

**Statewide Transportation Improvement Fund  
Discretionary and Statewide Transit Network Fund Programs**

**FY 2023-25 Funding Award Recommendation Report  
For the ODOT Public Transportation Advisory Committee  
April 3, 2023**

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**I. Executive Summary**

This report summarizes the Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transportation Network (STN) grant application review process. The STN encompasses the STIF Intercommunity Discretionary Fund and funding available under FTA Section 5311(f). It also summarizes the ODOT Selection Committee’s (Committee) project prioritization and funding recommendation to the Public Transportation Advisory Committee.

In fall of 2022, ODOT received [75 applications](#), containing total requests of \$35,554,366, with only \$28,501,441 of discretionary funding (approximately \$1.25 in proposals for every available dollar).

Table 1 below summarizes the projected fund availability for each fund source for the 2023-25 biennium, pending legislative budget approval.

**Table 1 –STIF Discretionary and STN Funding Availability, 2023-25**

<b>Fund Program/Source</b>	<b>Projected Fund Availability FY 2023-2025</b>
STIF Discretionary Fund	\$13,483,023
STIF Intercommunity Discretionary Fund	\$10,786,418
FTA Section 5311(f)	\$4,232,000
Total>>>	\$28,501,441

In spring of 2023, the Committee convened to review project rankings in accordance with [OAR 732-044-0030\(4\)](#). In making its recommendation, the Committee considered input received from relevant Qualified Entities (QEs) and the Area Commissions on Transportation (ACTs).

The resulting funding recommendations are detailed in this report for review by the Public Transportation Advisory Committee (PTAC) in order to facilitate a recommendation to the Oregon Transportation Commission (OTC), consistent with [OAR 732-044-0030\(5\)](#).

## **II. New this Cycle**

In September 2022, ODOT published the [STIF Discretionary and STN Solicitation Notice](#), which introduced a Letters of Interest (LOI) process. Applicants were required to submit an LOI substantially consistent with the upcoming proposal as a prerequisite to proposal submission. However, capital vehicle projects were exempt from the LOI requirement. The LOI is intended to provide staff with a tool to better support transit providers through timely detection and resolution of eligibility challenges and identification of technical assistance engagement opportunities.

## **III. Application Review Process**

ODOT PTD staff formed a Committee to score each submission and finalize the funding recommendations provided in this report. The Committee consisted of eight members, including all the current regional transit coordinators; one member each from PTD’s Policy and Strategic Investment Unit, Rail and Statewide Multimodal Network Unit, and Program Services Unit; and one external stakeholder representing PTAC.

Committee members scored applications on how well they satisfied the six OTC-approved project selection criteria, which were communicated in the program guidance. The individual scores from Committee members were combined for a preliminary project ranking under each fund program. The Committee members met three times in late February and early March to develop a recommendation for PTAC by using the preliminary rankings, their subject matter expertise, knowledge of the statewide transit network, and QE and ACT feedback.

While the solicitation included the possibility of a 10% match requirement for eligible projects, the Committee recommends funding at a minimum of 20% local share in order to maximize the number of awards.

Additionally, project and applicant eligibilities differ between STIF Discretionary, STIF Intercommunity, and FTA Section 5311(f). As result, some projects were considered under only one funding program, while others were evaluated under two or more. Applicants were able to apply for more than one fund source and some were recommended for an award under multiple funding programs.

## **IV. STIF Selection Committee Prioritized Funding Recommendations**

Table 2, below, summarizes the recommended projects for funding under the STIF Discretionary Fund. A “\*” next to an Application Title indicates a proposal has been recommended for an award under more than one funding source.

**Table 2 – STIF Discretionary Award Recommendations 2023-2025**

<b>Funding Priority</b>	<b>Applicant</b>	<b>Application Title</b>	<b>Recommended Awards</b>
1	Oregon Cascades West Council of Governments	OSU and LBCC Mobility Hub	\$678,420
2	City of Monmouth	Monmouth-Independence Trolley	\$500,000
3	Tillamook County Transportation District	NW Connector Transit Access*	\$160,000
4	Yamhill County	Vehicle Replacements*	\$147,792
5	Grant County Transportation District	Bus Station Expansion	\$260,000
6	Hood River County Transportation District	Intelligent Information Systems	\$194,000
7	Morrow County	Boardman/Port of Morrow Circulator	\$484,000
8	Curry County Public Transportation District	Vehicle Purchases*	\$120,000
9	Washington County	Community Connector Stop Enhance	\$216,908
10	Josephine County	Fixed Route Software	\$236,000
11	Linn County	Vehicle Purchase	\$140,000
12	City of Portland	Street Car Rider Ambassador Program	\$400,000
13	Coos County Area Public Transportation District	Vehicle Purchase	\$504,000
14	Gilliam County	Bus Barn	\$1,675,876
15	Sherman County	Bus Barn	\$480,000
16	Salem Area Mass Transportation District	Right-Size Vehicles	\$428,208
17	Tri-Met	Priority Spot Improvements	\$500,000
18	Harney County	Vehicle Purchase	\$111,376
19	Lane Transit District	Vehicle Purchases	\$2,119,523
20	City of Wilsonville	Battery Backup Electric Bus Charging	\$320,000
21	Tri-Met	Vehicle Purchases	\$1,700,000
22	Rogue Valley Transportation District	RVTD Transportation Building	\$300,000
23	Benton County	Vehicle Purchase	\$616,000
24	Washington County	Microtransit Pilot Project	\$544,000
25	Lane Transit District	Rhody Express Bus Shelter Replace	\$60,000
26	City of Canby	Update Transportation Master Plan	\$160,000
27	City of Lebanon	Linx Transit Secured Transit Parking	\$426,920
TOTAL>>>			\$13,483,023

Table 3, below, summarizes the recommended projects for funding under the STIF Intercommunity Fund.

**Table 3 – STIF Intercommunity Award Recommendations 2023-2025**

<b>Funding Priority</b>	<b>Applicant</b>	<b>Application Title</b>	<b>Recommended Awards</b>
1	Oregon Cascades West Council of Governments	OSU and LBCC Mobility Hub	\$1,721,580
2	Mid-Columbia Economic Development District	Gorge Regional Transit Strategy	\$275,000
3	Grant County Transportation District	Ontario Route – Ops and PM	\$36,000
4	City of Albany	Multimodal Station Restroom	\$152,000
5	Grant County Transportation District	Bend Route – Ops and PM	\$129,600
6	Mid-Columbia Economic Development District	The Dalles – Hood River Intercity	\$159,245
7	Coos County Area Transp. Dist.	Coos Bay to Roseburg Route	\$32,000
8	Confederated Tribes of the Umatilla Indian Reservation	La Grande Arrow	\$406,461
9	Umatilla County	Hermiston Hopper	\$505,893
10	Mid-Columbia Economic Development District	Coastliner Expansion Services	\$963,200
11	Lane Council of Governments	Florence to Yachats Connector	\$508,000
12	Mid-Columbia Economic Development District	Gorge Regional Network Outreach	\$176,000
13	Yamhill County	Vehicle Replacements*	\$576,000
14	Grant County Transportation District	Deviated Route Ops, MM, and PM	\$69,600
15	Coos County Area Public Transportation District	Coos Bay to Florence	\$97,600
16	Confederated Tribes of the Umatilla Indian Reservation	Walla Walla Whistler – Ops and PM	\$556,704
17	Lane Council of Governments	Eugene-Florence Connector*	\$329,220
18	Morrow County	Heppner/Boardman Connector	\$241,600
19	City of Albany	Bus Replace (Linn-Benton Loop)	\$720,000
20	Rogue Valley Transportation District	Front Street Station Improvement	\$366,847
21	Hood River County Transportation District	Columbia Gorge Express	\$1,460,080
22	Lane Transit District	Diamond Express*	\$150,000
23	Basin Transit Service Transportation District	Vehicle Purchase	\$169,342
24	City of Sandy	Tech Program Implementation	\$360,000
25	Lane Council of Governments	South Lane County Metro Shuttle	\$280,000
26	Josephine County	Josephine/Jackson Medicare NEMT	\$80,000
27	Harney County	Bend-Burns Route	\$81,246
28	City of Albany	Paratransit Vehicle Replacement	\$63,200
29	City of Wilsonville	Electric Bus Route Modeling	\$120,000
TOTAL>>>			\$10,786,418

**Table 4** summarizes the recommended projects for funding under the Federal Transit Administration Section 5311(f) Intercity Bus Program.

