out of District" Marion County allocation multiplied by the percentage of payroll received within the City of Silverton.
- For **SAMTD Regional Service** in Marion County, the "out of District" Marion County allocation, minus the City of Woodburn allocation, and City of Silverton allocation.

"Out of District" Polk County Funding Sub-allocation:

- For the City of **Monmouth**, the "out of District" Polk County allocation multiplied by the percentage of payroll received within the City of Monmouth and Independence.
- For **SAMTD Regional Service in Polk County**, the "out of District" Polk County allocation, minus the City of Monmouth and Independence allocation.

Payroll Based Funding Estimates for 2027-2029 STIF Biennium

Qualified Entity (QE)	**FY 28**	**FY 29**
Salem Area Mass Transit District	$ 10,320,657	$10,929,586
In District	$ 7,234,565	$ 7,661,412
Out of District Marion County	$ 2,341,269	$ 2,479,406
Out of District Polk County	$ 744,823	$ 788,768
Total payroll-based funding estimate for 2027-2029 biennium	**$ 21,250,243**	

<u>Attachment A</u> illustrates the 2027-2029 STIF biennium payroll formula funding suballocation estimate by PTSP. QE coordination budget is included in SAMTD STIF Plan.

Documents used to prepare this estimate include:

- **Attachment B**: July 2026 STIF allocation estimate by ODOT (Latest version)
- **Attachment C**: 2024 Employment and payroll data for cities in Marion and Polk Counties (2025 data will be available in October 2026)
- QE will update payroll formula funding suballocation estimate table (Attachment A) once 2025 payroll data is available.
- ODOT has historically recommended requesting funding equal to **120% of the estimated amount** to account for the possibility of additional revenue being generated within the QE service area during the upcoming biennium. However, the availability of this additional funding is not guaranteed.

C2: Population Based Funding Sub-allocation methodology

These revenues that are allocated to the Qualified Entities (QE) on a population-based formula were formerly distributed through the Special Transportation Fund (STF) program. The allocation of STF funds at the local level by the QE was done through a competitive process held biennially. These grants could be awarded to public and private not-for-profit agencies (subrecipients) and frequently were used for ongoing expenses, or to match federal grants. When these funds were combined with the STIF program STIFAC determined the preferred place to start would be to use **the same percentage** allocation of these funds to subrecipients from the previous biennium for the upcoming biennium. This would allow for consistency and support of programs previously supported by the STF program.

Population Based Funding Estimates for 2027-2029 STIF Biennium

Qualified Entity (QE)	**FY 28**	**FY 29**
Salem Area Mass Transit District	$ 1,402,678	$ 1,402,678
In District	$ 759,402	$ 759,402
Out of District Marion County	$ 431,240	$ 431,240
Out of District Polk County	$ 212,036	$ 212,036
Total Population based funding estimate for 2027-2029 biennium	**$ 2,805,356**	

27-29 biennium Population based formula funding estimate by PTSP.

PTSP	**STIF Population-based Formula Funding Estimate**				
	25-27 Estimate W/20% added	Percent of total funding	27-29 biennium estimate	27-29 biennium W/20% added	27-29 estimate W/20% added
SAMTD	$ 2,123,204	74.3%	$2,805,356	$3,366,427	$ 2,500,669
City of Woodburn	$ 621,514	21.7%			$ 732,007
City of Silverton	$ 50,122	1.8%			$ 59,033
West Valley Health	$ 49,088	1.7%			$ 57,815
City of Monmouth	$ 14,352	0.5%			$ 16,904
Subtotal	**$ 2,858,280**				**$ 3,366,427**

Attachment A: 2027-2029 STIF Payroll Formula Funding Distribution Methodology									
	ODOT Projections - July 2026	In District		Marion County Out of District			Polk County Out of District		Regional Service
Year	Total Projected Revenue from ODOT	In District	Out of District To In District	Out of District Marion County	City of Woodburn	City of Silverton	Out of District Polk County	City of Monmouth	Cherriots Regional
2028	$10,320,657	$7,234,565	$705,269	$2,341,269	$559,893	$181,156	$744,823	$224,729	$1,415,046
2029	$10,929,586	$7,661,412	$746,880	$2,479,406	$592,927	$191,845	$788,768	$237,988	$1,498,535
					$1,152,820	**$373,001**		**$462,716**	

