



BENTON COUNTY
STATEWIDE TRANSPORTATION IMPROVEMENT FUND
ADVISORY COMMITTEE

AGENDA

Monday, November 5, 2018, 8:30 – 10:30 am

Benton County Public Works
360 SW Avery Avenue, Corvallis 97333
Upper Conference Room #205 -

1. Call Meeting to Order (Chair)
2. Public Comment Period (Speakers limited to 3 minutes)
3. Approve Minutes of October 1, 2018 Meeting (Chair)
4. Update on 2018 Oregon Public Transit Conference STIF Information (Lee Lazaro)
5. Follow-up on Questions from October STIF Committee (Lee Lazaro)
6. Old Business (Lee Lazaro)
 - a) Updated STIF Advisory Committee Schedule Gantt Chart
 - b) ACTION ITEM: Review Options & Tentatively Adopt Sub-Allocation Formula
 - c) ACTION ITEM: Review Data and Tentatively Adopt Draft Definition for High Low-Income Communities
7. New Business (Lee Lazaro)
 - a) Draft STIF Informational Press Release for ODOT Discretionary Grant Solicitations
 - b) Draft STIF Solicitation Packet for Benton County Formula Grant Projects
 - c) Other New Business?
8. Discuss December Meeting Topics (Chair)

Conclusion

NEXT MEETING: December 3, 2018, 8:30-10:30 am

Benton County STIF Advisory Committee Members:

Commissioner Annabelle Jaramillo (Liaison)	Dylan Ross Horne (Chair; BPAB; CROW)	Linda Modrell (Vice-Chair; LBCC)
Hal Brauner (Linn-Benton Loop)	Meredith Williams (OSU)	Pat Hare (City of Adair Village)
Janeece Cook (Strengthening Rural Families)	Mary Steckel (City of Corvallis/CTS)	Rocky Sloan (ex-officio; Philomath)
Gary Stockhoff (ex-officio; Benton Co.)	Nick Meltzer (CAMPO)	Lisa Scherf (STIF Rules Committee)
Lee K. Lazaro - STIF AC Staff	Debie Wyne - STIF AC Staff	

BENTON COUNTY STIF ADVISORY COMMITTEE

Adopted 2018-2019 Tentative Meeting Schedule

For October 2018 through September 2019

Monday, October 1, 2018

8:30 - 10:30 am

Monday, November 5, 2018

8:30 - 10:30 am

Monday, December 3, 2018

8:30 - 10:30 am

Monday, January 7, 2019

8:30 - 10:30 am

Friday, January 25, 2019 (As Required)

8:00 - 10:00 am

Monday, February 4, 2019

8:30 - 10:30 am

Friday, February 22, 2019 (As Required)

8:00 - 10:00 am

Monday, March 4, 2019

8:30 - 10:30 am

Friday, March 22, 2019 (As Required)

8:00 - 10:00 am

Monday, April 1, 2019

8:30 - 10:30 am

Friday, April 19, 2019 (As Required)

8:00 - 10:00 am

Wednesday May 1, 2019 - STIF PLANS DUE TO ODOT

Monday, May 6, 2019 (Placeholder - Cancel Unless Needed For Plan Revision*)
8:30 – 10:30 am

Monday, June 3, 2019 (Placeholder -Cancel Unless Needed For Plan Revision*)
8:30 – 10:30 am

Monday, July 1, 2019 (Placeholder -Cancel Unless Needed For Plan Revision*)
8:30 – 10:30 am

Monday, August 5, 2019 (Placeholder -Cancel Unless Needed For Plan Revision*)
8:30 – 10:30 am

Monday, September 2, 2019 (Placeholder -Cancel Unless Needed For Plan Revision*)
8:30 – 10:30 am

* If review and approval of a STIF Plan revision is required, it is likely the Committee would only need to meet on **one** of these five dates – but exactly when that date would occur is unknown at this time.

Mid-October, 2019 – STIF Plans Approved by Oregon Transportation Commission

STIF Advisory Committee thereafter moves to Quarterly or Tri-annual Meetings
for Project Status Monitoring & Reporting Activities

ALL MEETINGS ARE OPEN TO THE PUBLIC

Meeting facility: Avery Building, 360 SW Avery Avenue, Corvallis, OR 97333
In the Upper Conference Room #205 on the second floor (unless otherwise noticed).

The Avery Building is accessible to the public.

This Agenda and the accompanying Minutes are available in alternate format upon request.
For an alternate format, or if you have any questions, please contact Cathy Williams, STF Assistant, at
cathy.williams@corvallisoregon.gov 541-766-6729 ext. 5012



STIF Advisory Committee Meeting Minutes

October 1, 2018 from 8:30 AM – 10:30 AM

Benton County Public Works
Upper Conference Room #205
360 S.W. Avery Avenue
Corvallis, Oregon 97333

Committee Members Present: Mary Steckel, Pat Hare, Linda Modrell, Meredith Williams, Janece Cook, Dylan Horne (Chair), Nick Meltzer (ex-officio, CAMPO)

Committee Members Absent: Hal Brauner

Staff Members Present: Lee Lazaro, Cathy Williams, Debie Wyne, Lisa Scherf (STIF Rules Committee member)

Guests Present: Jennifer Ryun (Benton County Finance Department)

The meeting was called to order at 8:32 AM by Dylan Horne, Committee Chair.

Welcome: Mr. Horne welcomed the Committee members and asked them to introduce themselves, including guest Jennifer Ryun from the Benton County Finance Department.

Approval of Minutes: Linda Modrell made a motion to approve the minutes as submitted. Janece Cook seconded the motion and all approved.

Old Business:

- 1) Timeline of Key Committee Tasks & Estimated Dates – Lee Lazaro reviewed the draft timeline for the Formula Fund, which included the following:
 - Preliminary notice to be released in December 2018.
 - Early January possibly hold workshop for interested applicants, to provide them with information regarding plans to be referenced, also questions answered on how to properly complete applications and how the process works.
 - Pilot proposal to ODOT by deadline so all documents need to be to the BOC by March 19th, 2019.

NOTES: Date of February 1st needs to be **added** to the timeline for initial applications. **Target dates** for Benton County Board of Commissioners meetings include April 2nd and April 16th (so STIF Committee would need to meet on April 1st, 2019 to meet deadline).

- 2) **Tentative 2018/2019 Committee Meeting & Schedule** – Mr. Lazaro presented a **TENTATIVE** meeting schedule, to be inserted under binder tab “Agenda and Minutes”. He noted that there is expected to be an increase of STIF activities in January to accomplish goals and meet deadlines for Oregon Department of Transportation’s (ODOT) second round of STIF Request for Proposal (RFP) projects.

This increased activity is expected to continue through at least March or April, along with the possibility of needing to meet during the summer if modifications to our STIF Plan application are necessary (anticipating only one summer meeting to make revision approvals).

Lee informed the Committee that part of their role is also to review and monitor projects, but it is unclear at this time as to what that will be specifically, and that may also affect the meeting schedule. He also noted that ODOT will be hiring a consultant firm as well to review projects, so again the Committee may have to shift their meeting schedule to accommodate them.

NOTE: *Meeting changes* were agreed to by the Committee members present for February 15th and March 15th, 2019.

NOTE: The *Stakeholders list* will be updated by Cathy Williams, so that Lee Lazaro can send a Supplemental notice for February 1 applications deadline.

- 3) **STIF Plan – Review of Drop-Down Criterion** – Lee Lazaro responded to Meredith Williams’ question from the previous meeting on September 21, 2018 regarding 3.2 Allocation of STIF funds Item 3C on the agenda. There are (7) criteria taken from the STIF Rules, and ALL projects must meet at least (1) of those criteria, and preferably a good candidate for a project will include 3 or 4 of them. He created an example template to help explain the process.