**Table 4 – FTA Section 5311(f) Intercity Bus Program Award Recommendations 2023-2025**

<b>Funding Priority</b>	<b>Applicant</b>	<b>Application Title</b>	<b>Recommended Awards</b>
1	Tillamook County Transportation District	NW Connector Transit Access*	\$360,000
2	Yamhill County	YCT Replacement Buses	\$428,208
3	Curry County Public Transportation District	Vehicle Replacements*	\$240,000
4	Lane Council of Governments	Eugene-Florence Connector*	\$614,780
5	Lane Transit District	Diamond Express*	\$250,000
6	Confederated Tribes of the Umatilla Indian Reservation	Hermiston to Boardman Connector	\$803,796
7	C.A.C. Transportation, Inc.	Vehicle Replacement	\$296,000
8	Community Connection of NE Oregon, Inc.	Baker County Intercity	\$107,741
9	Umatilla County	Pilot Rocket	\$142,824
10	Community Connection of NE Oregon, Inc.	Wallowa Intercity	\$117,618
11	City of Lebanon	Linx Transit Scheduling Software	\$120,000
12	Sunset Empire Transportation District	Lower Columbia Connector	\$562,277
13	T.A.C. Transportation, Inc.	Vehicle Replacements	\$188,756
TOTAL>>>			\$4,232,000

**V. Projects Not Recommended for Funding**

In response to the level over-subscription under this solicitation, the Committee generally prioritized projects with the following features: one-time requests or a compelling case for sustaining a local service; strong and/or innovative partnerships; replacement of rolling capital; and/or regional/statewide impacts. The Committee generally recommended deferring expansion vehicles to the upcoming Section 5339 Bus and Bus Facility solicitation, planning projects to the upcoming Section 5304 solicitation, and research projects for consideration under another developmental resource.

**Table 5 – Projects Not Recommended for Funding 2023-2025**

<b>Applicant</b>	<b>Application Title</b>	<b>Minimum Project</b>
Washington County	Bus Electrification	\$662,000
City of Pendleton	Vehicle Expansion	\$160,000
City of Albany	Vehicle Purchase	\$900,000
TriMet	Max Light Rail Service Plan	\$250,000
Josephine County	Route 100 Intercity Transit Service	\$274,388
City of Hermiston	Computer Assisted Dispatch	\$250,000
Oregon State University	Improve Rural Transit Op’s via Open Data	\$494,970
Josephine County	Fuel Tank Replacement	\$286,000
T.A.C. Transportation, Inc.	Bend-Eugene Expansion	\$876,815
T.A.C. Transportation, Inc.	Bend to Portland	\$857,250
T.A.C. Transportation, Inc.	Hwy 97 Connector (plus Coos Bay)	\$1,801,575
Umpqua Public Transportation District	IT Software and IT Personnel – Priority 1 of 2	\$120,000
Umpqua Public Transportation District	IT Software and IT Personnel – Priority 2 of 2	\$310,000
TOTAL>>>		\$7,132,998

- 1) Washington County: Bus Electrification  
Requested Project Value: \$689,000 Minimum Viable Project: \$662,000

Applicant seeks expansion electric vehicles, charging equipment, planning, and project administration to deploy zero emission shuttle routes in Washington County. Applicant is encouraged to submit a proposal in the upcoming Section 5339 Bus and Bus Facilities solicitation.

- 2) City of Pendleton: Vehicle Expansion  
Requested Project Value: \$160,000 Minimum Viable Project: \$160,000

Applicant seeks an expansion vehicle for deployment in a proposed service expansion area seven miles from the City of Pendleton's Urban Growth Boundary. Applicant is encouraged to submit a proposal in the upcoming Section 5339 Bus and Bus Facilities solicitation.

- 3) City of Albany: Vehicle Purchase  
Requested Project Value: \$900,000 Minimum Viable Project: \$ 900,000

Applicant seeks funding to replace an aging diesel asset with a hybrid diesel.

This proposal was for the same vehicle model awarded in the applicant's Linn-Benton project. To be consistent with its treatment of previous applicants, the Committee treated requests for identical vehicles as linked. As a result, this proposal's ranking was elevated to the Linn-Benton project's (35 out of 70 rather than the 50 out of 70), while making it subordinate to higher scoring applications for consideration of a multiple vehicles award. The Linn-Benton project fell just below the cut line for sufficient resources to fund another bus. Applicant is encouraged to submit a proposal in the upcoming Section 5339 Bus and Bus Facilities solicitation.

- 4) TriMet: Max Light Rail Service Plan  
Requested Project Value: \$250,000 Minimum Viable Project: \$250,000

Applicant seeks to extend planning work for its Forward Together planning process, which previously addressed TriMet's bus network. Applicant is encouraged to submit a proposal in the upcoming Section 5304 Planning solicitation.

- 5) Josephine County: Route 100 Intercity Transit Service  
Requested Project Value: \$274,388 Minimum Viable Project: \$274,388

Applicant seeks funding to preserve daily commuter route between Grants Pass and Medford. During deliberations the Committee learned that the project has already been funded through STIF Formula.

- 6) City of Hermiston: Computer Assisted Dispatch  
Requested Project Value: \$250,000 Minimum Viable Project: \$250,000

Applicant seeks funding to license a computer assisted dispatch, scheduling, vehicle location, and mobile payment platform for its local demand response and workforce on demand taxi program. The Committee was concerned that the project was not eligible for STIF Discretionary because it would require the

deployment of capital equipment in a privately owned, for-profit taxi fleet. The investment may be eligible under Section 5311(f), but the applicant didn't seek consideration under the federal resource and may not qualify. Applicant is encouraged to explore alternatives with its regional transit coordinator and resubmit under Section 5339 Bus and Bus Facilities, if eligible.

7) Oregon State University: Improve Rural Transit Op's via Open Data Standards

Requested Project Value: \$594,965

Minimum Viable Project: \$494,970

Applicant seeks funding to develop/deploy a mobile application that automates passenger counts and exports to GTFS-ride format. The Committee recommended deferring nearly all of the planning and research proposals it reviewed to another funding opportunity.

8) Josephine County: Fuel Tank Replacement

Requested Project Value: \$357,500

Minimum Viable Project: \$286,000

Applicant seeks to excavate and dispose of existing underground fuel tanks and to replace with above-ground models. This project's score was in the bottom 10% of all proposals received. Accordingly, the Committee did not recommend funding. Applicant is encouraged to consult with its RTC to refine the request and submit a proposal in the upcoming Section 5339 Bus and Bus Facilities solicitation.

9) TAC Transportation: Bend – Eugene Expansion

Requested Project Value: \$357,500

Minimum Viable Project: \$876,815

Applicant seeks funding for a Category B expansion vehicle, equipment, preventive maintenance, and mobility management associated with a service expansion between Bend and Eugene. This project's score was in the bottom 10% of all proposals received. Accordingly, the Committee did not recommend funding. Applicant is encouraged to work with its RTC to refine its request and identify upcoming solicitations for which it may be eligible.