Public Transit Service Provider (PTSPs)	% of Payroll Received	County
SAMTD	68.35%	Marion County
City of Woodburn	23.91%	Marion County
City of Silverton	7.74%	Marion County
SAMTD	69.83%	Polk County
City of Monmouth	30.17%	Polk County

STIF formula funding suballocation for City of Woodburn = Out of District Marion County payroll* Percent of payroll received within City limits
Year 2028: $2,341,269 * 23.91% = $559,893
Year 2029: $2,479,406* 23.91% = $592,927

STIF formula funding suballocation for City of Silverton = Out of District Marion County payroll * Percent of payroll received within City limits
Year 2028: $2,341,269 * 7.74% = $181,156
Year 2029: $2,479,406* 7.74% = $191,845

STIF formula funding suballocation for City of Monmouth = Out of District Polk County payroll * Percent of payroll received within City limits
Year 2028: $744,823 * 30.17% = $224,729
Year 2029: $788,768* 30.17% = $237,988

Oregon Department of Transportation

Attachment B: STIF Fund Allocation Estimate - July 2026.

Introduction

ODOT has completed an update to the Statewide Transportation Improvement Fund (STIF) allocation estimate. We will continue to update forecasts as we receive revised economic data. This update to the STIF forecast includes revenues from cigarette taxes, ID card fees, and the non-highway gas taxes. This forecast includes payroll shares for 2024, populations for 2025, and reflects expected revenues to be received.

Estimate Assumptions

ODOT can distribute only the revenue it receives, which may be more or less than this estimate, up to each individual Qualified Entity's (QE) approved STIF Plan funding limit for STIF Formula (i.e. "plan maximum"). Further, ODOT is prohibited from distributing funds to a QE that does not have an OTC approved STIF Formula Plan. Distributions typically represent tax collections from two quarters prior; for example, the July distribution (FY 27 Q1) is largely comprised of taxes collected from January through March (FY 26 Q3). Updated estimates for the Formula funds for FY 26-27 (25-27 biennium) and forecasts for FY 28-29 are summarized in the table below.

STIF Fund	Estimate for FY 26-27	Forecast for FY 28-29
Formula (distributions)	$248.4 M	$277.7 M

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

Estimate Calculation Method

- Fees and other taxes grow at a nominal historic rate,
- Department of Revenue collection and administration costs are deducted from the gross revenue,
- PTO program administration costs and projects of statewide significance are deducted per ORS 184.758,
- The result is multiplied by 90% to determine the projected Formula Fund net total,
- The projected net total is multiplied by the QE payroll shares resulting in QE revenue estimates,
- QE payroll shares are calculated using the most current annual payroll data from the Oregon Employment Department, with adjustments made to ensure each QE receives at least the minimum allocation
- PTO's July'26 estimate of the in-district versus out-of-district amounts for population-based funds **may be** revised as PTO gathers more information