NOTE: *in response to member questions, Lisa Scherf provided clarification regarding the role for the STIF Committee in the process to submit applications for the Discretionary Fund as follows:*

- a) All Discretionary Grant applications are submitted directly to ODOT.
- b) ODOT must send all applications that it receives from the local area (Benton County) back to the qualified entity.
- c) This STIF Committee shall review each one to determine if it is eligible and whether it should be funded or not.
- d) STIF Committee members may or may not prioritize them, at the Committee’s discretion.

NOTE: *Lisa Scherf clarified the definition from the STIF Rules Committee of who is a designated public transportation service provider: may be a Qualified Entity OR a City or a Transportation District OR an Inter-Governmental or other Political Sub-Division (i.e. Council of Governments).*

New Business:

- 1) **Review Initial Draft Sub-Allocation Formula Options** -- Mr. Lazaro reviewed the initial draft of the Sub-Allocation Formula options are projections and include the following:
 - Chart by population estimate.
 - Allocation by jobs – information obtained from Oregon Department of Employment (DOE) for both full-time and part-time jobs.
 - Allocation by business establishments – site locations for that particular industry
 - Allocation by quarterly wages for that particular business establishment.
 - Allocation by a arithmetic mean of the three economic indicators (jobs, business establishments, and quarterly average wages)

Lee Lazaro thanked Jennifer Ryun from the Benton County Finance Department for her tireless efforts in gathering data information, and for her being present at this meeting to answer questions. At the November meeting, he will bring back the options for a vote of the Committee.

- 2) **Data Development for Low-Income Communities** – Mr. Lazaro provided new tab titled “Low-Income Data” and inserts including “Rural Benton County Fact Sheet” and (4) maps reflecting various information for population versus household (refer to map legends for specific details). Most of the data development statistics for the low-income communities was obtained from the Portland State University demographics online information (most current was 2015 and 2016). He stated that their website is the most accessible for researching low-income indicators. The maps were created by Steve Lucker of the OCWCOG staff.

Additional refinements will be presented at the November meeting.

NOTE: Lisa Scherf reminded the Committee that the Statute refers to “households” and NOT “families”. Households are defined as groups of individuals living in one home and families are related either by blood or by marriage.

The meeting adjourned on schedule at 10:30 AM.

Next Meeting: Monday, November 5, 2018 from 8:30 AM to 10:30 AM at Benton County Public Works Building.



BENTON COUNTY STIF ADVISORY COMMITTEE



Determination of Low-Income Households @ 200% of the Federal Poverty Level, and the Ten-Factor Equity Analysis for Benton County and its Communities

A. Determination of Low-Income Households Meeting STIF Threshold of 200% of Federal Poverty Level

At the 2018 Oregon Public Transit Conference, held in Bend October 28-31, a seminar was provided on methodologies for determining the number and percentage of low-income households, by community (city or county) or by census block, meeting the STIF threshold of 200% of the Federal poverty level (FPL). Two methodologies were provided, that yield the required data at either of the above-stated levels. Both methodologies utilize US Census Bureau data accessed through their American Fact Finder online web portal.

A manual computation of this statistic is required, because while tabulated census data for 200% of the FPL is available for individuals and for families, it is not available for households (which are statistically different than "families", and families may not be substituted for households.)

In staff's view, these methodologies provide the STIF Advisory Committee the opportunity to use the low-income data for several purposes:

- 1) To assist the Committee in developing a definition for communities with a **high percentage of low-income households**, as required by statute and under Committee bylaws;
- 2) To potentially utilize the information as one evaluation factor, among others, for the STIF funding sub-allocation methodology which the Committee is charged to develop; and
- 3) To assist Public Transportation Providers with developing projects (i.e. routes and service areas) which target areas with a **high percentage of low-income households**, as emphasized under the STIF rules.

Staff undertook an analysis of Benton County low-income households by community, using Method 1: Average Household Size, which yields information suitable for purposes nos. 1 and 2, above. The other Method 2: Low Income Population Ratio, yields census block-level information suitable for purpose no. 3 above, and is probably best suited for a GIS-based application. This will be undertaken by staff at a later date in our process. There are a couple software tools available for this latter effort, including Remix, a transit route planning application, and ArcGIS' Business Analyst application.

The Method 1 analysis essentially uses the equation:

$$\text{Low income households} = \text{Total Housholds} \times \frac{\text{Low income population}}{\text{Total population}}$$

The Method 1 analysis of Benton County communities yielded the following information:

2016 Estimated Households @ 200% of the Federal Poverty Level

City/County	Total Households	Avg. Household Size	Individuals @ 200% FPL	Est. Households @ 200% FPL	Percent of Total Households
Adair Village	284	3.29	255	78	27.3%
Corvallis	21,981	2.29	22,365	9,766	44.4%
Monroe	277	2.36	325	138	49.7%
North Albany	3,282	2.69	1,611	599	18.2%
Philomath	1,820	2.51	1,744	695	38.2%
Unincorporated Benton Co.	6,549	2.39	3,979	1,665	25.4%
Total Benton County	34,193	2.39	30,279	12,669	37.1%

B. Ten-Factor Equity Analysis

At the October Public Transit Conference and earlier, throughout the STIF development process, agencies have been encouraged to look beyond simply the 200% of FPL in the definition of communities at risk and in need of improved transportation services. Two prominent examples of this mentioned repeated at conference and training sessions have been the existing **OPAL Environmental Justice Oregon model**, and the **Ten-Factor Equity Analysis** model developed by TriMet's Department of Diversity and Transit Equity.

For example, in Benton County, the City of Corvallis might be said to have two types of low-income neighborhoods. One type would be traditional low-income neighborhoods where there are accompanying indicators of unmet economic needs and social barriers related to education, health care, low-wage-earning family care-takers, limited English proficiency households, and other factors. A second type of low-income neighborhood may be found around the OSU campus area, and are comprised largely of college students living and working in the area while completing their years of academic coursework.

While the measure of low income might be equally applicable to both types of neighborhoods, there is an inherent assumption that while the higher "poverty" level of the campus neighborhoods themselves may be static, the economic status of the individuals within those neighborhoods is transient, and long-term upwardly mobile. This is not the case with the more traditional low-income neighborhoods.

In an effort to take a broader look at the social and transportation needs of Benton County in conjunction with the STIF program, staff undertook to look at additional factors which might help define communities with not only a high percentage of low-income households, but other factors which taken as a whole, help define communities within Benton County which have the greatest need for improved transportation services.

Staff chose the TriMet/Metro **Ten-Factor Equity Analysis** model to use, for several reasons: First, it was developed specifically for public transit use and has been refined by TriMet for use in the STIF program. Second, the data factors (except for one) are generally available online through the US Census Bureau's American Fact Finder online portal. Third, because TriMet developed it for this

purpose, the factors also lend themselves to use in a GIS format for planning and mapping of transit routes.

The ten factors used to develop the Equity Analysis indices we used for the Benton County analysis are:

1. Non-White Population
2. Households with Income Below 200% of the FPL
3. Limited English Proficiency / English as a Second Language Households
4. Senior Population over 60 Years of Age
5. Households with Children under 18
6. Population of Individuals with Disabilities (all types)
7. Limited Vehicle Access Households (no vehicles or 1 vehicle per household)
8. Households with Low and Medium Wage Jobs
9. Affordable Housing Index by community
10. Households Receiving SNAP and/or Public Assistance Benefits

These are the same factors as used in TriMet's analysis, with the exception of No. 10. TriMet used a different tenth factor related to access to key retail, human, and social services, which came from a separate database developed for the Portland area, not available comprehensively for Benton County. We substituted households receiving SNAP (food stamps) and/or public assistance benefits for the tenth factor, as it appeared relevant to the analysis and the data is available for Benton County, by community.

While the factors are substantially the same as in TriMet's equity analysis, our own analysis was arguably a little more complicated in at least a few ways. TriMet was dealing with one contiguous service area, albeit an enormous one, whereas Benton County is divided into separate legal jurisdictions, so in our case we have not one equity analysis to complete, but essentially seven. Moreover, data for the unincorporated portion of the County needed to be calculated or imputed in most cases, since "unincorporated area" does not exist as a geographic entity in the Census database.