10) TAC Transportation: Bend to Portland

Requested Project Value: \$860,613

Minimum Viable Project: \$857,250

Applicant seeks funding for a Category B expansion vehicle, equipment, and preventive maintenance associated with a service from Bend to Portland, serving the Salem Amtrak station and PDX in route. This project's score was in the bottom 10% of all proposals received. Accordingly, the Committee did not recommend funding. Applicant is encouraged to work with its RTC to refine its request and identify upcoming solicitations for which it may be eligible.

11) TAC Transportation: Highway 97 Connector plus Coos Bay

Requested Project Value: \$366,470

Minimum Viable Project: \$1,801,575

Applicant seeks funding for a Category B expansion vehicle, equipment, preventive maintenance, and mobility management associated with a service from Bend and Coos Bay, serving Redmond, Sisters, Eugene, Cottage Grove and Roseburg in route. This project's score was in the bottom 10% of all proposals received. Accordingly, the Committee did not recommend funding. Applicant is encouraged to work with its RTC to refine its request and identify upcoming solicitations for which it may be eligible.

- 12) Umpqua Public Transportation District: Software and IT Personnel (Priority 1 of 2)  
Requested Project Value: \$160,400 Minimum Viable Project: \$120,000

Applicant seeks funding to replace existing computer assisted dispatch (CAD), automated vehicle location (AVL) system with a platform that adds micro-transit options. This project's score was in the bottom 10% of all proposals received. Accordingly, the Committee did not recommended funding but encourages the applicant to work with its RTC to refine its request for submission in the upcoming Section 5339 Bus and Bus Facilities solicitation.

- 13) Umpqua Public Transportation District: Software and IT Personnel (Priority 2 of 2)  
Requested Project Value: \$616,733 Minimum Viable Project: \$310,000

Applicant seeks funding to purchase and deploy automated passenger counters (APC), Transit Asset Management (TAM) software, a contactless fare system, and to employ an RFT IT Technician to manage installation and fine tuning of the platform(s). This project's score was in the bottom 10% of all proposals received. Accordingly, the Committee did not recommended funding but encourages the applicant to work with its RTC to refine its request for submission in the upcoming Section 5339 Bus and Bus Facilities solicitation.



**Appendix A: Funding Recommendation Summary with Project Task Totals - Statewide Transportation Improvement Fund Discretionary and Statewide Transit Network Programs 2023 - 2025**

**Available Resources Summary**

<b>Fund Program/Source</b>	<b>Projected Fund Availability FY 2023-2025</b>
STIF Discretionary Fund Program	\$13,483,023
STIF Intercommunity Discretionary Fund	\$10,786,418
FTA Section 5311(f)	\$4,232,000
Total>>>	\$28,501,441

**Recommended Award Summary**

<b>Applicant</b>	<b>Project</b>	<b>Full Request</b>	<b>Minimum Viable Request</b>	<b>STIF Disc Award</b>	<b>STIF IC Award</b>	<b>5311(f) Award</b>	<b>Total Recommended Award</b>
Basin Transit Service	Vehicle Purchase	\$169,342	\$169,342		\$169,342		\$169,342
Benton County	Vehicle Purchase	\$616,000	\$616,000	\$616,000			\$616,000
C.A.C. Transportation, Inc.	Vehicle Purchase	\$296,000	\$296,000			\$296,000	\$296,000
City of Albany	Bus Replace (Linn-Benton Loop)	\$720,000	\$720,000		\$720,000		\$720,000
City of Albany	Multimodal Station Restroom	\$152,000	\$152,000		\$152,000		\$152,000
City of Albany	Paratransit Vehicle Replacement	\$63,200	\$63,200		\$63,200		\$63,200
City of Canby	Update Trans Master Plan	\$160,000	\$160,000	\$160,000			\$160,000
City of Lebanon	Linx Transit Scheduling Software	\$120,000	\$120,000			\$120,000	\$120,000
City of Lebanon	Linx Secured Transit Parking	\$475,720	\$426,920	\$426,920			\$426,920
City of Monmouth	Monmouth-Independence Trolley	\$500,000	\$336,000	\$500,000			\$500,000
City of Portland	Portland Streetcar Ambassadors	\$400,000	\$400,000	\$400,000			\$400,000
City of Sandy	Tech Program Implementation	\$360,000	\$220,000		\$360,000		\$360,000
City of Wilsonville	Battery Backup Bus Chargers	\$320,000	\$320,000	\$320,000			\$320,000
City of Wilsonville	Electric Bus Route Modeling	\$160,000	\$120,000		\$120,000		\$120,000
Community Connection	Baker County Intercity	\$107,741				\$107,741	\$107,741
Community Connection	Wallowa Intercity	\$117,618				\$117,618	\$117,618
CT Umatilla Indian Reservation	La Grande Arrow	\$406,461	\$381,333		\$406,461		\$406,461
CT Umatilla Indian Reservation	Hermiston to Boardman Connector	\$1,019,850	\$803,796			\$803,796	\$803,796

<b>Applicant</b>	<b>Project</b>	<b>Full Request</b>	<b>Minimum Viable Request</b>	<b>STIF Disc Award</b>	<b>STIF IC Award</b>	<b>5311(f) Award</b>	<b>Total Recommended Award</b>
CT Umatilla Indian Reservation	Walla Walla Whistler – Ops and PM	\$629,292	\$508,016		\$556,704		\$556,704
Coos County Area Transp. Dist.	Coos Bay to Roseburg Route	\$32,000	\$32,000		\$32,000		\$32,000
Coos County Area Transp. Dist.	Coos Bay to Florence	\$97,600	\$97,600		\$97,600		\$97,600
Coos County Transport Dist.	Vehicle Purchase	\$504,000	\$504,000	\$504,000			\$504,000
Curry County Transport Dist.	Vehicle Purchases	\$360,000	\$120,000	\$120,000		\$240,000	\$360,000
Gilliam County	Bus Barn	\$1,675,876	\$1,600,000	\$1,675,876			\$1,675,876
Grant County Transport Dist.	Bend Route – Ops and PM	\$129,600	\$129,600		\$129,600		\$129,600
Grant County Transport Dist.	Bus Station Expansion	\$260,000	\$260,000	\$260,000			\$260,000
Grant County Transport Dist.	Deviated Route Ops, MM, and PM	\$69,600	\$69,600		\$69,600		\$69,600
Grant County Transport Dist.	Ontario Route – Ops and PM	\$36,000	\$36,000		\$36,000		\$36,000
Harney County	Bend-Burns Route	\$81,246	\$81,246		\$81,246		\$81,246
Harney County	Vehicle Purchase	\$222,752	\$111,376	\$111,376			\$111,376
Hood River Transport Dist.	Columbia Gorge Express	\$1,460,080	\$118,680		\$1,460,080		\$1,460,080
Hood River Transport Dist.	Intelligent Information Systems	\$227,995	\$155,200	\$194,000			\$194,000
Josephine County	Fixed Route Software	\$236,000	\$236,000	\$236,000			\$236,000
Josephine County	Josephine/Jackson Medicare NEMT	\$156,800	\$80,000		\$80,000		\$80,000
Lane Council of Governments	Eugene-Florence Connector*	\$944,000	\$944,000		\$329,220	\$614,780	\$944,000
Lane Council of Governments	Florence to Yachats Connector	\$508,000	\$508,000		\$508,000		\$508,000
Lane Council of Governments	South Lane County Metro Shuttle	\$280,000	\$280,000		\$280,000		\$280,000
Lane Transit District	Diamond Express*	\$400,000	\$200,000		\$150,000	\$250,000	\$400,000
Lane Transit District	Rhody Express Bus Shelters	\$80,000	\$60,000	\$60,000			\$60,000
Lane Transit District	Vehicle Purchases	\$3,179,285	\$2,119,523	\$2,119,523			\$2,119,523
Linn County	Vehicle Purchase	\$140,000	\$140,000	\$140,000			\$140,000
Mid-Columbia Eco Dev District	Gorge Regional Network Outreach	\$176,000	\$144,000		\$176,000		\$176,000
Mid-Columbia Eco Dev District	Implement Gorge Regional Strategy	\$275,000	\$248,600		\$275,000		\$275,000
Mid-Columbia Eco Dev District	The Dalles – Hood River Intercity	\$159,245	\$125,466		\$159,245		\$159,245
Morrow County	Boardman & Port Circulator	\$484,000	\$444,000	\$484,000			\$484,000
Morrow County	Heppner/Boardman Connector	\$525,600	\$241,600		\$241,600		\$241,600
OR Cascades West COG	OSU and LBCC Mobility Hub	\$2,400,000	\$2,400,000	\$678,420	\$1,721,580		\$2,400,000
Rogue Valley Transport Dist.	Front Street Station Improvement	\$402,419	\$360,000		\$366,847		\$366,847
Rogue Valley Transport Dist.	RVTD Transportation Building	\$800,000	\$300,000	\$300,000			\$300,000
Salem Area Mass Trans Dist.	Right-Size Vehicles	\$856,416	\$428,208	\$428,208			\$428,208
Sherman County	Bus Barn	\$480,000	\$480,000	\$480,000			\$480,000
Sunset Empire Transport. Dist.	Lower Columbia Connector	\$825,360	\$562,277			\$562,277	\$562,277