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

STIF Allocation Estimate Program Totals (Population + Payroll)				
Qualified Entity	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**
Baker County	$ 296,062	$ 315,966	$ 336,367	$ 350,498
Basin Transit Service District	$ 1,173,436	$ 1,255,045	$ 1,318,249	$ 1,383,076
In district	$ 883,073	$ 947,743	$ 994,773	$ 1,046,144
Out of district Klamath County	$ 290,363	$ 307,302	$ 323,476	$ 336,932
Benton County	$ 2,284,623	$ 2,387,984	$ 2,515,156	$ 2,645,140
Burns Paiute Tribe	$ 216,277	$ 216,277	$ 239,947	$ 239,947
Columbia County	$ 649,116	$ 681,710	$ 725,330	$ 758,050
CTo Coos, Lower Umpqua and Siuslaw	$ 216,277	$ 216,277	$ 239,947	$ 239,947
CTo Grand Ronde Community of Oregon	$ 216,277	$ 216,277	$ 239,947	$ 239,947
CTo Siletz Indians	$ 216,277	$ 216,277	$ 239,947	$ 239,947
CTo the Umatilla Indian Reservation	$ 216,277	$ 216,277	$ 239,947	$ 239,947
CTo Warm Springs	$ 216,277	$ 216,277	$ 239,947	$ 239,947
Coos County	$ 1,120,898	$ 1,184,274	$ 1,246,313	$ 1,307,647
Coquille Indian Tribe	$ 216,277	$ 216,277	$ 239,947	$ 239,947
Cow Creek Band of Umpqua Tribe of Indians	$ 216,277	$ 216,277	$ 239,947	$ 239,947
Crook County	$ 579,643	$ 650,502	$ 688,373	$ 723,178
Curry County	$ 337,931	$ 351,721	$ 373,818	$ 390,158
Deschutes County	$ 5,351,234	$ 5,745,335	$ 6,060,291	$ 6,377,786
Gilliam County	$ 216,277	$ 216,277	$ 239,947	$ 239,947
Grant County Transportation District	$ 216,277	$ 216,277	$ 239,947	$ 239,947
Harney County	$ 216,277	$ 216,277	$ 239,947	$ 239,947
Hood River County Transportation District	$ 653,325	$ 681,309	$ 719,037	$ 755,745
Jefferson County	$ 381,815	$ 405,339	$ 429,978	$ 449,632
Josephine County	$ 1,446,863	$ 1,539,951	$ 1,631,216	$ 1,710,659
Klamath Tribes	$ 216,277	$ 216,277	$ 239,947	$ 239,947
Lake County	$ 216,277	$ 216,277	$ 239,947	$ 239,947
Lane Transit District	$ 8,274,754	$ 8,769,689	$ 9,255,150	$ 9,729,053
In district	$ 7,537,784	$ 7,995,040	$ 8,431,709	$ 8,869,534
Out of district Lane County	$ 736,970	$ 774,649	$ 823,441	$ 859,519
Lincoln County	$ 878,228	$ 930,287	$ 978,680	$ 1,026,976
Linn County	$ 2,532,453	$ 2,668,445	$ 2,812,701	$ 2,954,240
Malheur County	$ 598,265	$ 643,589	$ 675,003	$ 708,937
Morrow County	$ 447,999	$ 496,798	$ 525,775	$ 551,081
Rogue Valley Transportation District	$ 4,729,586	$ 4,988,781	$ 5,260,066	$ 5,528,926
In district	$ 4,233,270	$ 4,471,582	$ 4,709,281	$ 4,956,479
Out of district Jackson County	$ 496,316	$ 517,199	$ 550,785	$ 572,447
Salem Area Mass Transit District	$ 10,408,391	$ 11,126,027	$ 11,723,335	$ 12,332,264
In district	$ 7,092,964	$ 7,596,012	$ 7,993,967	$ 8,420,814
Out of district Marion County	$ 2,463,734	$ 2,626,532	$ 2,772,509	$ 2,910,646
Out of district Polk County	$ 851,693	$ 903,483	$ 956,859	$ 1,000,804
Sherman County	$ 216,277	$ 216,277	$ 239,947	$ 239,947
Sunset Empire TD (Clatsop County)	$ 885,244	$ 929,416	$ 979,908	$ 1,029,892
Tillamook County Transportation District	$ 483,212	$ 510,047	$ 539,653	$ 565,778
Tri County Metropolitan Transportation District	$ 66,549,673	$ 71,554,077	$ 75,321,212	$ 79,417,532
In district	$ 63,198,566	$ 67,970,815	$ 71,531,976	$ 75,438,269
Out of district Clackamas County	$ 2,480,196	$ 2,652,096	$ 2,804,474	$ 2,945,182
Out of district Multnomah County	$ 75,632	$ 80,459	$ 85,447	$ 89,397
Out of district Washington County	$ 795,279	$ 850,706	$ 899,314	$ 944,683
Umatilla County	$ 1,619,872	$ 1,751,137	$ 1,848,252	$ 1,941,979
Umpqua Public TD (Douglas County)	$ 1,933,613	$ 2,055,037	$ 2,161,529	$ 2,268,388
Union County	$ 509,736	$ 532,941	$ 563,633	$ 591,172
Wallowa County	$ 216,276	$ 215,736	$ 239,947	$ 239,947
Wasco County	$ 578,331	$ 622,042	$ 656,958	$ 690,005
Wheeler County	$ 216,276	$ 216,277	$ 239,947	$ 239,947
Yamhill County	$ 1,989,182	$ 2,095,642	$ 2,217,419	$ 2,327,497
Totals Statewide	**$ 120,153,915**	**$ 128,332,982**	**$ 135,402,554**	**$ 142,354,441**

District totals may not add up due to rounding.