The results of the Ten-Factor Analysis are summarized in the attached table. A Composite Equity Index for each community averages all ten individual indices. Staff then developed a sub-allocation methodology table as one Option for the Committee's consideration, as well as incorporating the Equity Index into a Four-Factor Mean Option which also includes the business-related factors which the Committee has previously reviewed.

Respectfully submitted,



Lee K. Lazaro

Staff to the Committee

November 4, 2018

Statewide Transportation Improvement Fund Advisory Committee

LOW-INCOME INDICATORS AND TEN-FACTOR EQUITY ANALYSIS (Adapted from TriMet/Portland Metro Model)

TEN-FACTOR EQUITY ANALYSIS	Adapted from the 10-Factor Analysis for STIF Equity developed by TriMet and Portland Metro, for the Portland metropolitan area; some data factors modified based on availability of data for Benton County.													
	North Albany		Adair Village		Corvallis		Monroe		Philomath		Unincorporated Benton County		Benton County Total	
	Factor	Data	Factor	Data	Factor	Data	Factor	Data	Factor	Data	Factor	Data	Factor	Data
1. Non-White Population Index (A)	0.09	830	0.21	195	0.15	8,649	0.37	239	0.10	444	0.40	6,901	0.19	17,258
2. Households < 200%FPL Index (B)	0.18	599	0.27	78	0.44	9,766	0.50	138	0.38	695	0.25	1,665	0.39	12,669
3. ESL / LEP Households Index (C)	0.07	393	0.08	30	0.17	4,439	0.15	32	0.07	191	0.06	574	0.13	5,659
		42		15		2,868		51		80		205		3,261
4. Senior Population 60 + Index (D)	0.27	2,366	0.11	98	0.16	8,794	0.31	203	0.20	914	0.31	5,318	0.20	17,693
5. Hshlds with Children>18 Index (E)	0.32	1,038	0.57	162	0.20	4,464	0.14	38	0.25	457	0.20	1,323	0.22	7,482
6. Population w/Disabilities Index (F)	0.10	842	0.10	94	0.09	5,273	0.21	139	0.13	608	0.09	1,495	0.10	9,217
7. Lmtd Veh. Acc. Households Index (G)	0.19	637	0.25	72	0.49	10,782	0.40	110	0.32	575	0.23	1,508	0.40	13,684
8. Low and Medium Wage Jobs (H)	0.26	824	0.40	102	0.47	12,062	0.48	181	0.43	865	0.42	2,529	0.42	16,563
		1,022		191		10,317		99		845		2,518		14,992
9. Affordable Housing Index (I)	0.21	660	0.33	81	0.39	1,934	0.87	132	0.68	631	0.42	1,199	0.42	4,637
		32		20		7,152		97		432		745		8,478
10. Households Receiving SNAP and/or Public Assistance (J)	0.07	137	0.19	48	0.18	3,203	0.27	70	0.23	358	0.16	666	0.16	4,482
		87		7		743		6		64		100		1,007
COMPOSITE EQUITY INDEX:	0.18		0.25		0.27		0.37		0.28		0.25		0.26	

A. Non-White Population Index = non-white pop / total population = Index. B. 200% FPL Index = ODOT Formula: Low-income Population/Avg Household Size / Total Households = Index. C. ESL/LEP Index = American Fact Finder Tables S1602 and S1601 values / household = Index. D. Senior Population < 60 / Total Population = Index. E. Households with children > 18 / Total Households = Index. F. Population with Disabilities - All Types / Total Population = Index. G. Households with zero or 1 vehicle available / Total households = Index. H. Low & Medium Wage Jobs Index = Households > \$49,999 (\$40,320=2016 200% of FPL for Hshld of 3) / Total Households + Service/retail & Sales/office occupations / All employed occupations / 2 = Index. I. Owner-occupied value units under \$199,000 / Total owner-occupied units + Gross Rent Units under \$999/mo. / Total rental units / 2 = Index. J. Households receiving SNAP benefits + households receiving Public Assistance benefits / Total Households = Index. Composite Index = Average of all 10 individual indexes.

Statewide Transportation Improvement Fund Advisory Committee

LOW-INCOME INDICATORS AND TEN-FACTOR EQUITY ANALYSIS (Adapted from TriMet/Portland Metro Model)

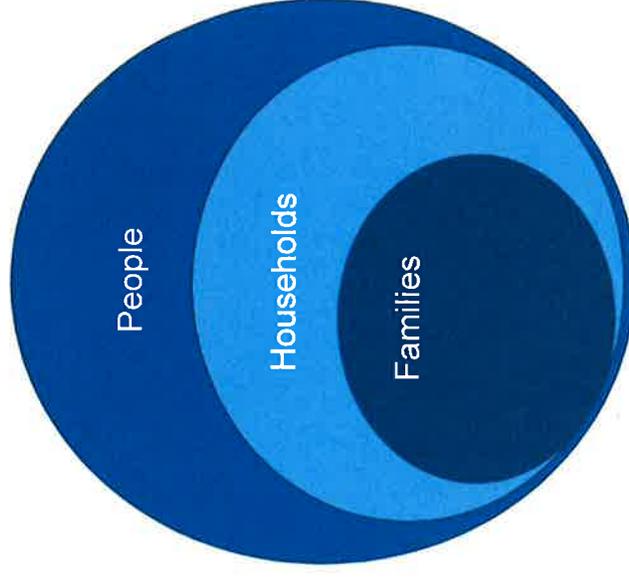
Selected Poverty Characteristics From the American Family Survey Update

Low-Income Community Indicator	North Albany		Adair Village		Corvallis		Monroe		Philomath		Unincorporated Benton County		Benton County Total	
	No.	Percent	No.	Percent	No.	Percent	No.	Percent	No.	Percent	No.	Percent	No.	Percent
Total Population 2016	8,774	9.8%	933	1.0%	56,945	63.8%	653	0.7%	4,649	5.2%	17,342	19.4%	89,296	100.0%
Total Households	3,282	100.0%	284	100.0%	21,981	100.0%	277	100.0%	1,820	100.0%	6,549	100.0%	34,193	100.0%
Total Families	2,411	73.5%	238	83.8%	10,350	47.1%	189	68.2%	1,210	66.5%	4,635	70.8%	19,033	55.7%
Total Non-Family Households	871	26.5%	46	16.2%	11,631	52.9%	88	31.8%	610	33.5%	1,914	29.2%	15,160	44.3%
All indivs w/inc < 200% FPL ("LIP")	1,611	5.3%	255	0.8%	22,365	73.9%	325	1.1%	1,744	5.8%	3,979	13.1%	30,279	100.0%
Average Household Size ("AHS")	2.69	---	3.29	---	2.29	---	2.36	---	2.51	---	2.39	---	2.39	---
Est. Households < 200%FPL = LIP/AHS	599	18.2%	78	27.3%	9,766	44.4%	138	49.7%	695	38.2%	1,665	25.4%	12,669	37.1%
Households w/Soc Sec Income	1,168	35.6%	63	22.2%	5,026	22.9%	117	42.2%	456	25.1%	2,743	41.9%	9,573	28.0%
Mean Household Soc Sec Income	\$ 22,715	---	\$ 14,870	---	\$ 19,184	---	\$ 18,580	---	\$ 17,237	---	\$ 19,803	---	\$ 19,803	---
Households w/SSI Income	25	0.8%	9	3.2%	645	2.9%	14	5.1%	20	1.1%	148	2.3%	861	2.5%
Mean Household SSI Income	---	---	\$ 4,656	---	\$ 9,864	---	\$ 20,757	---	---	---	\$ 10,381	---	\$ 10,381	---
Households recvg Pub Assistance	87	2.7%	7	2.5%	743	3.4%	6	2.2%	64	3.5%	100	1.5%	1,007	2.9%
Mean Pub Assist Income	\$ 2,141	---	\$ 3,114	---	\$ 2,694	---	\$ 2,417	---	\$ 4,202	---	\$ 2,844	---	\$ 2,844	---
Households w/Food Stamps/SNAP	137	4.2%	48	16.9%	3,203	14.6%	70	25.3%	358	19.7%	666	10.2%	4,482	13.1%
Civilian pop with private health ins	3,030	91.9%	741	79.4%	42,087	75.7%	309	47.3%	3,378	73.9%	16,499	75.7%	66,044	75.7%
Civilian pop with public health ins	172	5.2%	224	24.0%	15,170	27.3%	343	52.5%	1,420	31.1%	8,423	29.5%	25,752	29.5%
Civilian pop with no health ins	225	6.8%	47	5.0%	4,794	8.6%	76	11.5%	356	7.8%	1,277	7.8%	6,775	7.8%