<b>Applicant</b>	<b>Project</b>	<b>Full Request</b>	<b>Minimum Viable Request</b>	<b>STIF Disc Award</b>	<b>STIF IC Award</b>	<b>5311(f) Award</b>	<b>Total Recommended Award</b>
T.A.C. Transportation, Inc.	Vehicle Replacements	\$196,080	\$180,000			\$188,756	\$188,756
Tillamook County Trans Dist.	NW Connector Transit Access	\$520,000	\$360,000	\$160,000		\$360,000	\$520,000
Tillamook County Trans Dist.	Coastliner Expansion Services	\$963,200	\$963,200		\$963,200		\$963,200
Tri-Met	Priority Spot Improvements	\$500,000	\$500,000	\$500,000			\$500,000
Tri-Met	Vehicle Purchases	\$5,721,417	\$3,678,054	\$1,700,000*			\$1,700,000*
Umatilla County	Hermiston Hopper	\$505,893	\$505,893		\$505,893		\$505,893
Umatilla County	Pilot Rocket	\$228,518	\$142,824			\$142,824	\$142,824
Washington County	Community Connector Stops	\$324,800	\$160,000	\$216,908			\$216,908
Washington County	Microtransit Pilot Project	\$544,000	\$544,000	\$544,000			\$544,000
Yamhill County	Vehicle Replacements	\$1,152,000	\$576,000	\$147,792	\$576,000	\$428,208	\$1,152,000
Totals>>>		\$35,554,366	\$27,039,554	\$13,483,023	\$10,786,418	\$4,232,000	\$28,501,441

\* The Committee's award recommendation for this proposal relies on guidance from Tri-Met's Qualified Entity Review indicating its scalability.

## **Appendix B: Qualified Entity Advisory Committee and Area Commission on Transportation Feedback Report**

Feedback was compiled verbatim from content submitted by Qualified Entities (QE) and Area Commissions on Transportation (ACT). Not all proposals featured a full set of recommendations and priority rankings from QEs and/or commentary from QEs and impacted ACTs. Projects that didn't receive feedback from their QE or ACTs weren't included in this appendix.

### **Benton County: Vehicle Purchase**

#### Qualified Entity Recommendation(s)

Benton County: Fund

#### ACT Comments:

Cascades West: CWACT endorses funding all projects in our region and chose not to prioritize vehicle purchases over operational needs or capital improvements as they are all equally important to our agencies and improved transit service in our region.

### **City of Albany: Bus Replacement (Linn-Benton Loop)**

#### Qualified Entity Recommendation(s)

Linn County: Fund

#### ACT Comments

Cascades West: CWACT endorses funding all projects in our region and chose not to prioritize vehicle purchases over operational needs or capital improvements as they are all equally important to our agencies and improved transit service in our region.

### **City of Albany: Vehicle Purchase**

#### Qualified Entity Recommendation(s)

Linn County: Fund

#### ACT Comments

Cascades West: CWACT endorses funding all projects in our region and chose not to prioritize vehicle purchases over operational needs or capital improvements as they are all equally important to our agencies and improved transit service in our region.

### **City of Albany: Multimodal Station Restroom Structure**

#### Qualified Entity Recommendation(s)

Linn County: Fund

#### ACT Comments

Cascades West: CWACT endorses funding all projects in our region and chose not to prioritize vehicle purchases over operational needs or capital improvements as they are all equally important to our agencies and improved transit service in our region.

## **City of Albany: Paratransit Van Replacement**

### Qualified Entity Recommendation(s)

Linn County: Fund

### ACT Comments

Cascades West: CWACT endorses funding all projects in our region and chose not to prioritize vehicle purchases over operational needs or capital improvements as they are all equally important to our agencies and improved transit service in our region.

## **City of Canby: Update Transit Master Plan**

### Qualified Entity Recommendation(s)

Tri-Met: Fund

### QE Comments

TriMet: The HB 2017 Transit Advisory Committee for the Tri-County QE determined that all projects were equally important. Therefore, no prioritized list is being submitted.

### ACT Comments

Region 1: The R1ACT wishes to ensure some geographic equity and balanced their support for local vs regional applications. After thorough discussion, and the rightsizing of one application, the ACT agreed that all the R1 applications were of strong merit and worthy of our "highly support" ranking.

## **City of Hermiston: Computer Assisted Dispatch**

### Qualified Entity Recommendation(s)

Umatilla County: Fund

### QE Priority

Umatilla County: 6 of 7

## **City of Lebanon: Linx Transit Scheduling Software**

### Qualified Entity Recommendation(s)

Linn County: Fund

### ACT Comments

Cascades West: CWACT endorses funding all projects in our region and chose not to prioritize vehicle purchases over operational needs or capital improvements as they are all equally important to our agencies and improved transit service in our region.

## **City of Lebanon: Linx Transit Secured Fleet Parking**

### Qualified Entity Recommendation(s)

Linn County: Fund

### ACT Comments

Cascades West: CWACT endorses funding all projects in our region and chose not to prioritize vehicle purchases over operational needs or capital improvements as they are all equally important to our agencies and improved transit service in our region.

## **City of Monmouth: Monmouth-Independence Trolley**

### ACT Comments

Mid-Willamette: Project will provide a convenient regular local transit option that will serve major destinations in Monmouth and Independence including the downtown areas, schools, and Western Oregon University. Service will also connect to Cherriots Regional Route 40X. The project will provide service to historically marginalized and low-income communities as well as high school and middle school students, many of whom currently walk along OR 51, a relatively high-volume state highway. MWACT supports funding for this project.

## **City of Pendleton: Vehicle Purchase**

### Qualified Entity Recommendation(s)

Umatilla County: Fund

### QE Priority

Umatilla County: 7 of 7

## **City of Portland: Portland Streetcar Rider Ambassador Program**

### Qualified Entity Recommendation(s)

Tri-Met: Fund

### QE Comments

TriMet: The HB 2017 Transit Advisory Committee for the Tri-County QE determined that all projects were equally important. Therefore, no prioritized list is being submitted.

### ACT Comments

Region 1: The R1ACT wishes to ensure some geographic equity and balanced their support for local vs regional applications. After thorough discussion, and the rightsizing of one application, the ACT agreed that all the R1 applications were of strong merit and worthy of our "highly support" ranking.