STIF Allocation Estimate POPULATION Formula Breakout				
Qualified Entity	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**
Baker County	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Basin Transit Service District	$ 206,056	$ 206,056	$ 219,509	$ 219,509
In district	$ 116,495	$ 116,495	$ 124,101	$ 124,101
Out of district Klamath County	$ 89,561	$ 89,561	$ 95,408	$ 95,408
Benton County	$ 284,663	$ 284,663	$ 312,081	$ 312,081
Burns Paiute Tribe	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Columbia County	$ 152,261	$ 152,261	$ 170,771	$ 170,771
CTo Coos, Lower Umpqua and Siuslaw	$ 87,309	$ 87,309	$ 96,865	$ 96,865
CTo Grand Ronde Community of Oregon	$ 87,309	$ 87,309	$ 96,865	$ 96,865
CTo Siletz Indians	$ 87,309	$ 87,309	$ 96,865	$ 96,865
CTo the Umatilla Indian Reservation	$ 87,309	$ 87,309	$ 96,865	$ 96,865
CTo Warm Springs	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Coos County	$ 191,805	$ 191,805	$ 206,774	$ 206,774
Coquille Indian Tribe	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Cow Creek Band of Umpqua Tribe of Indians	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Crook County	$ 87,309	$ 87,309	$ 98,470	$ 98,470
Curry County	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Deschutes County	$ 607,807	$ 607,807	$ 679,104	$ 679,104
Gilliam County	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Grant County Transportation District	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Harney County	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Hood River County Transportation District	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Jefferson County	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Josephine County	$ 254,462	$ 254,462	$ 284,760	$ 284,760
Klamath Tribes	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Lake County	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Lane Transit District	$ 1,101,274	$ 1,101,274	$ 1,223,042	$ 1,223,042
In district	$ 910,412	$ 910,412	$ 1,011,076	$ 1,011,076
Out of district Lane County	$ 190,862	$ 190,862	$ 211,966	$ 211,966
Lincoln County	$ 148,785	$ 148,785	$ 160,113	$ 160,113
Linn County	$ 378,149	$ 378,149	$ 413,782	$ 413,782
Malheur County	$ 94,494	$ 94,494	$ 99,866	$ 99,866
Morrow County	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Rogue Valley Transportation District	$ 638,238	$ 638,238	$ 703,187	$ 703,187
In district	$ 471,562	$ 471,562	$ 519,550	$ 519,550
Out of district Jackson County	$ 166,676	$ 166,676	$ 183,637	$ 183,637
Salem Area Mass Transit District	$ 1,272,688	$ 1,272,688	$ 1,402,678	$ 1,402,678
In district	$ 689,027	$ 689,027	$ 759,402	$ 759,402
Out of district Marion County	$ 391,275	$ 391,275	$ 431,240	$ 431,240
Out of district Polk County	$ 192,386	$ 192,386	$ 212,036	$ 212,036
Sherman County	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Sunset Empire TD (Clatsop County)	$ 120,607	$ 120,607	$ 132,740	$ 132,740
Tillamook County Transportation District	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Tri County Metropolitan Transportation District	$ 5,269,784	$ 5,269,784	$ 5,893,233	$ 5,893,233
In district	$ 4,761,446	$ 4,761,446	$ 5,324,756	$ 5,324,756
Out of district Clackamas County	$ 375,241	$ 375,241	$ 419,634	$ 419,634
Out of district Multnomah County	$ 16,530	$ 16,530	$ 18,486	$ 18,486
Out of district Washington County	$ 116,566	$ 116,566	$ 130,356	$ 130,356
Umatilla County	$ 234,486	$ 234,486	$ 259,670	$ 259,670
Umpqua Public TD (Douglas County)	$ 325,901	$ 325,901	$ 350,385	$ 350,385
Union County	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Wallowa County	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Wasco County	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Wheeler County	$ 87,309	$ 87,309	$ 96,865	$ 96,865
Yamhill County	$ 314,426	$ 314,426	$ 351,725	$ 351,725
Totals Statewide	**$ 13,778,611**	**$ 13,778,611**	**$ 15,286,650**	**$ 15,286,650**

District totals may not add up due to rounding.