POPULATION TO HOUSEHOLDS

Census Households, Families, and People

Metric	Households	Families	People
100% Poverty	✓	✓	✓
200% Poverty		✓	✓



POPULATION TO HOUSEHOLDS

Method 1: Average Household Size

$$\text{Low income households} = \frac{\text{Low income population}}{\text{Average household size}}$$

Table #	Title	Data	Scale
C17002	Ratio of income to Poverty Level in the Past 12 Months	Low income population	Block group
S1701	Poverty Status in the Past 12 Months	“”	County, place
B25010	Average Household Size of Occupied Housing Units by Tenure	Average HH Size	Block group
S1101	Households and Families	“”	County, place

POPULATION TO HOUSEHOLDS

Method 1: Average Household Size

Table S1101

- Average household size
- Place (City) and up

Advanced Search - Search all data in American FactFinder

1 Advanced Search 2 Table Views

S1101 HOUSEHOLDS AND FAMILIES
2012-2016 American Community Survey 5-Year Estimates

Table View

Actions: Modify Table Add Remove Geographies Bookmark Save Print Download Create a Map

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.
Although the American Community Survey (ACS) produces population demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates household and family household estimates.

Versions of this table are available for the following:

Total	Estimate	Margin of Error	Family household Estimate	Family household Margin of Error	Male household, in Estimate	Male household, in Estimate
30	2,011	+/-197	3,587	+/-225	133	133
20	2.20	+/-0.06	2.85	+/-0.09	2.04	2.04
Average household size						

Average Household Size

POPULATION TO HOUSEHOLDS

Method 1: Average Household Size

Table S1701

- Low income population
- Place (city) and up
- Percent from 50% to 500%
- Read 200% below poverty level

Advanced Search - Search all data in American FactFinder

1 Advanced Search 2 Table Viewer

51701 POVERTY STATUS IN THE PAST 12 MONTHS
2012, 2016 American Community Survey 5-Year Estimates

Table View

Actions: Modify Table Add Remove Geographies Bookmark Save Print Download Create a Map

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic, and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and

Subject	Estimate	Margin of Error	Estimate	Margin of Error	Percent Below poverty level	Percent
Total	15,504	+/-150	2,339	+/-75		15
Population for whom poverty status is determined	3,104	+/-40	561	+/-16		31
AGE	809	+/-36	263	+/-10		33
Under 18 years	2,295	+/-44	408	+/-15		18
18 to 64 years	8,457	+/-156	1,335	+/-51		16
65 years and over	5,850	+/-107	771	+/-28		13
Related children of householder under 18 years	2,559	+/-116	471	+/-16		18
18 to 64 years	5,899	+/-105	771	+/-28		13
65 years and over	5,288	+/-122	508	+/-18		10
150 percent of poverty level	4,270	+/-418			(X)	(X)
200 percent of poverty level	6,352	+/-486			(X)	(X)
400 percent of poverty level	11,485	+/-526			(X)	(X)
500 percent of poverty level	13,024	+/-413			(X)	(X)

Scroll to "ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS"

Population below 200% poverty

ANALYSIS

Examples of other equity analysis data

OPAL Environmental Justice Oregon

- Access to a car (0-vehicle)
- Housing & transportation burden
- Families receiving Section 8 housing
- Title I schools
- Students on free or low cost school lunches.
- Households receiving Medicaid(/care)
- Immigrants/refugees
- People of color
- SNAP program participants

TriMet Transit Equity Index

- Minority population
- Low-income population
- Limited English Proficiency (LEP)
- Senior population
- Youth population
- People with disabilities
- Limited vehicle access households
- Low and medium wage jobs
- Affordable housing units
- Key retail/human/social services

TriMet's Transit Equity Index

Overview

TriMet's Department of Diversity & Transit Equity has developed a Transit Equity Index to aid in planning transit service investments. The Index evaluates potential investments across ten measures pertaining to a route's service area:

1. **Minority population**
2. **Low-income population**
3. **Limited English Proficiency (LEP) population**
4. **Senior population**
5. **Youth population**
6. **People with disabilities**
7. **Limited vehicle access households**
8. **Low and medium wage jobs**
9. **Affordable housing units**
10. **Key retail/human/social services**

FAQ

Why develop a Transit Equity Index?

As a recipient of funds from the federal government, TriMet is required to ensure that major service decisions do not discriminate on the basis of race or income. However, TriMet aims to take this a step further by proactively incorporating equity into planning and rolling out service.

How was the Index created?

A combination of research, collaboration with the TriMet Transit Equity Advisory Committee, internal staff review/testing, and leadership guidance have resulted in the current version of the Index.

How is the Index being used?

TriMet's Policy & Planning Department developed long-term visions (Service Enhancement Plans) for future transit in the Portland Metropolitan region. These visions include proposals to increase service on current bus routes and create new routes where coverage is lacking. The aforementioned improvements to bus service are part of an ongoing 10-year expansion of transit which kicked off in 2016. The Transit Equity Index is being used to help prioritize which service increases should be rolled out first as resources become available.

Are there other examples of tools like this?

Applying an equity index to transit service is a relatively new concept, but there are some models. A [project](#) led by the University of Illinois-Chicago in 2009 developed an equity index to help determine where to extend the region's famed 'L' system, and in 2013 Northeastern University created an "[eTOD](#)" [rating system](#) to identify areas with high potential to encourage transit ridership, equity, and accessibility.

What's next?

TriMet staff continue to test and refine the tool in order to ensure that the data is as reliable and accurate as possible, and to make the tool more user-friendly.

Equity Index Measures & Data Sources

1. People of Color
 - Pct. population non-white and/or Hispanic/Latino
 - Source: 2012-2016 American Community Survey
 - Geographic scale: Block Group
 - Basis: Title VI/Environmental Justice definition
2. Low-income Households
 - Pct. households below 200% federal poverty level
 - Source: 2012-2016 American Community Survey
 - Geographic scale: Block Group
 - Basis: Metro definition of low-income
3. LEP Persons
 - Pct. population speaking English less than "very well"
 - Source: 2012-2016 American Community Survey
 - Geographic scale: Census Tract
 - Basis: TriMet definition
4. People with Disabilities
 - Pct. population with a disability
 - Source: 2012-2016 American Community Survey
 - Geographic scale: Census Tract
 - Basis: Committee decision
5. Older Adults
 - Pct. population age 65 and over
 - Source: 2012-2016 American Community Survey
 - Geographic scale: Block Group
 - Basis: TriMet Honored Citizen age
6. Youth
 - Pct. population age 21 or under
 - Source: 2012-2016 American Community Survey
 - Geographic scale: Block Group
 - Basis: Multnomah Youth Commission 2014 Youth Summit recommendation
7. Households w/ Poor Vehicle Access
 - Pct. households with zero vehicles OR 2+ workers and one vehicle
 - Source: 2012-2016 American Community Survey
 - Geographic scale: Census Tract
 - Basis: Committee decision

All Data Tables
Are For 2016
(Most Recent
Available for All
Jurisdictions)

AFF Census Table
S1701 "Poverty
Status in Last 12
Months"