## **City of Sandy: Technology Program Implementation**

### Qualified Entity Recommendation(s)

Tri-Met: Fund

### QE Comments

TriMet: The HB 2017 Transit Advisory Committee for the Tri-County QE determined that all projects were equally important. Therefore, no prioritized list is being submitted.

### ACT Comments

Region 1: The R1ACT wishes to ensure some geographic equity and balanced their support for local vs regional applications. After thorough discussion, and the rightsizing of one application, the ACT agreed that all the R1 applications were of strong merit and worthy of our "highly support" ranking.

## **City of Wilsonville – SMART: Electric Bus Route Modeling**

### Qualified Entity Recommendation(s)

Tri-Met: Fund

### QE Comments

TriMet: The HB 2017 Transit Advisory Committee for the Tri-County QE determined that all projects were equally important. Therefore, no prioritized list is being submitted.

ACT Comments

Region 1: The R1ACT wishes to ensure some geographic equity and balanced their support for local vs regional applications. After thorough discussion, and the rightsizing of one application, the ACT agreed that all the R1 applications were of strong merit and worthy of our "highly support" ranking.

**City of Wilsonville – SMART: Battery Backup Electric Bus Charging System**

Qualified Entity Recommendation(s)

Tri-Met: Fund

QE Comments

TriMet: The HB 2017 Transit Advisory Committee for the Tri-County QE determined that all projects were equally important. Therefore, no prioritized list is being submitted.

ACT Comments

Region 1: The R1ACT wishes to ensure some geographic equity and balanced their support for local vs regional applications. After thorough discussion, and the rightsizing of one application, the ACT agreed that all the R1 applications were of strong merit and worthy of our "highly support" ranking.

**Confederated Tribes of the Umatilla Indian Reservation: La Grande Arrow Op's and Maintenance**

Qualified Entity Recommendation(s)

Confederated Tribes of the Umatilla Indian Reservation: Fund

Umatilla County: Fund

Union County: Fund

QE Priority

Umatilla County: 3 of 7

Union County: 1 of 1

QE Comments

Confederated Tribes of the Umatilla Indian Reservation: Approved by STIF Advisory Committee on 11.30.2022

Union County: This service provides a critical inter-city connection between Union County and Umatilla County in partnership with CTUIR/Kayak. The Arrow is a key component of connecting routes in La Grande. Riders from Baker, Wallowa, and Union Counties use the route to access locations west of La Grande. The connecting service is the gateway over I-84 up Cabbage Hill and over Deadman Pass. It is the only free public transportation route that connects the entire Grande Ronde Valley along the I-84 corridor over the mountain pass. Once riders reach Pendleton they have the ability to travel multiple locations utilizing Kayak public transportation. Project needs to be funded.

**Confederated Tribes of the Umatilla Indian Reservation: Walla Walla Whistler Op's and Maintenance**

Qualified Entity Recommendation(s)

Confederated Tribes of the Umatilla Indian Reservation: Fund

Umatilla County: Fund

QE Priority

Umatilla County: 2 of 7

QE Comments

Confederated Tribes of the Umatilla Indian Reservation: Approved by STIF Advisory Committee on 11.30.2022

## **Confederated Tribes of the Umatilla Indian Reservation: Hermiston-Boardman Connector Bus Op's**

### Qualified Entity Recommendation(s)

Confederated Tribes of the Umatilla Indian Reservation: Fund

Umatilla County: Fund

### QE Priority

Umatilla County: 5 of 7

### QE Comments

Confederated Tribes of the Umatilla Indian Reservation: Approved by STIF Advisory Committee on 11.30.2022

## **Coos County Area Transportation District: Coos Bay – Roseburg**

### Qualified Entity Recommendation(s)

Umpqua Public Transportation District: Fund

### QE Priority

Umpqua Public Transportation District: 3 of 3

### QE Comments

Umpqua Public Transportation District: This is a regional connection for Coos and Douglas Counties. This project has value and we would like to see it continue.

## **Coos County Area Transportation District: Coos Bay – Florence**

### Qualified Entity Recommendation(s)

Lane Transit District: Fund

### QE Comments

LTD: The STIF QE Advisory Committee voted to move this project forward on January 3, 2023. The Lane Transit District Board approved this application at their regular meeting on January 18, 2023.

### ACT Comments

Lane ACT: This line is an essential connector for coastal communities to each other, to the Eugene-Springfield metropolitan area, and is of service to two Tribal partners, Coquille Indian Tribe and the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI). Those living in the service area are experiencing poverty and/or disability at a higher rate than the state. This service combined with the three other Lane County proposals serving south, central and north coastal areas form a complete connection to the Eugene-Springfield urban core and critical services. Additionally, the route provides connection to employment, community events, friends and families across communities particularly for seniors, youth and veterans who are otherwise transportation disadvantaged.

The service also expands access for tourists and recreationalists of all ages and improves safety for bicyclists by providing an option to get a ride through particularly challenging sections of Highway 101. This line, along with the other coastal services proposed, allows options for people visiting Oregon and for locals traveling in-state and see the coast car free.

The line has seen a significant increase in ridership. Without the requested funds, service would be significantly reduced and disrupted, risking loss of ridership and a downward spiral on revenue. The project holds multimodal benefits for multiple communities and multiple demographics, a force multiplier of limited resources.

Overall, LaneACT sees it as a priority to continue to fund services connecting rural areas to critical services and opportunities which would cease to exist (effectively or actually) without this funding.



## **Gilliam County: Condon Bus Barn**

### ACT Comments

Lower John Day: The completion of a central bus barn in Gilliam County maximizes efficiencies, minimizes long-term overhead costs, and is the next step in improving the Gilliam County bus service. In addition to this, it would eliminate the need to lease other facilities and allow those facilities to be available for other public/private entities.

## **Grant County Transportation District: Bend Route – Op’s and Preventive Maintenance**

### Qualified Entity Recommendation(s)

Deschutes County: Fund

Grant County Transportation District: Fund

### QE Comments

Deschutes County: The QE Advisory Committee was consulted on the CAC Transportation (Central Oregon Breeze) and TAC Transportation (Pacific Crest Bus Lines) Applications, which are included in the application list on ODOT's website but not included in this drop-down menu because they are only eligible for FTA Section 5311(f) funding, per ODOT's recent communications. The QE Advisory Committee did not consult on the Harney County - Bend to Burns Deviated Fixed Route Application due to a lack of awareness an application was submitted. Region 4 did not have an active Regional Transit Coordinator (RTC) during this past grant solicitation cycle, resulting in limited application guidance and communications.

### ACT Comments

Central Oregon: The COACT Board reviewed the two projects at their February 9, 2023 meeting. The conclusions are as follows (identical for each project). The COACT Board believes:

- 1) That each of these projects should be funded, and declined to rank one over the other;
- 2) That each project provides critical access to Bend and Central Oregon for critical services that are not available to Grant and Harney county residents, such as medical care, education and training, shopping, recreation, visitation with family and friends, and state and federal services (e.g. Social Security Office). Further, these connections integrate seamlessly with local and regional connections via Hawthorne Station;
- 3) That these projects also serve to connect rural residents in Harney and Grant counties to Eugene, Salem, Portland, and the rest of Oregon, via Hawthorne Station, in order to access critical services; and
- 4) That these services are primarily utilized by the most vulnerable residents of Grant and Harney counties, including seniors, people with disabilities, and low income residents.

For these reasons, the COACT Board supports both projects.