STIF Allocation Estimate PAYROLL Formula Breakout				
Qualified Entity	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**
Baker County	$ 208,753	$ 228,657	$ 239,502	$ 253,633
Basin Transit Service District	$ 967,380	$ 1,048,989	$ 1,098,740	$ 1,163,567
In district	$ 766,578	$ 831,248	$ 870,672	$ 922,043
Out of district Klamath County	$ 200,802	$ 217,741	$ 228,068	$ 241,524
Benton County	$ 1,999,960	$ 2,103,321	$ 2,203,075	$ 2,333,059
Burns Paiute Tribe	$ 128,968	$ 128,968	$ 143,082	$ 143,082
Columbia County	$ 496,855	$ 529,449	$ 554,559	$ 587,279
CTo Coos, Lower Umpqua and Siuslaw	$ 128,968	$ 128,968	$ 143,082	$ 143,082
CTo Grand Ronde Community of Oregon	$ 128,968	$ 128,968	$ 143,082	$ 143,082
CTo Siletz Indians	$ 128,968	$ 128,968	$ 143,082	$ 143,082
CTo the Umatilla Indian Reservation	$ 128,968	$ 128,968	$ 143,082	$ 143,082
CTo Warm Springs	$ 128,968	$ 128,968	$ 143,082	$ 143,082
Coos County	$ 929,093	$ 992,469	$ 1,039,539	$ 1,100,873
Coquille Indian Tribe	$ 128,968	$ 128,968	$ 143,082	$ 143,082
Cow Creek Band of Umpqua Tribe of Indians	$ 128,968	$ 128,968	$ 143,082	$ 143,082
Crook County	$ 492,334	$ 563,193	$ 589,903	$ 624,708
Curry County	$ 250,622	$ 264,412	$ 276,953	$ 293,293
Deschutes County	$ 4,743,427	$ 5,137,528	$ 5,381,187	$ 5,698,682
Gilliam County	$ 128,968	$ 128,968	$ 143,082	$ 143,082
Grant County Transportation District	$ 128,968	$ 128,968	$ 143,082	$ 143,082
Harney County	$ 128,968	$ 128,968	$ 143,082	$ 143,082
Hood River County Transportation District	$ 566,016	$ 594,000	$ 622,172	$ 658,880
Jefferson County	$ 294,506	$ 318,030	$ 333,113	$ 352,767
Josephine County	$ 1,192,401	$ 1,285,489	$ 1,346,456	$ 1,425,899
Klamath Tribes	$ 128,968	$ 128,968	$ 143,082	$ 143,082
Lake County	$ 128,968	$ 128,968	$ 143,082	$ 143,082
Lane Transit District	$ 7,173,480	$ 7,668,415	$ 8,032,108	$ 8,506,011
In district	$ 6,627,372	$ 7,084,628	$ 7,420,633	$ 7,858,458
Out of district Lane County	$ 546,108	$ 583,787	$ 611,475	$ 647,553
Lincoln County	$ 729,443	$ 781,502	$ 818,567	$ 866,863
Linn County	$ 2,154,304	$ 2,290,296	$ 2,398,919	$ 2,540,458
Malheur County	$ 503,771	$ 549,095	$ 575,137	$ 609,071
Morrow County	$ 360,690	$ 409,489	$ 428,910	$ 454,216
Rogue Valley Transportation District	$ 4,091,348	$ 4,350,543	$ 4,556,879	$ 4,825,739
In district	$ 3,761,708	$ 4,000,020	$ 4,189,731	$ 4,436,929
Out of district Jackson County	$ 329,640	$ 350,523	$ 367,148	$ 388,810
Salem Area Mass Transit District	$ 9,135,703	$ 9,853,339	$ 10,320,657	$ 10,929,586
In district	$ 6,403,938	$ 6,906,985	$ 7,234,565	$ 7,661,412
Out of district Marion County	$ 2,072,459	$ 2,235,257	$ 2,341,269	$ 2,479,406
Out of district Polk County	$ 659,307	$ 711,097	$ 744,823	$ 788,768
Sherman County	$ 128,968	$ 128,968	$ 143,082	$ 143,082
Sunset Empire TD (Clatsop County)	$ 764,637	$ 808,809	$ 847,168	$ 897,152
Tillamook County Transportation District	$ 395,903	$ 422,738	$ 442,788	$ 468,913
Tri County Metropolitan Transportation District	$ 61,279,889	$ 66,284,293	$ 69,427,979	$ 73,524,299
In district	$ 58,437,120	$ 63,209,369	$ 66,207,220	$ 70,113,513
Out of district Clackamas County	$ 2,104,955	$ 2,276,855	$ 2,384,840	$ 2,525,548
Out of district Multnomah County	$ 59,102	$ 63,929	$ 66,961	$ 70,911
Out of district Washington County	$ 678,713	$ 734,140	$ 768,958	$ 814,327
Umatilla County	$ 1,385,386	$ 1,516,651	$ 1,588,582	$ 1,682,309
Umpqua Public TD (Douglas County)	$ 1,607,712	$ 1,729,136	$ 1,811,144	$ 1,918,003
Union County	$ 422,427	$ 445,632	$ 466,768	$ 494,307
Wallowa County	$ 128,967	$ 128,427	$ 143,082	$ 143,082
Wasco County	$ 491,022	$ 534,733	$ 560,093	$ 593,140
Wheeler County	$ 128,967	$ 128,968	$ 143,082	$ 143,082
Yamhill County	$ 1,674,756	$ 1,781,216	$ 1,865,694	$ 1,975,772
Totals Statewide	**$ 106,375,304**	**$ 114,554,371**	**$ 120,115,904**	**$ 127,067,791**