Using ODOT-specified
calculation from AFF
Census data tables
S1701 and S1101

AFF Census Tables
S1602 "LES Households"
and
S1601 "Language Spoken
at Home"

AFF Census
Table
S1810 "Disability
Characteristics"

AFF Census
Table S1701
"Poverty Status
in Last 12 Months"

AFF Census
Table S1101
"Households and
Families"
Note: 18 years and under
for Benton County

AFF Census
Table DPO4
"Selected Housing
Characteristics"

8. Access to Affordable Housing

AFF Census
Table DP04
"Selected
Housing
Characteristics"

- Rental housing w/ rent under \$800 (B25056 Contract Rent & B25061 Rent Asked)
 - Source: 2011-2015 American Community Survey
 - Geographic scale: Block Group
 - Basis: UC Davis Center for Regional Change Jobs/Housing Fit Analysis, modified for higher housing costs in Portland metro
- Affordable owner-occupied or available for sale valued at \$175,000 or less (B25075 Value & B25085 Price Asked)
 - Source: 2011-2015 American Community Survey
 - Geographic scale: Block Group
 - Basis: UC Davis Center for Regional Change Jobs/Housing Fit Analysis, modified for higher housing costs in Portland metro

9. Access to Low/Medium Wage Jobs

AFF Census
Table DP03
"Selected Economic
Characteristics"

- Jobs with earnings of \$3,333/month or less
 - Source: 2015 Longitudinal Employer-Household Dynamics (LEHD)
 - Geographic scale: Aggregated to Block Group
 - C000 (Total Jobs), CE01 & CE02 (Low/Med Wage Jobs), CR02/CRO3/CRO4/CRO5/CRO7 (Minority Jobs), CT02 (Hispanic Jobs)
 - Basis: UC Davis Center for Regional Change Jobs/Housing Fit Analysis

10. Access to Services

AFF Census
Tables
S2201
"Food Stamps
(SNAP)" and
Portland State
University
Census
data tables

- Human & Social Services: NAICS codes Individual and Family Services (624290), Child and Youth Services (624110), Services for Elderly and Persons with Disabilities (624120), Temporary Shelters (624221), and Other Community Housing Services (624229)
 - Source: ESRI Business Analyst
 - Geographic scale: Aggregated to Block Group
 - Basis: CLF Equity Atlas 2.0
- Key Retail Services: NAICS codes Supermarkets and Grocery Stores (445110), Financial Institutions (522110), Barber & Beauty Shops/Salons (812111 & 812112), Laundries & Dry Cleaners (812310 & 812320), Hardware Stores (444130), Pharmacies & Drug Stores (446110)
 - Source: ESRI Business Analyst
 - Geographic scale: Aggregated to Block Group
 - Basis: CLF Equity Atlas 2.0/SF Dept of Public Health Healthy Development Measurement Tool, modified by committee
- Schools: Community colleges, High Schools, Middle or junior high schools, Skill center or alternative schools
 - Source: Metro RLIS
 - Geographic scale: Aggregated to Block Group
 - Basis: Committee decision

Substituted Households Receiving SNAP & Public Assistance
For this Factor (data not available for Benton County)
JKZ

Item 6-A

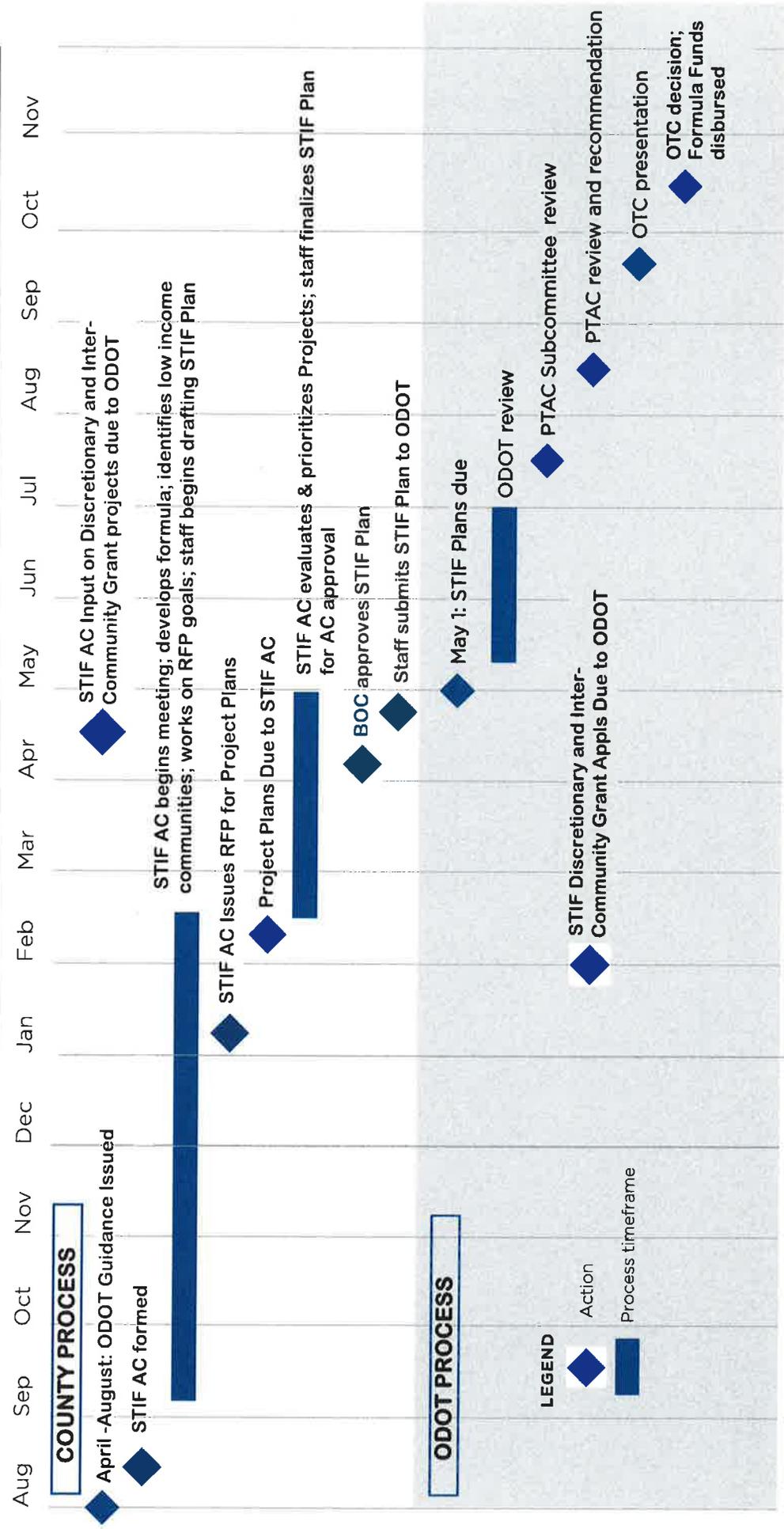
Statewide Transportation Improvement Fund BENTON COUNTY ADVISORY COMMITTEE SCHEDULE

November 2018



2018

2019



LEGEND
 ◆ Action
 ■ Process timeframe



BENTON COUNTY STIF ADVISORY COMMITTEE



Sub-Allocation Formula Options for Consideration and/or Modification and Approval by the Committee:

STIF Requirements (from ODOT Guidance)

1. Oregon Administrative Rules 732-042-0010

QEs are required to work in coordination with Public Transportation Service Providers (PTSP'S) and other potential sub-recipients to develop a method for sub-allocating STIF Formula Fund moneys to PTSPs.

To the extent possible, using the best available data, the sub-allocation method used by QEs must be proportionate to the amount of employee payroll tax revenue generated within the geographic territory of each PTSP.

The QE's sub-allocation estimate shall be a starting point for the QE's STIF Plan and funding prioritization process, and is not an entitlement. Decision criteria may affect prioritization of projects for award.