## **Grant County Transportation District: Ontario Route – Op’s and Preventive Maintenance**

### Qualified Entity Recommendation(s)

Grant County Transportation District: Fund

## **Grant County Transportation District: Bus Station Expansion**

### Qualified Entity Recommendation(s)

Grant County Transportation District: Fund

## **Grant County Transportation District: Deviated Route Op’s, Mobility Mgt, Preventive Maintenance**

### Qualified Entity Recommendation(s)

Grant County Transportation District: Fund

## **Harney County: Bend-Burns Deviated Route**

### Qualified Entity Recommendation(s)

Deschutes County: Fund

### QE Comments

Deschutes County: The QE Advisory Committee was consulted on the CAC Transportation (Central Oregon Breeze) and TAC Transportation (Pacific Crest Bus Lines) Applications, which are included in the application list on ODOT's website but not included in this drop-down menu because they are only eligible for FTA Section 5311(f) funding, per ODOT's recent communications. The QE Advisory Committee did not consult on the Harney County - Bend to Burns Deviated Fixed Route Application due to a lack of awareness an application was submitted. Region 4 did not have an active Regional Transit Coordinator (RTC) during this past grant solicitation cycle, resulting in limited application guidance and communications.

### ACT Comments

Central Oregon: The COACT Board reviewed the two projects at their February 9, 2023 meeting. The conclusions are as follows (identical for each project). The COACT Board believes:

- 1) That each of these projects should be funded, and declined to rank one over the other;
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- 3) That these projects also serve to connect rural residents in Harney and Grant counties to Eugene, Salem, Portland, and the rest of Oregon, via Hawthorne Station, in order to access critical services; and
- 4) That these services are primarily utilized by the most vulnerable residents of Grant and Harney counties, including seniors, people with disabilities, and low income residents.

For these reasons, the COACT Board supports both projects.

## **Hood River County Transportation District: Intelligent Information Systems**

### Qualified Entity Recommendation(s)

Hood River County Transportation District: Fund

### QE Priority

Hood River County Transportation District: 1 of 3

### ACT Comments

Region 1: The R1ACT wishes to ensure some geographic equity and balanced their support for local vs regional applications. After thorough discussion, and the rightsizing of one application, the ACT agreed that all the R1 applications were of strong merit and worthy of our "highly support" ranking.

## **Hood River County Transportation District: Columbia Gorge Express**

### Qualified Entity Recommendation(s)

Hood River County Transportation District: Fund

Wasco County: Fund

### QE Priority

Hood River County Transportation District: 2 of 3

## ACT Comments

Region 1: The R1ACT wishes to ensure some geographic equity and balanced their support for local vs regional applications. After thorough discussion, and the rightsizing of one application, the ACT agreed that all the R1 applications were of strong merit and worthy of our "highly support" ranking.

### **Josephine County: Fuel Tank Replacement**

#### Qualified Entity Recommendation(s)

Josephine County: Fund

#### QE Priority

Josephine County: 2 of 4

#### QE Comments

Josephine County: This project is leveraging funds from Josephine County Public Works and is based on the percentage of fuel used by the Transit Department.

### **Josephine County: Rt 100 Intercity Transit Service**

#### Qualified Entity Recommendation(s)

Josephine County: Fund

#### QE Priority

Josephine County: 1 of 4

#### QE Comments

Josephine County: 45% of the cost of this project is being provide by RVTD. The remaining funds for the service are within this ask.

### **Josephine County: Fixed Route Operations Software**

#### Qualified Entity Recommendation(s)

Josephine County: Fund

#### QE Priority

Josephine County: 3 of 4

#### QE Comments

Josephine County: A portion of this project is being paid for with JCT operating funds for 4 vehicles being delivered before STIF Project Selections.

### **Josephine County: Josephine/Jackson County Medicare Transportation Services**

#### Qualified Entity Recommendation(s)

Josephine County: Fund

#### QE Priority

Josephine County: 4 of 4

#### QE Comments

Josephine County: Additional time is needed to find a long term solution to this critical need for transportation. This project allows for that planning as well as additional accumulation of statistics on who/when/were are clients riding. If funded changes will be implemented immediately based on trips allowed per week and total allocation of resources available per person annually.

## Lane Council of Governments: Eugene-Florence Connector Route

### Qualified Entity Recommendation(s)

Lane Transit District: Fund

### QE Comments

Lane Transit District: The STIF QE Advisory Committee voted to move this project forward on January 3, 2023. The Lane Transit District Board approved this application at their regular meeting on January 18, 2023.

### ACT Comments

Lane ACT: LaneACT heard years of public comment advocating for this service. Its existence is one of the highlights of the ACT's service to the community and is thanks to a strong partnership of Lane Council of Governments, the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI), Lane County, and Lane Transit District. The line runs on Highway 126 West, a busy, curvy, foggy road with significant safety concerns and connects coastal communities to the Eugene-Springfield economic and service hub, particularly for specialized medical and education needs.

Several riders have shared their experiences with the connector line:

- A Florence resident said she regularly had to travel to Eugene for medical service and would need to pay for overnight accommodations (which strained her finances) because she was too weak to drive herself home after treatment. Now with the service, she can schedule treatment around the bus schedule and be home the same day as treatment.
- A vision impaired man living in Eugene for over 20 years said he had never been to the coast until this route was established and he could safely travel.
- A Eugene resident took a leadership position with the Mapleton School District. The schedule is grueling and the pay does not always offset the daily travel cost including wear and tear on a personal vehicle. She uses this service several days a week to be safer and stay on budget. Her students (100% of whom are free and reduced lunch eligible) travel to Florence and Eugene for work-based employment opportunities and extracurricular activities and her own children have become involved in community activities in both Mapleton and Florence and use the line in the summer.

As the above examples demonstrate, the line is critical important for residents, recreationalists, and employees/ers.

- Residents: Ultimately this line supports people of all ages to thrive by supporting them in remaining in their communities (rather than move to more urbanized areas for services) and connecting with neighboring communities.
- Recreationalists: The Oregon Coast Bike Route is a national draw, but to access it via Highway 126 West bicyclist must navigate several stretches that are dangerous. Safety improvement options are limited in several areas by geography. This line allows people to access the coast car free, access the bike route, and use the transit connections to the north and south to avoid dangerous stretches inland while traveling the full length of the coast.
- Employees/ers: The line connects workers with jobs (Florence, Mapleton, Veneta, Eugene-Springfield) and students with career pathway opportunities. Mapleton continues to struggle in a post timber economy and transit access to employment in Florence allows access to economic opportunity. The line has also supported a broader access to talented/highly skilled employees for communities who might otherwise be unable to attract them.

This line is the transit hub of the south, central and north coast to the Eugene-Springfield service core and will end without funding. It is challenging for a community to develop trust in a service, buy into the long-term future of it, only to have the service/program die out for lack of funding, even temporarily. A start and stop of this line

could destroy any trust built with the communities served and would be a failing to rural areas along the entire Lane County coastline as well as to coastal communities in north Douglas County.

Overall, LaneACT sees it as a priority to continue to fund services connecting rural areas to critical services and opportunities which would cease to exist (effectively or actually) without this funding.

### **Lane Council of Governments: Florence-Yachats Connector**

#### Qualified Entity Recommendation(s)

Lane Transit District: Fund

Lincoln County Transportation District: Fund

#### QE Comments

Lincoln County: Committee supports connecting services.

Lane Transit District: The STIF QE Advisory Committee voted to move this project forward on January 3, 2023. The Lane Transit District Board approved this application at their regular meeting on January 18, 2023.

#### ACT Comments

Cascades West: CWACTIONT endorses funding all projects in our region and chose not to prioritize vehicle purchases over operational needs or capital improvements as they are all equally important to our agencies and improved transit service in our region.

### **Lane Council of Governments: South Lane County Metro Shuttle**

#### Qualified Entity Recommendation(s)

Lane Transit District: Fund

#### QE Comments

Lane Transit District: The STIF QE Advisory Committee voted to move this project forward on January 3, 2023. The Lane Transit District Board approved this application at their regular meeting on January 18, 2023.

### **Lane Transit District: Diamond Express**

#### Qualified Entity Recommendation(s)

Lane Transit District: Fund

#### QE Comments

Lane Transit District: The STIF QE Advisory Committee voted to move this project forward on January 3, 2023. The Lane Transit District Board approved this application at their regular meeting on January 18, 2023.