District totals may not add up due to rounding.

Attachment C: Employment and Payroll Data for cities in Marion and Polk Counties 2024 Data

City Limits	2024				
Marion County					
Confidentiality / Industry	**Establishments**	**Average Employment**	**Total Payroll**	**% of Total**	
Aumsville City Limit	95	819	$48,738,284	1.9%	
Aurora City Limit	53	611	$31,706,320	1.3%	
Detroit City Limit	12	61	$1,697,569	0.1%	
Donald City Limit	40	641	$46,909,963	1.9%	
Gates City Limit (Marion portion)	7	14	$430,726	0.0%	
Gervais City Limit	69	595	$26,615,819	1.1%	
Hubbard City Limit	126	917	$54,381,991	2.2%	
Idanha City Limit (Marion portion	3	11	$510,365	0.0%	
Jefferson City Limit	59	371	$19,140,168	0.8%	
Keizer City Limit	1,140	8,261	$360,962,650		
Mill City City Limit (Marion portio	18	223	$ 12,288,407	0.5%	
Salem City Limit (Marion portion	7,257	104,924	$7,365,011,898		
Scotts Mills City Limit	13	58	$2,519,466	0.1%	
Mt. Angel City Limit	121	1,477	$91,651,942	3.6%	
Silverton City Limit	440	3,658	$194,352,490	7.7%	
St. Paul City Limit	32	273	$14,661,915	0.6%	
Stayton City Limit	309	3,343	$187,115,599	7.4%	
Sublimity City Limit	78	605	$33,044,033	1.3%	
Turner City Limit	73	737	$39,742,540	1.6%	
Woodburn City Limit	928	11,285	$600,678,167	23.9%	
Sum	10,873	138,884	9,132,160,312		
		Sum without in district	**$2,511,819,205**		**24.3%**
Polk County					
Dallas City Limit	527	5,093	$254,092,674	31.6%	
Falls City City Limit	16	145	$5,423,132	0.7%	
Independence City Limit	290	2,746	$120,365,171	15.0%	
Monmouth City Limit	288	2,657	$122,326,764	15.2%	
Willamina City Limit (Polk portion	3	2	$187,884	0.0%	
Salem City Limit (Polk portion)	802	5,043	$260,048,182		
Sum	1,926	15,686	762,443,807		**62.4%**
		Sum without in district	**$804,359,088**		
					86.8%
Confidentiality / Industry	**Establishments**	**Average Employment**	**Total Payroll**		
Total Marion County	14,029	170,935	$10,876,662,728		
Total Polk County	2,588	21,606	$1,128,894,968		
Total (Marion and Polk counties)	16,617	192,541	12,005,557,696		