2. Benton County STIF Bylaws, Article 4, Section 2 (d)

"As and if requested, and in the manner directed by directed by the Commissioners, reviewing and advising staff on the methodology for distribution of STIF Formula Program."

The Board of Commissioners has structured the STIF Advisory Committee intentionally to have widespread representation from virtually every community and every transportation provider within Benton County, and it is reasonable to assume that they wish the Committee to agree upon a sub-allocation formula for the Board's consideration and adoption, which reflects the consensus of the County community.

3. Benton County Sub-Allocation Formula Options for Consideration

Attached are seven (7) Sub-Allocation Options for your review and consideration. **Please keep in mind that as the statute provides, this is merely a guideline, or "benchmark" against which to evaluate our eventual STIF Project Plan – this is not a "disbursement formula"**. The funding will be disbursed by ODOT based on approved projects in our STIF Plan.

Option One – 100% Allocation By Population (not compliant – offered for the Committee's comparative information only)

Option Two – 100% Allocation by Place of Employment

Option Three – 100% Allocation by Location of Business Establishments

Option Four – 100% Allocation by Total Employment Payroll, by Community

Option Five – 100% Allocation by Three-Factor Mean: Jobs/Businesses/Payroll

Option Six – 100% Allocation by Ten-Factor Equity Analysis (weighted by population and 3-factor Business Mean – unlikely this Option would be compliant although weighted to business tax)

Option Seven – 100% Allocation by Four Factor Mean: Jobs/Businesses/Payroll/Weighted Equity (this Option would likely be compliant; 75% weighted to business tax and 25% equity portion also weighted to business and population)

These are the viable options (or, if not viable, even theoretically feasible) options that staff could determine, based on the statute. There may be others that would occur to the Committee. However, please bear in mind that this is, in the end, a guideline document, and our work going forward may be better spent at some point focused on the STIF Plan itself.

Respectfully submitted,



Lee K. Lazaro

Staff to the Committee

November 4, 2018

***STIF FUNDING
SUB-ALLOCATION
FORMULA
OPTIONS***

Statewide Transportation Improvement Fund Advisory Committee

SUB-ALLOCATION FORMULA OPTION No. ONE

100% Allocation by Population							
City / County	July 1 Population Estimate	Percentage by Population Estimate	FY 2019 Share	FY 2020 Share	FY 2021 Share	Three-Year Combined Share	
Albany	2017	100.00%	\$ 674,000	\$ 1,531,000	\$ 1,732,000	\$ 3,937,000	
North Albany	7,720	8.34%	\$ 56,206.00	\$ 127,672.00	\$ 144,434	\$ 328,312	
Benton							
Adair Village	850	0.92%	\$ 6,188.00	\$ 14,057.00	\$ 15,903	\$ 36,148	
Corvallis	58,735	63.45%	\$ 427,625.00	\$ 971,356.00	\$ 1,098,882	\$ 2,497,863	
Monroe	620	0.67%	\$ 4,514.00	\$ 10,254.00	\$ 11,600	\$ 26,368	
Philomath	4,710	5.09%	\$ 34,292.00	\$ 77,894.00	\$ 88,120	\$ 200,306	
Unincorporated	19,940	21.54%	\$ 145,175.00	\$ 329,767.00	\$ 373,061	\$ 848,003	
Total	92,575	100%	\$ 674,000.00	\$ 1,531,000.00	\$ 1,732,000	\$ 3,937,000	
130% Allocation by Population							
City / County	July 1 Population Estimate	Percentage by Population Estimate	FY 2019 Share	FY 2020 Share	FY 2021 Share	Three-Year Combined Share	
Albany	2017	100.00%	\$ 876,200	\$ 1,990,300	\$ 2,251,600	\$ 5,118,100	
North Albany	7,720	8.34%	\$ 73,068.00	\$ 165,974.00	\$ 187,764	\$ 426,806	
Benton							
Adair Village	850	0.92%	\$ 8,045.00	\$ 18,274.00	\$ 20,674	\$ 46,993	
Corvallis	58,735	63.45%	\$ 555,913.00	\$ 1,262,763.00	\$ 1,428,547	\$ 3,247,223	
Monroe	620	0.67%	\$ 5,868.00	\$ 13,330.00	\$ 15,080	\$ 34,278	
Philomath	4,710	5.09%	\$ 44,579.00	\$ 101,262.00	\$ 114,556	\$ 260,397	
Unincorporated	19,940	21.54%	\$ 188,727.00	\$ 428,697.00	\$ 484,979	\$ 1,102,403	
Total	92,575	100%	\$ 876,200.00	\$ 1,990,300.00	\$ 2,251,600	\$ 5,118,100	

Statewide Transportation Improvement Fund Advisory Committee

SUB-ALLOCATION FORMULA OPTION No. TWO

100% Allocation by Employment						
City / County	Average Annual Employment (Jobs)	Percentage by Employment Estimate	FY 2019 Share	FY 2020 Share	FY 2021 Share	Three-Year Combined Share
Albany	2016	100.00%	\$ 674,000	\$ 1,531,000	\$ 1,732,000	\$ 3,937,000
North Albany	809	2.16%	\$ 14,585.00	\$ 33,130.00	\$ 37,479	\$ 85,194
Benton						
Adair Village	130	0.35%	\$ 2,344.00	\$ 5,324.00	\$ 6,023	\$ 13,691
Corvallis	31,002	82.93%	\$ 558,923.00	\$ 1,269,602.00	\$ 1,436,284	\$ 3,264,809
Monroe	153	0.41%	\$ 2,758.00	\$ 6,266.00	\$ 7,088	\$ 16,112
Philomath	1,077	2.88%	\$ 19,417.00	\$ 44,106.00	\$ 49,896	\$ 113,419
Unincorporated	4,214	11.27%	\$ 75,973.00	\$ 172,573.00	\$ 195,229	\$ 443,775
Total	37,385	100%	\$ 674,000.00	\$ 1,531,001.00	\$ 1,731,999	\$ 3,937,000
130% Allocation by Employment						
City / County	Average Annual Employment (Jobs)	Percentage by Employment Estimate	FY 2019 Share	FY 2020 Share	FY 2021 Share	Three-Year Combined Share
Albany	2016	100.00%	\$ 876,200	\$ 1,990,300	\$ 2,251,600	\$ 5,118,100
North Albany	809	2.16%	\$ 18,961.00	\$ 43,069.00	\$ 48,724	\$ 110,754
Benton						
Adair Village	130	0.35%	\$ 3,047.00	\$ 6,921.00	\$ 7,830	\$ 17,798
Corvallis	31,002	82.93%	\$ 726,600.00	\$ 1,650,482.00	\$ 1,867,169	\$ 4,244,251
Monroe	153	0.41%	\$ 3,586.00	\$ 8,145.00	\$ 9,215	\$ 20,946
Philomath	1,077	2.88%	\$ 25,242.00	\$ 57,337.00	\$ 64,865	\$ 147,444
Unincorporated	4,214	11.27%	\$ 98,764.00	\$ 224,345.00	\$ 253,798	\$ 576,907
Total	37,385	100%	\$ 876,200.00	\$ 1,990,299.00	\$ 2,251,601	\$ 5,118,100