### **Lane Transit District: Rhody Express Bus Shelter Replacement Project**

#### Qualified Entity Recommendation(s)

Lane Transit District: Fund

#### QE Comments

Lane Transit District: The STIF QE Advisory Committee voted to move this project forward on January 3, 2023. The Lane Transit District Board approved this application at their regular meeting on January 18, 2023.

### **Lane Transit District: Vehicle Purchase**

#### Qualified Entity Recommendation(s)

Lane Transit District: Fund

### QE Comments

Lane Transit District: The STIF QE Advisory Committee voted to move this project forward on January 3, 2023. The Lane Transit District Board approved this application at their regular meeting on January 18, 2023.

### **Linn County: Vehicle Purchase**

#### ACT Comments

Cascades West: CWACT endorses funding all projects in our region and chose not to prioritize vehicle purchases over operational needs or capital improvements as they are all equally important to our agencies and improved transit service in our region.

### **Mid-Columbia Economic Development District: Gorge Regional Transit Strategy Implementation**

#### Qualified Entity Recommendation(s)

Wasco County: Fund

#### ACT Comments

Lower John Day: Award of this application would build on the current Gorge Regional Transit Strategy which will be complete in June of 2023. This application would be the next step in implementing our region's collective vision of a coordinated and integrated public transit system. The LJDACT strongly supports this application and views it as a necessity to continue our progress we have achieved as a region. This project will implement the organizational structure and other strategies adopted by regional decisionmakers that are necessary to manage a coordinated, efficient, and sustainable funded regional transit system. This project will produce a significant concrete outcome from the state and local resources already invested in the planning effort, and will leverage the current consensus and the positive momentum of the five rural counties to build out our regional transit system.

### **Mid-Columbia Economic Development District: Gorge Regional Network Outreach and Education**

#### Qualified Entity Recommendation(s)

Hood River County Transportation District: Fund

Wasco County: Fund

#### QE Priority

Hood River County Transportation District: 3 of 3

#### ACT Comments

Lower John Day: This relatively low cost ask is critical to maximize the use of transit in the Columbia River. We have such a wide range of services that are being under-utilized by the residents who need them the most, and based on current outreach we know that one of the barriers is education and awareness of what services exist and how to use them. The LJDACT feels that this minimal investment will create a substantial return in increased ridership, with a focus on addressing the transit barriers currently experienced by our local disadvantaged populations. It should also be noted that MCEDD has indicated a willingness to reduce the scope and cost of this project and notes that any funds directed at outreach and education would have a benefit.

### **Mid-Columbia Economic Development District: The Dalles-Hood River Intercity Service**

#### Qualified Entity Recommendation(s)

Wasco County: Fund

#### ACT Comments

Lower John Day: Of all the LJDACT applications this project has the widest reach and is strongly supported by the LJDACT. The service between The Dalles and Hood River is a critical link between our rural counties and communities and the Portland Metropolitan Area. Our local and regional providers and services connect our rural counties to The Dalles Transit Center, a regional transportation hub, where multiple public and private transit services connect to give riders access to our bistate region and the Portland/Vancouver Metropolitan areas. This is

a key piece to our system and one that benefits both ODOT Region 1 & 4 and a significant amount of local, regional, and interstate users as they travel east and west along this corridor.

### **Morrow County: Boardman/Port of Morrow Circulator**

#### Qualified Entity Recommendation(s)

Morrow County: Fund

#### QE Priority

Morrow County: 1 of 2

### **Morrow County: Heppner-Boardman Connector**

#### Qualified Entity Recommendation(s)

Morrow County: Fund

#### QE Priority

Morrow County: 2 of 2

### **Oregon Cascades West Council of Governments: OSU and LBCC Mobility Hub Construction**

#### Qualified Entity Recommendation(s)

Benton County: Fund

Lincoln County Transportation District: Don't Fund

Linn County: Don't Fund

#### QE Comments

Lincoln County Transportation District: Great coordinated project, the STIF committee really liked this project but were concerned with the \$3,000,000 price tag. With STIF Discretionary and STNP project totals double the available funding, their hope is OSU or corporate sponsors may be able to assist with funding options.

#### ACT Comments

Cascades West: CWACT endorses funding all projects in our region and chose not to prioritize vehicle purchases over operational needs or capital improvements as they are all equally important to our agencies and improved transit service in our region.

### **Salem Area Mass Transit District: Vehicle Replacement (Right Sizing)**

#### ACT Comments

Mid-Willamette: This project would purchase up to four low-floor cutaway buses to be operated within the SAMTD service area. The buses will be used initially in neighborhood circulator routes in areas where operating full-size transit buses is difficult. The project would assist in providing improved service to minority populations and low-income households. The grant application requests funding for purchase of four vehicles. At the ACT meeting, the applicant indicated they could accept two vehicles so this project is scalable. MWACT recommends funding this project for four vehicles but also supports funding for a number of vehicles less than the full request.

### **Sherman County: Bus Barn**

#### ACT Comments

Lower John Day: The LJD ACT strongly supports this STIF application. If this application is not approved, it puts a previous STIF award in jeopardy. Sherman County has completed value engineering to the extent possible to reduce the cost of the structure, and has performed substantial preliminary engineering to ensure the updated costs reflect the current market conditions. Award of this supplemental application will allow construction to be completed on a project that has previously met the STIF criteria.

## **Sunset Empire Transportation District: Lower Columbia Connector – Expanded**

### Qualified Entity Recommendation(s)

Sunset Empire Transportation District: Fund

### QE Comments

Sunset Empire Transportation District: The Board of Commissioners for Sunset Empire Transportation District is recommending funding this project through the STIF Discretionary program. At our December 9, 2022 Board meeting, we adopted our 2023-2025 Strategic Priorities, and this project is at the top of the Top Priorities section. When the idea was originally introduced to us in November by our Executive Director, we were very excited at the prospect of offering Riders in Clatsop and Columbia counties with the opportunity to access the Portland International Airport without having to make multiple transfers in Portland. This is especially true for seniors and people with disabilities. Having to make multiple transfers with luggage is a large barrier that prevents many from using this route as a travel option and fulfils the Oregon Public Transportation Plan (OPTP) goal of Equity.

This project also fulfils the goal of Mobility and Public Transportations User Experience by making it easier to use transit either going to or coming from the airport. The OPTP goals of Safety and Security and Community Livability and Economic Vitality are met by providing a service that makes it possible for our vulnerable riders to avoid having to walk in downtown Portland to the light rail station. It also makes it easier for riders coming from around the country and world to bring their bicycles to Astoria to begin their journey on the Oregon Coast Bike Trail.

The Northwest Oregon Transit Alliance's (NWOTA) mission is to reduce greenhouse gas emissions by offering service from Portland and the Willamette Valley to the coast so people can leave their cars at home. The OPTP goal of Environmental Sustainability is met with this project. The OPTP goal of Accessibility and Connectivity is most definitely met with this project. NWOTA is all about connections and the route name of Lower Columbia Connector showcases the connection of Portland to Astoria and cities down the Oregon coast to Yachats.

Our interlining with Amtrak and adding this stop on the Lower Columbia Connector will help us grow ridership to the point where it will become a sustainable service relying less on discretionary funding as outlined in the OPTP goal of Funding and Strategic Investment. We hope that this enhanced service can become a catalyst for other transit agencies to look at the possibility of making connections at airports that serve their riders.

### ACT Comments

Northwest: The NWACT is supportive of this project as it markedly improves the user experience in accessing Portland International Airport. At this time riders must disembark the bus and take two MAX trains to get to the airport. Not only is the timing exclusionary for many flights, the demands of changes for people with disabilities, with luggage, the elderly, and individuals unfamiliar with transit systems like visitors are put at a disadvantage.

