

Federal Transit Administration (FTA)
5304 Statewide Transportation Planning Grant Program 2021-2023

Report to PTAC on 5304 Selection Committee Funding Recommendations

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PROGRAM OVERVIEW -

The FTA provides funding for multimodal transportation planning in metropolitan areas and states. These funds are apportioned to each state through a formula that includes the proportion of the state's portion of the nation's urbanized area population and other factors. These funds are sub-allocated by states for local planning needs. Per the FTA, applicants may use these funds for planning activities that increase the safety of the transportation system for motorized and nonmotorized users; increase the security of the transportation system for motorized and nonmotorized users; increase the accessibility and mobility of people and for freight; protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns; enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; promote efficient system management and operation; and emphasize the preservation of the existing transportation system.

Eligible Applicants

Cities, counties, councils of government, transit districts in rural areas, tribal governments, small urban Metropolitan Planning Organizations (MPO), and the Oregon Department of Transportation (ODOT) are eligible to apply for Section 5304 grant funds.

Eligible Projects

Section 5304 grant funds may be used for the following: studies related to management, planning, operations, capital requirements, and economic feasibility; evaluation of previously financed projects; peer reviews and exchanges of technical data, information, assistance, and related activities in support of planning and environmental analyses among metropolitan planning organizations and other transportation planners; and similar and related activities preliminary to and in preparation for constructing, acquiring, or improving the operation of facilities and equipment.

The following are some examples of eligible projects:

- Americans with Disabilities Act (ADA) Paratransit Plan
- Business Plan
- Environmental Justice or Diversity Equity and Inclusion Plan
- Environmental Impact Analysis

- Facilities Plan which may include a needs assessment, site selection study, engineering or architectural services
- Coordinated Public Transit-Human Services Transportation Plan
- Mobility-as-a-Service Plan
- Ridership Survey
- Service Coordination Plan
- [Transit Development Plan \(TDP\)](#)
- [Transit Element](#) of a Transportation System Plan (TSP) or other Multimodal Plan
- Transit Marketing Plan
- Transit Service Implementation Plan
- Other examples of eligible projects per Chapter 12 of the [TDP Guidebook](#):
 - Comprehensive Operations Assessment
 - Performance Measurement Program
 - Title VI Program
 - Transit Asset Management Plan

Match Requirements

Grant recipients must provide 20 percent of the total project cost in local matching funds. The value of in-kind contributions (agency staff time and materials) may be used as local match to the grant funding.

APPLICATION REVIEW – PROJECT SELECTION PROCESS

The 5304 Statewide Transportation Planning Grant Program allocation amount for Fiscal Year 2021-23 is \$1,031,825.

On or before March 1, 2021, ODOT received eighteen [5304 Applications](#) for consideration for Fiscal Year 2021-23 funding. (To view the applications themselves, please contact Melani.Hanna@odot.state.or.us.) ODOT Public Transportation Division (PTD) formed a 5304 Statewide Planning Selection Committee to score each submitted application and finalize the funding recommendations provided in this report. The 2021-23 Selection Committee consisted of six members, including three staff from ODOT Public Transportation Division, one member from the ODOT Planning, Policy, Data and Analysis Division, one member from the ODOT Delivery and Operations Division, and one external stakeholders from the Public Transportation Advisory Committee (PTAC).

Applications were scored on how well they satisfied the ten [Oregon Public Transportation Plan \(OPTP\) Goals](#) and [PTAC Work Plan](#) selection criteria. The Committee scores resulted in preliminary project rankings under each Focus Area.

Note: a City of Cottage Grove application was received after the submittal deadline and was not eligible for review; and Union County withdrew its application on 03/09/21.

Section 5304 Selection Criteria

Focus Area	Selection Criteria	Points available
<p>Regional and Statewide Transit Network Connections (Develop coordinated and seamless public transportation regional and statewide connections)</p> <p><i>OPTP goal:</i></p> <ul style="list-style-type: none"> • Mobility & Public Transportation User Experience (Goal 1) • Accessibility and Connectivity (Goal 2) • Health (Goal 5) • Environmental Sustainability (Goal 7) • Communication, Collaboration, and Coordination (Goal 10) <p><i>PTAC Work Plan:</i></p> <ul style="list-style-type: none"> • Regional and Intercity Service 	<ul style="list-style-type: none"> •Provide consistent and reliable public transportation services that people can count on to meet their travel needs (OPTP Goal 1, Policy 1.1). •Provide customers access to clear, accurate information about public transportation services through multiple sources and media (OPTP Goal 1, Policy 1.2). •Enact fare policies that reflect the needs of the community served; ensure that public transportation fares are understandable and easy to pay (OPTP Goal 1, Policy 1.3). •Coordinate and enhance mobility management services and strategies to better coordinate services to enable riders and potential riders to use public transportation (OPTP Goal 1, Policy 1.4). •Advance efficient mobility and reduce traffic congestion by enabling and promoting reliable, efficient service on corridors identified as public transportation priority corridors (OPTP Goal 1, Policy 1.5). •Work proactively with state and local planning bodies to support local and regional public transportation plans and goals throughout the state (OPTP Goal 1, Policy 1.6). •Enhance existing and identify new public transportation connections and services (OPTP Goal 2, Policy 2.1). •Provide coordinated, seamless regional and intercity bus and rail public transportation services to enable trips for commuting and recreation, and assist rural residents to access services in larger communities (OPTP Goal 2, Policy 2.3). •Encourage employers, educational institutions, and others to provide opportunities for employees’ and clients’ use of public transportation, carpool, vanpool, shuttles, and other shared rides (OPTP Goal 2, Policy 2.4). •Provide access to healthy lifestyle options by supporting the ability of people to reach goods and services such as groceries, recreation, parks and natural areas, health care, and social opportunities via public transportation (OPTP Goal 5, Policy 5.1). •Integrate health considerations into public 	<p>25</p>