Statewide Transportation Improvement Fund Advisory Committee

SUB-ALLOCATION FORMULA OPTION No. THREE

100% Allocation by Business Establishments						
City / County	Business Establishments	Percentage by Business Est. Estimate	FY 2019 Share	FY 2020 Share	FY 2021 Share	Three-Year Combined Share
Albany	2016	100.00%	\$ 674,000	\$ 1,531,000	\$ 1,732,000	\$ 3,937,000
North Albany	133	4.59%	\$ 30,932.00	\$ 70,263.00	\$ 79,488	\$ 180,683
Benton						
Adair Village	19	0.66%	\$ 4,419.00	\$ 10,038.00	\$ 11,355	\$ 25,812
Corvallis	1,963	67.74%	\$ 456,543.00	\$ 1,037,044.00	\$ 1,173,194	\$ 2,666,781
Monroe	21	0.72%	\$ 4,884.00	\$ 11,094.00	\$ 12,551	\$ 28,529
Philomath	167	5.76%	\$ 38,840.00	\$ 88,225.00	\$ 99,808	\$ 226,873
Unincorporated	595	20.53%	\$ 138,382.00	\$ 314,336.00	\$ 355,604	\$ 808,322
Total	2,898	100%	\$ 674,000.00	\$ 1,531,000.00	\$ 1,732,000	\$ 3,937,000
130% Allocation by Business Establishments						
City / County	Business Establishments	Percentage by Business Est. Estimate	FY 2019 Share	FY 2020 Share	FY 2021 Share	Three-Year Combined Share
Albany	2016	100.00%	\$ 876,200	\$ 1,990,300	\$ 2,251,600	\$ 5,118,100
North Albany	133	4.59%	\$ 40,212.00	\$ 91,342.00	\$ 103,334	\$ 234,888
Benton						
Adair Village	19	0.66%	\$ 5,745.00	\$ 13,049.00	\$ 14,762	\$ 33,556
Corvallis	1,963	67.74%	\$ 593,506.00	\$ 1,348,157.00	\$ 1,525,152	\$ 3,466,815
Monroe	21	0.72%	\$ 6,349.00	\$ 14,422.00	\$ 16,316	\$ 37,087
Philomath	167	5.76%	\$ 50,492.00	\$ 114,693.00	\$ 129,751	\$ 294,936
Unincorporated	595	20.53%	\$ 179,896.00	\$ 408,636.00	\$ 462,286	\$ 1,050,818
Total	2,898	100%	\$ 876,200.00	\$ 1,990,299.00	\$ 2,251,601	\$ 5,118,100

Statewide Transportation Improvement Fund Advisory Committee

SUB-ALLOCATION FORMULA OPTION No. FOUR

100% Allocation by Total Payroll						
City / County	Total Payroll	Percentage by Total Payroll Estimate	FY 2019 Share	FY 2020 Share	FY 2021 Share	Three-Year Combined Share
Albany	2016	100.00%	\$ 674,000	\$ 1,531,000	\$ 1,732,000	\$ 3,937,000
North Albany	\$ 29,690,514	1.63%	\$ 10,953	\$ 24,881	\$ 28,147	\$ 63,981
Benton						
Adair Village	\$ 3,543,116	0.19%	\$ 1,307	\$ 2,969	\$ 3,359	\$ 7,635
Corvallis	\$ 1,571,570,976	86.02%	\$ 579,782	\$ 1,316,983	\$ 1,489,885	\$ 3,386,650
Monroe	\$ 4,819,650	0.26%	\$ 1,778	\$ 4,039	\$ 4,569	\$ 10,386
Philomath	\$ 37,590,824	2.06%	\$ 13,868	\$ 31,501	\$ 35,637	\$ 81,006
Unincorporated	\$ 179,744,749	9.84%	\$ 66,312	\$ 150,627	\$ 170,403	\$ 387,342
Total	\$ 1,826,959,829	100%	\$ 674,000	\$ 1,531,000	\$ 1,732,000	\$ 3,937,000
130% Allocation by Total Payroll						
City / County	Total Payroll	Percentage by Total Payroll Estimate	FY 2019 Share	FY 2020 Share	FY 2021 Share	Three-Year Combined Share
Albany	2016	100.00%	\$ 876,200	\$ 1,990,300	\$ 2,251,600	\$ 5,118,100
North Albany	\$ 29,690,514	1.63%	\$ 14,239	\$ 32,345	\$ 36,591	\$ 83,175
Benton						
Adair Village	\$ 3,543,116	0.19%	\$ 1,699	\$ 3,860	\$ 4,367	\$ 9,926
Corvallis	\$ 1,571,570,976	86.02%	\$ 753,717	\$ 1,712,078	\$ 1,936,851	\$ 4,402,646
Monroe	\$ 4,819,650	0.26%	\$ 2,311	\$ 5,251	\$ 5,940	\$ 13,502
Philomath	\$ 37,590,824	2.06%	\$ 18,028	\$ 40,952	\$ 46,328	\$ 105,308
Unincorporated	\$ 179,744,749	9.84%	\$ 86,205	\$ 195,815	\$ 221,523	\$ 503,543
Total	\$ 1,826,959,829	100%	\$ 876,199	\$ 1,990,301	\$ 2,251,600	\$ 5,118,100

Statewide Transportation Improvement Fund Advisory Committee

SUB-ALLOCATION FORMULA OPTION No.FIVE

100% Allocation by Three-Factor Mean: Jobs/Businesses/Payroll										
City / County	Average Annual Employment (Jobs)	Business Establishments	Total Payroll	Three-Factor Mean Percentage	FY 2019 Share	FY 2020 Share	FY 2021 Share	Three-Year Combined Share		
	2016	2016	2016		\$	\$	\$	\$		
Albany				100.00%	674,000	1,531,000	1,732,000	3,937,000		
North Albany	809	133	29,690,514	2.79%	18,823	42,757	48,372	109,952		
Benton										
Adair Village	130	19	3,543,116	0.40%	2,690	6,110	6,912	15,712		
Corvallis	31,002	1,963	1,571,570,976	78.89%	531,750	1,207,876	1,366,454	3,106,080		
Monroe	153	21	4,819,650	0.47%	3,140	7,133	8,069	18,342		
Philomath	1,077	167	37,590,824	3.57%	24,042	54,611	61,780	140,433		
Unincorporated	4,214	595	179,744,749	13.88%	93,556	212,512	240,413	546,481		
Total	37,385	2,898	1,826,959,829	100%	674,001	1,530,999	1,732,000	3,937,000		
130% Allocation by Three-Factor Mean: Jobs/Businesses/Payroll										
City / County	Average Annual Employment (Jobs)	Business Establishments	Total Payroll	Three-Factor Mean Percentage	FY 2019 Share	FY 2020 Share	FY 2021 Share	Three-Year Combined Share		
	2016	2016	2016		\$	\$	\$	\$		
Albany				100.00%	876,200	1,990,300	2,251,600	5,118,100		
North Albany	809	133	29,690,514	2.79%	24,471	55,586	62,883	142,940		
Benton										
Adair Village	130	19	3,543,116	0.40%	3,497	7,943	8,986	20,426		
Corvallis	31,002	1,963	1,571,570,976	78.89%	691,274	1,570,239	1,776,391	4,037,904		
Monroe	153	21	4,819,650	0.47%	4,082	9,273	10,490	23,845		
Philomath	1,077	167	37,590,824	3.57%	31,254	70,994	80,315	182,563		
Unincorporated	4,214	595	179,744,749	13.88%	121,622	276,265	312,535	710,422		
Total	37,385	2,898	1,826,959,829	100%	876,200	1,990,300	2,251,600	5,118,100		

Statewide Transportation Improvement Fund Advisory Committee

SUB-ALLOCATION FORMULA OPTION No. SIX

100% Allocation by Weighted Ten-Factor Equity Analysis

City / County	Composite Equity Factor	Equity Factor Applied Countywide	July 1 Population Factor	Three-Factor Business Mean	Business-Pop Weighted Equity Factor	2016-17	Percentage by Weighted Equity Factor	FY 2019 Share	FY 2020 Share	FY 2021 Share	Three-Year Combined Share
Albany	2016	2016	2017	2017	2016-17	100.00%		\$ 674,000	\$ 1,531,000	\$ 1,732,000	\$ 3,937,000
North Albany	0.18	0.11	0.0834	0.0279	3.8353E-02	3.84%		\$25,847	\$58,713	66,421	\$ 150,982
Benton											
Adair Village	0.25	0.16	0.0092	0.0040	1.8103E-02	1.81%		\$12,200	\$27,713	31,351	\$ 71,264
Corvallis	0.27	0.17	0.6345	0.7889	7.1408E-01	71.41%		\$481,291	\$1,093,258	1,236,788	\$ 2,811,337
Monroe	0.37	0.23	0.0067	0.0047	2.5981E-02	2.60%		\$17,509	\$39,773	44,996	\$ 102,278
Philomath	0.28	0.18	0.0509	0.0357	5.2486E-02	5.25%		\$35,372	\$80,348	90,897	\$ 206,617
Unincorporated	0.25	0.16	0.2154	0.1388	1.5102E-01	15.10%		\$101,780	\$231,195	261,548	\$ 594,523
Countywide	1.60	1.00	1.0000	1.0000	1.0000E+00	100%		\$674,000	\$1,531,000	1,732,000	\$ 3,937,000