With this funding, the Sunset Empire Transit District can better connect visitors to coastal destinations with car-free travel and better serve residents that need to access the airport in a timely manner.

## **Tillamook County Transportation District: Route 5 Coast Liner Express**

### ACT Comments

Northwest: The NWACT is supportive of this project as it effectively provides the ability for Tillamook County residents to make a single day round trip to take care of matters in the Willamette Valley. Without expansion, most trips require an overnight stay. Many seeking medical care in the metro region need regular access to day-trips for appointments and treatments.

Additionally, the requested propane-fueled bus builds on Tillamook County Transit District's existing propane fueling station and fleet providing a cleaner more fuel efficient alternative to diesel.



## **Tillamook County Transportation District: NW Connector Transit Access Project**

### Qualified Entity Recommendation(s)

Lincoln County Transportation District: Fund

### QE Comments

Lincoln County Transportation District: This has been a phased project with this being the last phase. This project will provide important ADA access to three individual bus hubs in three different counties.

### ACT Comments

Cascades West ACT: CWACT endorses funding all projects in our region and chose not to prioritize vehicle purchases over operational needs or capital improvements as they are all equally important to our agencies and improved transit service in our region.

Northwest ACT: These three bus stops are part of a larger effort to build or expand transit infrastructure to improve accessibility for all users throughout the regional system.

The NWACT is supportive of this project as it is crucial funding to close a gap in an existing project struck by rapid inflation. This project is put forward by Northwest Oregon Transit Alliance (NWOTA), a collaborative group of five transit agencies providing the Northwest Connector service. The system connects rural areas of Northwest Oregon to major cities, popular tourist destinations, medical facilities, recreational activities, and places of work.

Initial planning documents and categorical exclusions for each stop have been received. Building on these successes will bring improved ADA accessibility, covered waiting areas, information, seating areas, and in some cases bicycle repair stations to traditional transit users and car-free visitors alike.

## **Tri-County Metropolitan Transportation District of Oregon: Vehicle Purchase**

### Qualified Entity Recommendation(s)

Tri-Met: Fund

### QE Comments

TriMet: This project is scalable. The HB 2017 Transit Advisory Committee for the Tri-County QE determined that all projects were equally important. Therefore, no prioritized list is being submitted.

### ACT Comments

Region 1: After thorough discussion, the R1ACT agreed that all the R1 applications had strong merit and value to the region, but also recognized that the TriMet LIFT request was so large (\$5.7m) that it had the potential to displace many of the smaller requests that are also very important to the ACT. TriMet suggested the ACT "highly support" their application at the \$1.7M level to bring their request into better alignment with the scale of other regional requests. The R1ACT agreed to highly support this project at the \$1.7M level and to support additional funding for this project after consideration of our other highly supported projects.

## **Tri-County Metropolitan Transportation District of Oregon: Max Light Rail Service Plan**

### Qualified Entity Recommendation(s)

Tri-Met: Fund

### QE Comments

TriMet: This project is scalable. The HB 2017 Transit Advisory Committee for the Tri-County QE determined that all projects were equally important. Therefore, no prioritized list is being submitted.

ACT Comments

Region 1: The R1ACT wishes to ensure some geographic equity and balanced their support for local vs regional applications. After thorough discussion, and the rightsizing of one application, the ACT agreed that all the R1 applications were of strong merit and worthy of our "highly support" ranking.

**Tri-County Metropolitan Transportation District of Oregon: TriMet Transit Priority Spot Improvements**

Qualified Entity Recommendation(s)

Tri-Met: Fund

QE Comments

TriMet: This project is scalable. The HB 2017 Transit Advisory Committee for the Tri-County QE determined that all projects were equally important. Therefore, no prioritized list is being submitted.

ACT Comments

Region 1: The R1ACT wishes to ensure some geographic equity and balanced their support for local vs regional applications. After thorough discussion, and the rightsizing of one application, the ACT agreed that all the R1 applications were of strong merit and worthy of our "highly support" ranking.

**Umatilla County: Hermiston Hopper**

Qualified Entity Recommendation(s)

Confederated Tribes of the Umatilla Indian Reservation: Fund

Umatilla County: Fund

QE Priority

Umatilla County: 1 of 7

QE Comments

Umatilla County: The UCTAC strongly recommended that existing route operations take priority based upon existing ridership. Next was new operations with capital purchases being lowest priority.

**Umatilla County: Pilot Rocket**

Qualified Entity Recommendation(s)

Confederated Tribes of the Umatilla Indian Reservation: Fund

Umatilla County: Fund

QE Priority

Umatilla County: 4 of 7

QE Comments

CTUIR: None

**Umpqua Public Transportation District: Information Tech Software and IT Support Personnel 1 of 2**

Qualified Entity Recommendation(s)

Umpqua Public Transportation District: Fund

QE Priority

Umpqua Public Transportation District: 1 of 3

QE Comments

Umpqua Public Transportation District: Replacing Route Match is a necessity. Micro Transit Software could be implemented at a later date.

## **Umpqua Public Transportation District: Information Tech Software and IT Support Personnel 2 of 2**

### Qualified Entity Recommendation(s)

Umpqua Public Transportation District: Fund

### QE Priority

Umpqua Public Transportation District: 2 of 3

### QE Comments:

Umpqua Public Transportation District: This project can be phased with partial funding - IT Staff is critical to implementing any one or all of these projects but the CAD AVL Project is the priority for Fixed Route. Contactless Fare can be done at a later date. TAM Software can be done at a later date.

## **Washington County: Bus Electrification**

### Qualified Entity Recommendation(s)

Tri-Met: Fund

### QE Comments

TriMet: This project is scalable. The HB 2017 Transit Advisory Committee for the Tri-County QE determined that all projects were equally important. Therefore, no prioritized list is being submitted.

### ACT Comments

Region 1: The R1ACT wishes to ensure some geographic equity and balanced their support for local vs regional applications. After thorough discussion, and the rightsizing of one application, the ACT agreed that all the R1 applications were of strong merit and worthy of our "highly support" ranking.

## **Washington County: Micro-Transit Pilot**

### Qualified Entity Recommendation(s)

Tri-Met: Fund

### QE Comments

TriMet: This project is scalable. The HB 2017 Transit Advisory Committee for the Tri-County QE determined that all projects were equally important. Therefore, no prioritized list is being submitted.

### ACT Comments

Region 1: The R1ACT wishes to ensure some geographic equity and balanced their support for local vs regional applications. After thorough discussion, and the rightsizing of one application, the ACT agreed that all the R1 applications were of strong merit and worthy of our "highly support" ranking.

## **Washington County: Community Connector Shuttle Stop Enhancements**

### Qualified Entity Recommendation(s)

Tri-Met: Fund

### QE Comments

TriMet: This project is scalable. The HB 2017 Transit Advisory Committee for the Tri-County QE determined that all projects were equally important. Therefore, no prioritized list is being submitted.

### ACT Comments

Region 1: The R1ACT wishes to ensure some geographic equity and balanced their support for local vs regional applications. After thorough discussion, and the rightsizing of one application, the ACT agreed that all the R1 applications were of strong merit and worthy of our "highly support" ranking.

## **Yamhill County: YCT Replacement Buses**

### **ACT Comments**

Mid-Willamette: This application would provide funding for the replacement of two buses in the YCTA fleet that are well beyond their service life. Because of the age of the existing vehicles, maintenance and procurement of replacement parts is problematic. YCTA provides service to Yamhill County as well as connections to regional services such as Tri Met and Cherriots. Yamhill County has a high percentage of low-income households. There is also a significant percentage of the County population that is elderly or disabled. Yamhill County is very rural so durable vehicles are essential for service reliability. MWACT recommends funding this project that will allow YCTA to continue its current service levels.