

**Updated STIF Sub-Allocation Method Approved by the
Linn County Board of Commissioners on December 13th, 2022**

**The Updated STIF Sub-Allocation Method was Developed by the
Linn County Transportation Advisory Committee
Working in Collaboration with Sub-recipients**

As a foundational element it very important to note that the Linn County Board of Commissioners, with assistance from the Linn County Transportation Advisory Committee and in partnership with local public transportation providers and non-profit agencies, has a very long history of allocating state and federal public transportation funds in an objective and equitable manner to serve the residents of Linn County in an efficient, cost effective and “good value to taxpayers” manner.

The allocations have been based on multiple elements. In a similar manner, the STIF Formula Fund allocations will be based on multiple elements including the seven factors identified by the Legislative Assembly in HB 2017, visions outlined in the Oregon Public Transportation Plan and the priorities of Linn County Coordinated Human Services-Public Transportation Plan and local transportation plans; and not simply based on the location that the employee tax is collected. Many of the taxes are, indeed, paid by individuals who live in a different city/community than where they work.

The following sub-allocation factors shall be a starting point for the Transportation Advisory Committee’s allocation recommendations to the Board of Commissioners and the final allocation decisions of the Board of Commissioners:

Definitions:

For all purposes of the Statewide Transportation Improvement Fund, Linn County defines “low income individuals” to mean individuals with an income at below 200% of the current Federal Poverty Level, also known as the Federal Poverty Guideline, updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of U.S.C. 9902(2). “Low income households” means a household with a total income which does not exceed 200% of the federal poverty guidelines.

For all purposes of the Statewide Transportation Improvement Fund, Linn County defines “areas with high percentage of low-income households” as “areas where the percentage of low-income households exceeds the Oregon statewide average of low-income households”. Additionally, “areas with high percentage of low-income individuals” are defined as “areas where the percentage of low-income individuals exceeds the Oregon statewide average of low-income individuals”.

Linn County defines “community”, for the purposes of the Statewide Transportation Improvement Fund, to be “Linn County”.

1. In accordance with Oregon Administrative Rules Linn County will consider, as a starting point for funding prioritization, the amount of employee payroll tax revenue generated within the geographic territory of each public transportation service provider. This shall be a starting point and is not an entitlement.

2. In addition to considering the location where the payroll tax is collected, population will also be considered in order to address the jobs-housing balance issue. It is also important to consider the low-income individuals/households in cities/communities and how well Sub-recipients will address their transportation needs.

3. The Albany Area Metropolitan Planning Organization area within Linn County (Albany, Millersburg, Tangent and unincorporated Linn County area) will be treated as one area for the allocation of funds (since the AAMPO area receives about \$950,000 a year in federal Section 5307 funds in addition to \$100,000 a year of federal Section 5310 funds) and these funds will be leveraged by STIF funds.

4. Linn County will carefully consider, in addition to service to low income individuals/households, all priorities listed in HB 2017/STIF including more frequent service and reliable service; improved service connections; addressing gaps in service; addressing (where practicable) some transit service to high school students; and the acquisition of low/no emission vehicles.

5. The allocation review will include an assessment of the interest that local communities have in expanding transit service; as well as the capability/capacity of Sub-recipients to deliver high priority and cost-effective service in a reasonable time frame. This includes the interest of a project applicant to allocate locally controlled public transportation resources to leverage Statewide Transportation Improvement Funds.

6. Oregon Administrative Rules require projects to “appear in a local plan”. Generally that means a proposed project should be referenced in a Coordinated Human Services-Public Transportation Plan, a local Transit Development Plan and/or a Regional Transportation Plan.

7. The allocation review will carefully consider the strength of the entire application from each transit provider. This will include, but not be limited to, the manner in which application addresses: (a) priorities of the Legislative Assembly and the criteria listed in Oregon Administrative Rules including service to low income individuals/households; (b) the visions outlined in the Oregon Public Transportation Plan (c) transit opportunities and priorities outlined in local/regional transit plans; (d) partnerships, linkages and coordination of service with other transit providers; (e) an assessment of the interest that local communities have in expanding transit service; (f) an assessment of the interest to allocate locally controlled public transportation resources to leverage Statewide Transportation Improvement Funds; (g) the capacity/capability of the transit provider to initiate service in a cost-effective/“good value to taxpayers” and timely manner; and (h) the ability of the transit provider to address all accountability and reporting methods required by ODOT and Linn County. The review shall also carefully consider geographic equity.

8. With capacity limitations of transportation service providers, areas currently served by public transportation are a high priority for the 2023-2025 STIF allocations with a small expansion of current transportation service providers to adjacent service areas. Expansion into other areas, as capacity is built/available, in 2025-2027 is a high priority in combination with preservation of efforts in prior biennium.