Focus Area	Selection Criteria	Points available
	<p>transportation planning and decision making at the local, regional, and state level (OPTP Goal 5, Policy 5.2).</p> <ul style="list-style-type: none"> •Connect public transportation riders to health and social services (OPTP Goal 5, Policy 5.3). •Support public transportation investments as a key approach to reducing greenhouse gas (GHG) emissions, as emphasized in state policy (OPTP Goal 7, Policy 7.1). •Coordinate communication and marketing to promote knowledge and understanding of available public transportation services (OPTP Goal 10, Policy 10.1). •Collaborate with various agencies, jurisdictions, and transportation providers in support of effective public transportation that is reliable and easy to use and helps meet state, regional, and community goals (OPTP Goal 10, Policy 10.4). •Collaborate among agencies, jurisdictions, and providers to ensure the public transportation system is integrated as a component of the broader multimodal transportation system in Oregon. Provide leadership for public transportation activities and build upon efforts to coordinate public transportation services, especially statewide services (OPTP Goal 10, Policy 10.5). 	
<p>Plan Integration</p> <p><i>OPTP goal:</i></p> <ul style="list-style-type: none"> • Land Use (Goal 8) <p><i>PTAC Work Plan:</i></p> <ul style="list-style-type: none"> • Plan Integration 	<ul style="list-style-type: none"> •Increase the use of public transportation by fulling integrating public transportation with other community plans including human services transportation coordination plans, transit development plans, transportation system plans, land use plans, and economic development plans (OPTP Goal 8, Policy 8.1). •Elevate public transportation in developer, employer, community service provider, and public agency decision making, such as siting and development decisions. Recognize the impact land use has on people's ability to use public transportation and other transportation options (OPTP Goal 8, Policy 8.2). •Foster the development of housing near public transportation routes and service (OPTP Goal 8, Policy 8.3). 	25
<p>Transit and Transportation Options to</p>	<ul style="list-style-type: none"> •Engage populations recognized as transportation disadvantaged in public transportation service decision making (OPTP Goal 4, Policy 4.1). 	15

Focus Area	Selection Criteria	Points available
<p>Vulnerable Populations (Increase access to and availability of transit and transportation options to vulnerable populations)</p> <p><i>OPTP goal:</i></p> <ul style="list-style-type: none"> • Equity (Goal 4) <p><i>PTAC Work Plan:</i></p> <ul style="list-style-type: none"> • State Funding 	<ul style="list-style-type: none"> • Understand and communicate how disparities, barriers, and needs affect the ability of people to access and use public transportation, especially those who are transportation disadvantaged (OPTP Goal 4, Policy 4.2). • Identify disparities, barriers, and needs that impact people’s ability to access and use public transportation (OPTP Goal 4, Policy 4.3). • Address the disparities, barriers, and needs that impact people’s ability to access and use public transportation (OPTP Goal 4, Policy 4.4). • Integrate equity criteria into funding decisions (OPTP Goal 4, Policy 4.5). 	
<p>First and Last Mile (Eliminate first and last mile barriers)</p> <p><i>OPTP goal:</i></p> <ul style="list-style-type: none"> • Accessibility and Connectivity (Goal 2) • Safety and Security (Goal 6) <p><i>PTAC Work Plan:</i></p> <ul style="list-style-type: none"> • Plan Integration • Regional and Intercity Service 	<ul style="list-style-type: none"> • Improve access to and ease of use for public transportation by connecting routes and services, including linking stops and stations to bicycle and pedestrian facilities (OPTP Goal 2, Policy 2.2). • Plan for, design, and locate transit stops and stations to support safe and user-friendly facilities, including providing safe street crossings (OPTP Goal 6, Policy 6.1). • Promote public transportation as a safe travel option through public outreach campaigns and rider education programs (OPTP Goal 6, Policy 6.4). 	15
<p>Economic Development and Job Creation (Spur economic development and job creation)</p> <p><i>OPTP goal:</i></p> <ul style="list-style-type: none"> • Community Livability and Economic Vitality (Goal 3) • Funding and Strategic Investment 	<ul style="list-style-type: none"> • Enhance access to education and employment via public transportation (OPTP Goal 3, Policy 3.1). • Promote and support use of public transportation for tourism and special events in Oregon (OPTP Goal 3, Policy 3.2). • Promote the use of public transportation to foster greater community livability (OPTP Goal 3, Policy 3.3). • Invest strategically in maintenance, planning, transit service, and capital improvements to preserve and enhance public transportation (OPTP Goal 9, Policy 9.1). • Foster creative investments and partnerships among public agencies and private organizations to improve 	10