City Vicinity	2024		
Marion County			
Confidentiality / Industry	**Establishments**	**Average Employment**	**Total Payroll**
AUMSVILLE	191	2,881	$136,679,912
AURORA	309	4,239	$286,418,744
DETROIT	15	204	$11,587,923
DONALD	39	708	$50,479,504
GATES (Marion portion)	11	26	$942,070
GERVAIS	154	1,347	$62,849,354
HUBBARD	245	2,070	$135,918,904
IDANHA (Marion portion)	5	23	$696,804
JEFFERSON	169	1,025	$55,882,367
KEIZER	1,108	8,344	$374,132,839
MILL CITY (Marion portion)	19	227	$12,448,154
SALEM (Marion portion)	8,850	117,840	$7,990,710,684
SCOTTS MILLS	33	299	$19,771,971
MT. ANGEL	174	2,287	$124,169,000
SILVERTON	692	5,400	$287,458,476
ST. PAUL	105	1,304	$58,742,157
STAYTON	370	3,754	$219,167,449
SUBLIMITY	114	766	$41,861,892
TURNER	169	1,885	$101,083,292
WOODBURN	1,142	13,637	$736,219,440
Sum	13,914	168,266	10,707,220,936
		Sum without in district	**$2,511,819,205**
Polk County			
City Vicinity			
DALLAS	690	6,115	$318,248,690
FALLS CITY	19	134	$5,529,717
INDEPENDENCE	348	3,160	$151,405,166
MONMOUTH	366	30,093	$144,925,608
WILLAMINA (Polk portion)	15	91	$4,835,991
SALEM (Polk portion)	990	6,229	$324,535,880
Sum	2,428	45,822	949,481,052
		Sum without in district	**$179,413,916**
Confidentiality / Industry	**Establishments**	**Average Employment**	**Total Payroll**
Total Marion County	14,029	170,935	$10,876,662,728
Total Polk County	2,588	21,606	$1,128,894,968
Total (Marion and Polk countie	16,617	192,541	12,005,557,696

Source: Oregon Employment Department for 2024, the most current data available, employment and payroll data prepared by OED

Salem Area Mass Transit District

STIFAC Meeting Minutes

Tuesday, June 10, 2026 at 1:00 p.m.

Attendance

STIFAC Members:
Present:
Chair Marja Byers
Eunice Kim (Virtual)
Fred Evander
Kathleen McClaskey
Kyle Miller
Michael DeBlasi
Stephen Dobrinich
Steve Anderson
Absent:
Cory Misley
Michael DeBlasi

Board Liaison
Ramiro Navarro Jr.
Staff:
CPDO Shofi Ull Azum
Service Planning Manager Chris French
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, highlighting tips to keep safe during high temperatures.
   C. **Announcements | Changes to Agenda**
   The Chair provided a brief personal introduction, noting her legal blindness and limited field of vision, and asked members to verbally call her attention rather than raising hands. She also noted that she is the only transit-dependent member on the committee, offering context for her perspective on transit-related matters.

2. **Public Comment**
   None

3. **Discussion**
   A. **2027-2029 STIF Formula (Payroll) Funding Allocation Methodology**
   Presenter: CPDO Shofi Azum
   Agenda Packet: Pg. 4-9
   CPDO Azum presented the proposed methodology for distributing the payroll-based portion of STIF Formula funding for the 2027–2029 cycle. He clarified that the item was informational only, with no action required at this meeting, and noted that a follow-up meeting in July is anticipated to seek consensus on the methodology ahead of the expected August ODOT call for projects.

CPDO Azum reviewed 2024 payroll data provided by the Department of Employment for cities within Marion and Polk Counties, which serves as the basis for calculating out-of-district funding allocations. He noted that the recently enacted payroll tax increase from 0.1% to 0.2%, effective January 1, 2026 through December 31, 2027, is not yet reflected in current projections and will be incorporated once updated ODOT revenue estimates are available.

He explained that in-district funding associated with the Cherriots Urban Growth Boundary is allocated directly through an ODOT-established table and is not subject to committee allocation. The committee's role is to determine the distribution of out-of-district Marion and Polk County funds among participating Public Transportation Service Providers (PTSPs), including Woodburn, Silverton, and the Monmouth-Independence (AMTRO) service area.