130% Allocation by Equity Factors

City / County	Composite Equity Factor	Equity Factor Applied Countywide	July 1 Population Factor	Three-Factor Business Mean	Business-Pop Weighted Equity Factor	2016-17	Percentage by Weighted Equity Factor	FY 2019 Share	FY 2020 Share	FY 2021 Share	Three-Year Combined Share
Albany	2016	2016	2017	2017	2016-17	100.00%		\$ 876,200	\$ 1,990,300	\$ 2,251,600	\$ 5,118,100
North Albany	0.18	0.11	0.0834	0.0279	3.8353E-02	3.853%		\$ 33,601.64	\$ 76,319.73	86,340	\$ 196,261
Benton											
Adair Village	0.25	0.16	0.0092	0.0040	1.8103E-02	1.8103%		\$ 15,860.41	\$ 36,023.79	40,753	\$ 92,637
Corvallis	0.27	0.17	0.6345	0.7889	7.1408E-01	71.4081%		\$ 625,678.00	\$ 1,421,236.00	1,607,826	\$ 3,654,740
Monroe	0.37	0.23	0.0067	0.0047	2.5981E-02	2.5981%		\$ 22,762.72	\$ 51,700.66	58,487	\$ 132,951
Philomath	0.28	0.18	0.0509	0.0357	5.2486E-02	5.2486%		\$ 45,983.40	\$ 104,452.55	118,153	\$ 268,589
Unincorporated	0.25	0.16	0.2154	0.1388	1.5102E-01	15.1024%		\$ 132,327.00	\$ 300,583.00	340,012	\$ 772,922
Countywide	1.60	1.00	1.0000	1.0000	1.0000E+00	100%		\$ 876,213.18	\$ 1,990,315.74	2,251,571	\$ 5,118,100

Statewide Transportation Improvement Fund Advisory Committee

SUB-ALLOCATION FORMULA OPTION No. SEVEN

100% Allocation by Four-Factor Mean: Jobs/Businesses/Payroll/Ten-Factor Equity Analysis

City / County	Average Annual Employment (Jobs)	Business Establishments	Total Payroll	Ten-Factor Equity Share	Four-Factor Mean Percentage	FY 2019 Share	FY 2020 Share	FY 2021 Share	Three-Year Combined Share
	2016	2016	2016	2016		\$	\$	\$	\$
Albany									
North Albany	809	133	29,690,514	150,982	3.05%	20,579 \$	46,746 \$	52,882 \$	120,207 \$
Benton									
Adair Village	130	19	3,543,116	71,264	0.75%	5,067 \$	11,511 \$	13,022 \$	29,600 \$
Corvallis	31,002	1,963	1,571,570,976	2,811,337	77.02%	519,135 \$	1,179,222 \$	1,334,038 \$	3,032,395 \$
Monroe	153	21	4,819,650	102,278	1.00%	6,733 \$	15,293 \$	17,301 \$	39,327 \$
Philomath	1,077	167	37,590,824	206,617	3.99%	26,874 \$	61,045 \$	69,060 \$	156,979 \$
Unincorporated	4,214	595	179,744,749	594,523	14.19%	95,612 \$	217,183 \$	245,697 \$	558,492 \$
Total	37,385	2,898	1,826,959,829	3,937,000	100%	674,000 \$	1,531,000 \$	1,732,000 \$	3,937,000 \$

130% Allocation by Four-Factor Mean: Jobs/Businesses/Payroll/Ten-Factor Equity Analysis

City / County	Average Annual Employment (Jobs)	Business Establishments	Total Payroll	Ten-Factor Equity Share	Four-Factor Mean Percentage	FY 2019 Share	FY 2020 Share	FY 2021 Share	Three-Year Combined Share
	2016	2016	2016	2016		\$	\$	\$	\$
Albany									
North Albany	809	133	29,690,514	196,261	3.05%	26,753 \$	60,771 \$	68,748 \$	156,272 \$
Benton									
Adair Village	130	19	3,543,116	92,637	0.75%	6,587 \$	14,963 \$	16,928 \$	38,478 \$
Corvallis	31,002	1,963	1,571,570,976	3,654,740	77.02%	674,875 \$	1,532,988 \$	1,734,249 \$	3,942,112 \$
Monroe	153	21	4,819,650	132,951	1.00%	8,752 \$	19,880 \$	22,490 \$	51,122 \$
Philomath	1,077	167	37,590,824	268,589	3.99%	34,936 \$	79,357 \$	89,776 \$	204,069 \$
Unincorporated	4,214	595	179,744,749	772,922	14.19%	124,297 \$	282,341 \$	319,409 \$	726,047 \$
Total	37,385	2,898	1,826,959,829	5,118,100	100%	876,200 \$	1,990,300 \$	2,251,600 \$	5,118,100 \$



BENTON COUNTY STIF ADVISORY COMMITTEE



DRAFT Definition of Communities With a High Percentage of Low-Income Households

STIF Requirements (from ODOT Guidance)

1. Oregon Administrative Rules

Definitions

- 732-040-0005(15) "Low Income Household" means a household 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.

STIF Plan Contents

- 732-042-0015(1)(e) The STIF Plan must contain an explanation of how the plan defines and identifies communities with a **high percentage of Low-Income Households**.
- 732-042-0015(3)(c) Anticipated benefits and **discrete measurable outcomes** associated with each Project with specific reference to communities with a high percentage of Low-Income Households

STIF Discretionary and Intercommunity Funds

- 732-044-0030(1) The Commission's investment priorities are: (a) Improvement of Public Transportation Service to **Low-Income Households**...

2. How Low-Income Household Data is Used

Advisory Committee Bylaws

- Definition of high percentage of Low-Income Households to inform project selection

Local Plan

- Current and future conditions analysis that includes locations of Low-Income Households to inform service planning

Formula Fund Allocations & Advisory Committee Project Selection Criteria

- Increase in frequency of bus service to communities with a high percentage of Low-Income Households
- Increase in hours or days of service to communities with a high percentage of Low-Income Households
- Expand new bus routes and services to service communities with a high percentage of Low-Income Households
- Reduce fares in communities with a high percentage of Low-Income Households

Measureable Outcomes

- Number of low income households served
- Annual report on actions taken to mitigate tax impacts on passengers in low-income communities

DRAFT Definition for Consideration and/or Modification and Approval by the Committee:

“In Benton County, for purposes of the Statewide Transportation Improvement Fund, a community with a high percentage of low-income households is defined as a geographic area with, at minimum, a percentage of households below 200% of the 2016 Federal poverty level, that is equal to or greater than the 2016 Oregon State average of 35%. Said geographic area may be a town; a community; a neighborhood or collection of neighborhoods; or a subdivision or group of subdivisions; but in no event shall be smaller than a Benton County US Census block group. Other augmenting indices of social and economic equity may also be used to help determine a community’s need for improved transportation services.”

Next Step After Committee’s Approval of the Definition:

- a) Informal review by our ODOT Regional Transit Coordinator (Mark Bernard) to ensure we have covered all the required statutory bases.
- b) Review by County Counsel
- c) Submittal to the Benton County Board of Commissioners for formal adoption and incorporation into the (modified) STIF Advisory Committee Bylaws.

Respectfully submitted,



Lee K. Lazaro

Staff to the Committee

November 4, 2018