Focus Area	Selection Criteria	Points available
<p>(Goal 9)</p> <p><i>PTAC Work Plan:</i></p> <ul style="list-style-type: none"> • State Funding 	<p>the efficiency and effectiveness of public transportation services (OPTP Goal 9, Policy 9.2).</p> <ul style="list-style-type: none"> •Pursue stable and consistent funding for public transportation operations and capital investments that maintain services and address identified needs (OPTP Goal 9, Policy 9.3). 	
<p>Technologies (Ensure technologies lead to more efficient and informed operations)</p> <p><i>OPTP goal:</i></p> <ul style="list-style-type: none"> • Safety and Security (Goal 6) • Communication, Collaboration, and Coordination (Goal 10) <p><i>PTAC Work Plan:</i></p> <ul style="list-style-type: none"> • Public Transportation Technology 	<ul style="list-style-type: none"> •Incorporate innovations, such as new technologies and strategies, to increase public transportation safety and security (OPTP Goal 6, Policy 6.5). •Collaborate and share costs for resources, supplies, and services that can be used by multiple agencies (OPTP Goal 10, Policy 10.2). •Identify and advance opportunities to share data resources and collection methods (OPTP Goal 10, Policy 10.3). 	<p>10</p>

5304 SELECTION COMMITTEE FUNDING RECOMMENDATION: FY 2021-23

#	Agency Name	Project Title	Recommended Grant Amount
1	Basin Transit Service Transportation District	Basin Transit Service and Klamath Tribes Coordinated Human Services Public Transportation Plan	\$32,000
2	City of Woodburn	City of Woodburn Transit Development Plan Update	\$160,000
3	Coos County Area Transportation District	Coos Coordinated Human Services Public Transportation Plan Update	\$60,000
4	Coquille Indian Tribe	Coordinated Human Services Public Transportation Plan Update	\$60,000
5	Curry County	Transit Development Plan/Coordinated Plan	\$48,000
6	Grant County Transportation District	Coordinated Plan Update	\$36,000
7	Harney County	Coordinated Public Transit Human Services Plan for Harney County	\$36,000
8	Hood River County Transportation District	Update Hood River County Transportation District Transit Master Plan	\$60,000
9	Mid-Columbia Economic Development District	Gorge Regional Transit Strategy Phase II	\$50,000

#	Agency Name	Project Title	Recommended Grant Amount
10	Morrow County	Updating/Rewrite Morrow County Coordinated Human Services Public Transportation Plan	\$20,000
11	Oregon Cascades West Council of Governments	Updating Coordinated Public Transit-Human Services Transportation Plans for Lincoln, Benton and Linn Counties	\$120,000
12	Oregon Cascades West Council of Governments	Regional Transit Access Plan	\$51,424
13	Sunset Empire Transportation District	Transit Marketing Plan	\$60,000
14	Tillamook County Transportation District	TCTD Coordinated Human Services Public Transportation Plan "Coordinated Plan" Update	\$36,000
15	Umatilla County	Umatilla County Transportation Development Plan	\$125,000
16	Umpqua Public Transportation District	UPTD Umpqua Rides Transit Marketing Plan	\$60,000
		TOTAL	\$1,014,424

REDUCED FUNDING RECOMMENDATIONS

The Committee recommends the following projects receive a reduced award. Committee rationale for recommended reductions are provided for each identified project.

1) Coos County Area Transportation District – Coordinated Human Services Public Transportation Plan Update

Total Project Cost = \$100,000 – Match Amount = \$20,000 – Grant Amount = \$80,000

New Application Amount = Total Project Cost = \$75,000 – Match Amount = \$15,000 – Grant Amount = \$60,000

The Committee recommends a reduced award of \$75,000 to better reflect the actual costs of this type of plan.

2) Coquille Indian Tribe – Coordinated Human Services Public Transportation Plan Update

Total Project Cost = \$95,000 – Match Amount = \$19,000 – Grant Amount = \$76,000

New Application Amount = Total Project Cost = \$75,000 – Match Amount = \$15,000 – Grant Amount = \$60,000

The Committee recommends a reduced award of \$75,000 to better reflect the actual costs of this type of plan.

3) Umpqua Public Transportation District – UPTD Umpqua Rides Transit Marketing Plan

Total Project Cost = \$150,000 – Match Amount = \$30,000 – Grant Amount = \$120,000

New Application Amount = Total Project Cost = \$75,000 – Match Amount = \$15,000 – Grant Amount = \$60,000

The Committee recommends a reduced award of \$75,000 to cover eligible portion of project and remove the non-eligible implementation section of project.

DO NOT FUND RECOMMENDATIONS

The Committee recommends funding for all applications.