The methodology distributes out-of-district funds proportionally based on each city's share of total payroll tax revenue within the respective county. Cherriots' regional share reflects service across both counties and includes a 20% Urban Growth Boundary mileage factor to account for regional service provision. Under the methodology presented, Woodburn represents approximately 23.9% of the Marion County out-of-district total, Silverton approximately 7.7%, and the Monmouth-Independence area approximately 30.4% of the Polk County out-of-district total.

During discussion, members raised several questions regarding the methodology. One member suggested that "vicinity" data, which captures payroll activity beyond strict city limits, may more accurately reflect service realities—particularly given that portions of the Urban Growth Boundary extend outside city boundaries—and noted that these figures may better align with in-district allocations. The member requested that this alternative be considered at the July meeting.

Another member requested a clearer written narrative explaining how the percentages in the methodology are derived, particularly given that the combined county-based allocations do not sum to 100%. Staff acknowledged the complexity of a multi-county service district and committed to providing additional explanatory materials prior to the July meeting.

4. Presentations

A. FTA 5310 Applications

i. Salem Area Mass Transit District
Presenter: Grant & Project Coordinator Matt Marquez
Agenda Packet: Pg. 10-55
Grant & Project Coordinator Marquez provided an overview of the FTA 5310 program, noting that funding is limited to service within the Urban Growth Boundary and that a 30-day public posting period was completed with one application received from the Salem Area Mass Transit District (Cherriots). Staff confirmed that the total funding requested matches the available funding and that all applications were reviewed for compliance with FTA program requirements, including required funding splits between traditional and nontraditional projects.

Cherriots submitted three FTA 5310 project applications: Mobility Management – Call Center, which supports six staff serving seniors and individuals with disabilities across multiple service types and handled over 47,000 calls in 2025, with a funding request of

$209,948; Purchase of Service – Shop and Ride, a nontraditional project funding contracted service with a request of $183,396; and Preventative Maintenance – Shop and Ride Vehicles, a traditional project covering routine maintenance for three vehicles, with a request of $14,202.

5. **Action Items**

   A. **FTA 5310 Funding Allocation Recommendation to the District Board**

   Action

   - Motion: I move to recommend to the District Board approval of the Salem Area Mass Transit District's FTA 5310 funding requests, with equal priority assigned among all three applications.
   - Motion by: Member Fred Evander
   - Second: Member Kyler Miller
   - Vote: Aye: Chair Byers, Members Kim, Evander, McClaskey, Miller, Byers, Dobrinich, and Anderson
Nay: None
   - Outcome: Motion unanimously passes 7-0

   B. **Approval of Minutes**

      i. November 18, 2025 STIFAC Meeting

      ii. May 7, 2026 STIFAC Meeting

   Action

   - Motion: I move approve the November 18, 2025 and May 7, 2026 STIFAC meeting minutes.
   - Motion by: Member Stephen Dobrinich
   - Second: Member Kyle Miller
   - Vote: Aye: Members Chair Byers, Members Kim, Evander, McClaskey, Miller, Byers, Dobrinich,
Nay: None
   - Outcome: Motion passes unanimously 7-0

6. **Adjourn**

Prior to adjournment, a member raised the issue of committee term limits, noting that current bylaws limit service to two terms (approximately four years), followed by a one-year waiting period before reappointment. The member expressed concern that, given the infrequency of meetings, institutional knowledge may be diminished before members are fully acclimated to the complexity of the subject matter, and suggested that the committee consider recommending a bylaw review to the Board to evaluate extending term lengths. Staff noted that similar term limit structures are in place across other Cherriots advisory committees and that the one-year break provision allows for potential return of former members. Staff also noted that term limits are intended to support broader community participation. A member offered a counterpoint, noting that term limits can also encourage clearer documentation and tools to support onboarding and continuity for new members.

A member also raised broader concerns regarding transit funding pressures, citing population growth in Salem, Woodburn, Monmouth, and Independence alongside anticipated reductions in federal funding. Staff acknowledged that Cherriots is currently undertaking a Comprehensive

Operations Analysis to assess current and future service needs across local and regional networks and encouraged continued engagement as that work progresses.

Chair Byers adjourned the meeting at 2:05 p.m.

Respectfully Submitted

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Marja Byers, STIFAC Chair